

STATEWIDE ROADSIDE TOLL COLLECTION SYSTEM REQUEST FOR PROPOSALS

Addendum No. 6

Issued June 12, 2023

This is an addendum to the Statewide Roadside Toll Collection System Request for Proposals (RFP) offered by the North Carolina Turnpike Authority.

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

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

All other terms, conditions and requirements of the original RFP dated January 20, 2023, remain unchanged unless modified by this Addendum.

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

Below are the answers to questions submitted in response to the above referenced RFP.

Please Note: The below list does NOT include all of the Proposer questions that NCTA has received. NCTA is continuing to work through all the submitted questions and will issue the remaining responses in another Addendum by the Week of June 26.

#	Page	Section	Section Title	Proposer Question	NCTA Response
68				Assuming multiple firms are selected as vendors under this RFP, is it NCTA’s intent to provide all firms a 5-year master agreement or will the 5-year implementation term commence upon NTP for the specific projects task order?	5 years from contract award.
69				Please describe process and timing for proposer question responses from NCTA. Will they be answered as they come in or by one specific date following the 2/17 submittal date? Also, will there be any timeline for a clarification of a response provided?	The procurement timeline will be assessed and adjusted as appropriate.
70	7	Exhibit C	Price Proposal	<p>"1. The Price Proposal Forms are provided in Excel format worksheets for ease of completion and checking. The Excel version of the Price Proposal shall be downloaded from the NCTA’s Website at https://connect.ncdot.gov/business/Turnpike/Pages/default.aspx."</p> <p>Will the Authority please post the native Excel pricing sheets? No sheets are currently visible on Connect.ncdot.gov.</p>	Please refer to Addendum #01.

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#	Page	Section	Section Title	Proposer Question	NCTA Response
71	33	Part I - Administrative	Price Proposal Template	The Price Proposal Workbook is missing from the publish RFP and associated files. Please provide a copy to the bidders.	Please refer to Addendum #01.
81		Part IV 3.7.14	Liquidated Damages, Paragraph 1	Please confirm if liquidated damages are only applicable to task orders and not the IDIQ/Master Contract.	Confirmed.
89	11	Part I – 1.26.4	Listing of Subconsultants or Subcontractors	Can you please define Subcontractor as used in the RFP as applicable to complete and submit a RS-2 Form?	Please refer to Part II: Defined Terms in the RFP for the definition of "Subcontractor".
92	7	Exhibit C	Price Proposal	<p>"1. The Price Proposal Forms are provided in Excel format worksheets for ease of completion and checking. The Excel version of the Price Proposal shall be downloaded from the NCTA’s Website at https://connect.ncdot.gov/business/Turnpike/Pages/default.aspx."</p> <p>Will the Authority please post the native Excel pricing sheets? No sheets are currently visible on Connect.ncdot.gov.</p>	Please refer to Addendum #01.

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93		01_STCS_RFP	Table 1-2 Procurement Schedule	The proposer respectfully requests that NCTA grant a one-week extension to the question period and a two-week extension to the proposal due date to allow for accurate review of the pricing sheets released on 2/8 by both proposers and potential subcontractors as well as any subsequent Q&A responses. Civil subcontractors and DBE contractors, specifically, are requesting additional time to accurately and competitively evaluate and price for their respective scope.	The procurement timeline will be assessed and adjusted as appropriate.
96	18	Table 1-3	Response to Part III Scope of Work	Are Offerors to respond to Section 2 General Documentation requirements in Section 6 of the response? Please clarify and identify if page count will be increased to allow for response to this section.	Proposal Section 6 applies to Scope of Work Sections 3-6.
98	30	Table 1-5, Form D-6	Requirements Conformance Matrix	Location of Form/submittal in Proposal indicates that the matrix be located in Technical Proposal Section 6 which is limited to 50 pages. Is the matrix excluded from the page count?	Yes, the matrix is excluded from the page count.
112	PDF Page 23	Part I - Administrative	North Carolina Turnpike Authority (NCTA) Part I, Page 16 of 37 Table I-2: Procurement Schedule	Given the delayed pricing sheets, some missing key Attachments, the unusual nature of this RFP and the number of questions it has consequently generated, please extend the proposal submission deadline by 4 weeks. For the same reasons, please also consider extending the questions deadline by 1-2 weeks, to allow follow-up questions and questions regarding documentation/attachments that are missing from the RFP package at this time.	The procurement timeline will be assessed and adjusted as appropriate.

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119	PDF Page 106	STCS-RFP.pdf, Part III – Scope of Work and Requirements, 3.1.5	3.1.5. Wrong- Way Vehicle Detection System, Req. 241	<p>The Contractor shall be responsible for integrating the WWVD system to the RTCS and meeting all WWVD Performance Requirements.</p> <p>Question 1: Please advise where to find WWVD Performance Requirements.</p> <p>Question 2: We assume that all WWVD Performance Requirements would apply primarily to the D/B Constructor, as the provider of the WWVD system. We expect that the Contractor is only expected to meet WWVD Performance Requirements that are directly within SRTCS Contractor’s control. Please confirm this understanding is correct.</p>	<p>Per this Addendum 06, the RFP language has been revised under Part III, <i>Section 3.1.5 Wrong-Way Vehicle Detection System</i>. In addition, a new <i>Section 3.1.6 Wrong Way Vehicle Detection and Notification</i>, under Part III, has been added.</p>
127		Form D-6 – Requirements Conformance Matrix	Requirement 138	<p>RFP Requirement: Such emergency conditions shall be handled in accordance with the policies and procedures established by NCTA. The following are a few examples of emergency conditions:</p> <p>Question: Because Level 1 Maintenance and Operation of the System is to be performed by others, please consider removing this requirement from the RTSC RFP</p>	<p>Per this Addendum 06, the RFP Requirements surrounding Level 1, Level 2, and Level 3 maintenance have been amended. Please reference the latest version of the RFP & Form D-6 Requirements Conformance Matrix on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTCS.aspx.</p>

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129		Form D-6 – Requirements Conformance Matrix	Requirement 144	<p>RFP Requirement: a) Furnish and install clean, uninterruptable power to all RSS Equipment on the overhead structures/toll gantries and in the toll Equipment cabinets.</p> <p>Question: Please confirm that Contractor responsibility is limited to provide the cabinets and that power supply itself is to be provided by NCTA or its DB Constructor</p>	Confirmed.
130		Form D-6 – Requirements Conformance Matrix	Requirement 144	<p>RFP Wording: n) Time synchronize the new RSS with the AVI system, including the provision of required cables as needed.</p> <p>Question: Please, provide details on the existing/designed AVI System</p>	AVI design will be provided in future task order.
132		Form D-6 – Requirements Conformance Matrix	Requirement 171	<p>RFP Requirement: Any work involving removal/relocation of Equipment (both existing Equipment and the Contractor’s Equipment), loosening or removal of nuts/screws, cables, connectors, etc., shall be done with appropriate lane closures during a nighttime period or off-peak hours and in accordance with NCTA approved lane closures.</p> <p>Question 1: Please, provide details/Drawings on existing Equipment, if any, so we could plan and price any potential removals or relocations.</p> <p>Question2: Please, confirm that existing equipment is</p>	Details to be provided in future task orders.

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				related to existing ITS systems, if any, and no Tolling equipment is currently installed	
133		Form D-6 – Requirements Conformance Matrix	Requirement 210	<p>RFP Requirement: During installation, the Contractor shall provide verification and comment on RTCS related elements that the Constructor is responsible for installing.</p> <p>Question: Please provide details about the elements that the Constructor is responsible for installing and detailed installation plan/Schedule for those activities</p>	Details to be provided in future task orders.
134		Form D-6 – Requirements Conformance Matrix	Requirement 223	<p>RFP Requirement: The Constructor will provide, terminate, and test the fiber connections from Toll Zone to Toll Zone. The Contractor is responsible for all network Equipment/switching at the Toll Zone and is responsible for all elements of the Local Area Network (LAN). The Contractor is responsible for Wide Area Network (WAN) connections to the NCTA CBOS.</p> <p>Question: Please, provide drawings of available conduits for WAN and other relevant specifications</p>	Details to be provided in future task orders.
135		Form D-6- Requirements Conformance Matrix AND Part III – Scope	Form D-6- Requirements Conformance Matrix, Req 227 AND	<p>RCM Req 227 states: If communications to any element of the RTCS are down, an alarm shall be generated and reported to ITSM system.</p> <p>SOW Req 543 states: NCTA uses Service Now IT Service Management System. The Contract shall integrate into the Service Now IT service management system for the</p>	ITSM is an existing NCDOT owned system.

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		of Work and Requirements	Part III – SOW, Req, 543 AND Part III SOW, section 1.2 Summary of Scope of Work	<p>creation, updates, and closure of all incidents, change orders, and configuration in the RTCS. SOW Section 1.2 Summary of Scope of Work states: “The RSS shall be located at the tolling locations and shall include, but not be limited to, the following: [...] • IT Service Management (ITSM) systems (ITSM). [...]”</p> <p>Question: Please confirm whether ITSM is an existing Service Now system already owned and operated by NCTA and that the RTSC Contractor will use that existing NCTA System, and not provide or maintain one of its own.</p>	
136		Form D-6-Requirements Conformance Matrix	Requirement 236	<p>RFP Requirement: The Contractor shall design, furnish, install, and commission additional ITS devices if deemed necessary to meet the Performance Requirements. The Contractor shall be responsible for any additional costs. Question: Please provide details on existing ITS devices and ITS devices to be installed by the DB Constructor, including make/model and drawings for each location.</p>	Details to be provided in future task orders.
137	PDF page 111	STCS-RFP.pdf, Part III – Scope of Work and Requirements, Req. 291 AND Form D-6-	4.2.2.2 Automatic Vehicle Detection and Classification (AVDC) System, Req 291	<p>RFP Quote: 291 The Contractor shall design, procure, furnish and install a secondary sensor and Equipment that are part of the AVDC system as a back-up to support image capture and vehicle framing in the event any element of the primary system fails or is degraded. The RTCS shall determine the conditions (configurable) that invoke the use of the secondary sensors and Equipment.</p>	<ol style="list-style-type: none"> 1. Transaction framing 2. Secondary capability to trigger cameras and correlate images to transactions in conformance to requirements.

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		Requirements Conformance Matrix		<p>Question 1: Please define “vehicle framing”</p> <p>Question 2: When you say “as a back-up to support image capture,” you mean as a backup triggering mechanism, not the secondary capability to actually take or process images, right?</p> <p>Question 3: In the unit-rates based pricing sheet, should the secondary equipment be listed as a separate line item?</p> <p>Question 4: Please define whether a degraded mode of operation is allowed.</p>	<p>3. No, redundancy is part of core system cost.</p> <p>4. Include details of redundancies and potential degraded modes of operation in proposal for NCTA assessment.</p>
138		Form D-6-Requirements Conformance Matrix	Requirement 377	<p>RFP Wording: Transaction data, Images, DVAS video and system logs shall be retained online for ninety (90) Days and then archived and purged.</p> <p>Question: Is it allowed to provide DVAS video system in an on-premise facility in order to reduce operational and maintenance costs?</p>	"Online" is intended to mean immediately accessible, not necessarily cloud hosted.
139		Form D-6-Requirements Conformance Matrix	Requirement 380	<p>RFP Wording: Remote access to all RTCS shall be VPN based and controlled through a central repository, with each user having a unique log-in.</p> <p>Question: Is VPN access provided by NCTA?</p>	VPN to be provided by Contractor.

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140		Form D-6-Requirements Conformance Matrix	Requirement 390	RFP Wording: f) CEMS; g) ACSMS Question: Please, confirm that Contractor' scope is limited to Road Cabinets.	Details to be provided in future task orders.
141		Form D-6-Requirements Conformance Matrix	Requirement 394	RFP Requirement: The CEMS shall be accessible from the MRTMC and STOC via a virtual private network approved by NCTA and on a NCTA provided workstation. Question 1: Please, provide ICDs for both: - MRTMC - STOC Question 2: Is NCTA providing and paying VPN for this purpose?	Users will need to access CEMS data through Contractor GUI over contractor provided VPN.
142		Form D-6-Requirements Conformance Matrix	Requirement 456	RFP Requirement: If required by the Contractor, services for fiber-optic/utility location shall be invoiced to NCTA as cost plus \$250 per locate. Question: Please elaborate on this requirement. It seems like something that should fall within the Level I Maintenance provider’s contract scope instead.	Per this Addendum 06, the RFP Requirements surrounding Level 1, Level 2, and Level 3 maintenance have been amended. Please reference the latest version of the RFP & Form D-6 Requirements Conformance Matrix on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTC.aspx .

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144		Form D-6- RCM AND Part III – Scope of Work and Requirements, section 5.1.2.1.	Form D-6- RCM AND Part III – Scope of Work and Requirements, section 5.1.2.1., Req. 463	RFP Requirement h) general Equipment and Hardware maintenance, replacement and spare parts inventory in ITSM system; Question: Please confirm that only Spare parts inventory in ITSM system is expected from RTSC Contractor per this Requirement 463, because Level 1 Maintenance is to be performed by others	Per this Addendum 06, the RFP Requirements surrounding Level 1, Level 2, and Level 3 maintenance have been amended. Please reference the latest version of the RFP & Form D-6 Requirements Conformance Matrix on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTCSC.aspx .
145		Form D-6- Requirements Conformance Matrix AND Part III – SOW, section 5.1.2.1., Req. 463	Form D-6- RCM AND Part III – Scope of Work and Requirements, section 5.1.2.1., Req. 463	RFP Requirement: i) general inspection and maintenance of roadside infrastructure; Question 1: Please remove this requirement, as it is out of the Contractor' scope, since level 1 is to be performed by others Question 2: Some more requirements in this section 5.1.2.1. of Part III SOW contain references to activities that belong under Level I. Please update this section to show that Level I activities do not fall within the RTSC Contractor’s purview.	Per this Addendum 06, the RFP Requirements surrounding Level 1, Level 2, and Level 3 maintenance have been amended. Please reference the latest version of the RFP & Form D-6 Requirements Conformance Matrix on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTCSC.aspx .
146		Form D-6- Requirements Conformance Matrix	Requirement 463	RFP Requirement: u) manual retrieval of data from the Zone Controllers and download of the Transponder status list and toll rate and schedule files in the event of extended communications failure;	Per this Addendum 06, the RFP Requirements surrounding Level 1, Level 2, and Level 3 maintenance have been amended. Please reference the

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				Question: Please confirm this requirement is not under RTSC Contractor's scope, since Level 1 Maintenance is to be performed by others	latest version of the RFP & Form D-6 Requirements Conformance Matrix on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTCS.aspx .
147		Form D-6-Requirements Conformance Matrix	Requirement 463	RFP Requirement: v) re-establishing or re-installing system files, programs and parameters, as required, following a failure or damage to the RTCS and returning lanes to fully operational condition. Question: Please confirm this requirement is not under RTSC Contractor's scope, since Level 1 is to be performed by others and the RTSC Contractor will participate only in cases where Level II Maintenance is required	Per this Addendum 06, the RFP Requirements surrounding Level 1, Level 2, and Level 3 maintenance have been amended. Please reference the latest version of the RFP & Form D-6 Requirements Conformance Matrix on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTCS.aspx .
148		Form D-6-Requirements Conformance Matrix	Requirement 469	RFP Requirement: d) Interface to future VOD system provided by others; Question: Please provide details on future VOD system and ICD for those future systems, if available	Details to be provided in future task orders, as applicable.
149		Form D-6-Requirements Conformance Matrix	Requirement 469	RFP Requirement: h) Card readers; Question: Please provide details on which part of the system/devices you expected Card Readers to be installed	Card readers are for ACSMS.

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150		Form D-6-Requirements Conformance Matrix	Requirement 469	RFP Requirement: I) inspection, test, and repair of cables, wiring and terminations; Question: Please confirm that this requirement is not part of the RTSC Contractor scope, since this falls within Level 1 Maintenance to be provided by others	Per this Addendum 06, the RFP Requirements surrounding Level 1, Level 2, and Level 3 maintenance have been amended. Please reference the latest version of the RFP & Form D-6 Requirements Conformance Matrix on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTCS.aspx .
151		Form D-6-Requirements Conformance Matrix	Requirement 482	RFP Requirement: The Contractor shall provide and perform onsite preventive maintenance on the RSS Hardware, host Hardware, Contractor LAN/WAN communications Equipment, and Software in accordance with the approved Maintenance Plan. Question: Please elaborate on this requirement, considering that hardware is Level 1 Maintenance that will be performed by others and is not under RTSC Contractor's scope.	Per this Addendum 06, the RFP Requirements surrounding Level 1, Level 2, and Level 3 maintenance have been amended. Please reference the latest version of the RFP & Form D-6 Requirements Conformance Matrix on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTCS.aspx .
152		Form D-6-Requirements Conformance Matrix	Requirement 483	RFP Requirement: The Contractor shall inspect all Contractor installed Equipment, both major components and support components (fans, cables, connectors, cabinets, Equipment racks, storage units) that constitute the RTCS and shall make such repairs, cleaning, adjustments, and replacements of components as necessary to maintain the Equipment in normal	Per this Addendum 06, the RFP Requirements surrounding Level 1, Level 2, and Level 3 maintenance have been amended. Please reference the latest version of the RFP & Form D-6 Requirements Conformance

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				operating condition in accordance with the approved Maintenance Plan. Question: Please, confirm that this requirement is not under RTSC Contractor' scope, since Level 1 Maintenance is to be performed by others.	Matrix on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTCSC.aspx .
153		Form D-6-Requirements Conformance Matrix	Requirement 486	RFP Requirement: Preventive maintenance requiring lane closure shall be scheduled by the Contractor for off-peak travel periods, evenings, Saturdays, and Sundays and coordinated with NCTA, so that the work shall not interfere with normal traffic flow unless otherwise approved by NCTA. Question: Please confirm that scheduling Lane Closures and related documentation and permits management is not under RTSC Contractor's scope, since Level 1 Maintenance is to be performed by others.	Per this Addendum 06, the RFP Requirements surrounding Level 1, Level 2, and Level 3 maintenance have been amended. Please reference the latest version of the RFP & Form D-6 Requirements Conformance Matrix on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTCSC.aspx .
154		Form D-6-Requirements Conformance Matrix AND Part III – SOW, 5.1.9.2 Spare Parts Inventory Management	Requirement 504	RFP Requirement: The Contractor shall be responsible for providing to NCTA spare parts inventory during the Contract period as requested by NCTA or its designated Level 1 and Level II Maintenance providers. NCTA is responsible for monitoring and identifying the existing spare parts inventory, ordering spare parts as required, and proposing the quantity needed to maintain the required performance. Question: Please confirm this requirement does not	Per this Addendum 06, the RFP Requirements surrounding Level 1, Level 2, and Level 3 maintenance have been amended. Please reference the latest version of the RFP & Form D-6 Requirements Conformance Matrix on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTCSC.aspx .

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				apply to the RTSC Contractor, since Level I Maintenance and spares management are to be provided by others.	
155		Form D-6-Requirements Conformance Matrix	Requirement 505	<p>RFP Requirement: NCTA will, on a quarterly basis, Update and recommend a spare part quantity to be maintained in order to support the RTCS functionality and operational readiness. The Contractor shall provide a document with all lead times for all Spare Parts to NCTA no later than 180 Calendar Days after NTP. The longest lead order time for any Spare Part shall not exceed 90 Calendar Days but NCTA expects most shall be available less than thirty (30) days from an order placed by NCTA to the Contract.</p> <p>Question: If the RTSC Contractor provides the initial spare parts inventory per Req. 504 and Req. 505, whose responsibility is it to maintain the inventory at adequate levels throughout the 5–11-year maintenance term? How are the additional spares to be purchased, apart from the initial set of spares are to be priced and invoiced by the RTSC Contractor?</p>	Per this Addendum 06, the RFP Requirements surrounding Level 1, Level 2, and Level 3 maintenance have been amended. Please reference the latest version of the RFP & Form D-6 Requirements Conformance Matrix on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTCS.aspx .
156		Form D-6-Requirements Conformance Matrix	Requirement 511	RFP Requirement: The Contractor shall provide NCTA TMC with any requests for lane closures to address emergency corrective repairs. The request shall be submitted immediately after the system failure is detected.	Per this Addendum 06, the RFP Requirements surrounding Level 1, Level 2, and Level 3 maintenance have been amended. Please reference the

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				Question: Please confirm this requirement does not apply to the RTSC Contractor, since Level I Maintenance is to be provided by others.	latest version of the RFP & Form D-6 Requirements Conformance Matrix on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTCS.aspx .
157		Form D-6-Requirements Conformance Matrix	Requirement 531	<p>RFP Requirement: The Contractor shall inspect and test cables, wiring, and terminations to detect problems and degradation. Any item not in compliance with Contract Requirements shall be replaced by the Contractor at no cost to NCTA unless such failure is considered non-chargeable, as described in Section 7.9 Non-Chargeable and Chargeable Failures of Part III, Scope of Work and Requirements.</p> <p>Question 1: Please confirm both the inspection and replacement requirement falls under Level 1 Maintenance scope that is to be provided by others, and not within RTSC Contractor's scope.</p> <p>Question 2: If any part of this requirement falls within the RTSC Contractor’s scope, please elaborate and confirm that it only applies if definitively proven that damage and degradation are not due to improper maintenance by others, such as the Level I maintenance provider.</p>	Per this Addendum 06, the RFP Requirements surrounding Level 1, Level 2, and Level 3 maintenance have been amended. Please reference the latest version of the RFP & Form D-6 Requirements Conformance Matrix on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTCS.aspx .
158		Form D-6-Requirements	Requirement 532	RFP Requirement: The Contractor shall maintain the RTCS LAN/WAN that includes all Contractor network connections in the toll Equipment cabinets and interconnections between the toll Equipment cabinets	Per this Addendum 06, the RFP Requirements surrounding Level 1, Level 2, and Level 3 maintenance have been

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		Conformance Matrix		as defined in Attachment 3: I-5507 Constructor Plans & Requirements Question: Please confirm this requirement is under Level 1 maintenance provider, and not under RTSC Contractor's scope.	amended. Please reference the latest version of the RFP & Form D-6 Requirements Conformance Matrix on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTCS.aspx .
159		Form D-6-Requirements Conformance Matrix	Requirement 533	RFP Requirements: The Contractor shall perform any maintenance, daily, weekly, or periodic, required to maintain the RTCS at required performance levels (for example: archival and purging in accordance with NCTA’s retention policy). Question: It is our understanding that this requirement does not apply to Level 1 maintenance and operations, as they are outside of RTSC scope. If the understanding is incorrect, please clarify.	Per this Addendum 06, the RFP Requirements surrounding Level 1, Level 2, and Level 3 maintenance have been amended. Please reference the latest version of the RFP & Form D-6 Requirements Conformance Matrix on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTCS.aspx .
160		Form D-6-Requirements Conformance Matrix	Requirement 534	RFP Requirements: The Contractor shall retrieve data manually from the Zone Controllers and download the Transponder status list and toll rate and schedule files in the event there is an extended communications failure. Question: Please confirm this requirement is under Level 1 maintenance provider, and not under RTSC Contractor's scope	Per this Addendum 06, the RFP Requirements surrounding Level 1, Level 2, and Level 3 maintenance have been amended. Please reference the latest version of the RFP & Form D-6 Requirements Conformance Matrix on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTCS.aspx .

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161	PDF Page 127	4.3.2.2 Toll Rate Sign (TRS)	4.3.2. Dynamic Pricing System 2 Toll Rate Sign (TRS) (436)	RFP wording: "The Contractor shall provide all equipment necessary to integrate and make the TRS operational to meet all Requirements." Question: No technical specifications regarding TRS have been found. Please provide.	Details to be provided in future task orders, as applicable.
162	PDF Page 128	4.3.2.2 Toll Rate Sign (TRS)	4.3.2. Dynamic Pricing System 2 Toll Rate Sign (TRS) (444)	RFP Wording: "The TRS camera shall have fixed view presets and also be able to pan/tilt/zoom to accommodate when the TRS is not functioning and temporary roadside signing is used to communicate temporary toll rates." Question: Please confirm that the only CCTV system cameras anticipated are PTZ camera to monitoring the TRS panels.	Details to be provided in future task orders, as applicable.
166	N/A	D-7 Price Proposal	D-7 Price Proposal, 2-2 Backup AET ITS	Regarding "Out of Pavement Vehicle Detection Device" – does this mean above-ground MVD or similar ITS sensor?	Per this Addendum 06, changes have been made to the D-7 Price Proposal Form, which includes the removal of ITS from the pricing sheets. ITS items will be priced in future task orders, as applicable.

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167	N/A	D-7 Price Proposal	D-7 Price Proposal, 2-1 Backup AET Roadside	The price sheet requires “Quantity per Toll Zone.” Please advise: how many lanes constitute a Toll Zone for the purposes of this pricing sheet?	Per this Addendum 06, changes have been made to the D-7 Price Proposal Form, including changes to tab 2-1 Backup AET Roadside.
169	PDF page 174	STCS-RFP.pdf, PART IV TERMS AND CONDITIONS	PART IV TERMS AND CONDITIONS 1.2. Contract Terms	RFP wording: For each Project, the Contractor shall be issued a Notice to Proceed for the Implementation Phase. A second Notice to Proceed will be issued for the Installation and Acceptance Phase and Operations and Maintenance Phase approximately 210 Calendar Days prior to Go-Live based on the Construction Contract schedule. The 210 Calendar Day period constitutes a 90 Calendar Day notice for mobilization and purpose of equipment and a 120-calendar installation period of all Toll Zones to be ready for Go-Live Question: Can the 210 calendar days be fully dedicated to installation? Or 120 days is the maximum allowed installation period?	120 days is the maximum allowed installation period. Any variations will be provided in future task order.
170	PDF page 152	STCS-RFP.pdf,	Table 2: RTCS Performance Requirements	RFP Quote: Performance Requirement 15 : Provide NCTA and NCDOT staff with MOT schedules and MOT plans ahead of placement of lane closures for any type of maintenance. POINTS: 1 point for each instance of a MOT that is placed without a documented notification to NCTA and NCDOT and prior Approval from NCTA. Question: Please confirm that this Performance requirement does not apply to the RTSC Contractor,	Requirement only applies to work performed by the RTCS Contractor or sub-contractors.

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				because Level 1 maintenance is to be performed by others, therefore notifications to NCTA and NCDOT shall be performed by NCTA’s vendor responsible for Level I Maintenance.	
171	PDF page 152	STCS-RFP.pdf,	Table 2: RTCS Performance Requirements	RFP Quote: Performance Requirement 16: All MOT of NCTA facilities shall be in accordance with NCDOT standards. POINTS: 1 point for each instance of a MOT that is placed out of accordance with NCDOT standards Question: Please confirm that this Performance requirement does not apply to the RTSC Contractor, because Level 1 maintenance is to be performed by others, therefore placing MOT during maintenance shall be performed by NCTA’s vendor responsible for Level I Maintenance.	Requirement only applies to work performed by the RTCS Contractor or sub-contractors.
195			General	May Proposers ask a 2nd round of questions, prior to submission of the Proposals, to clarify answers from NCTA?	After NCTA provides response to ALL Proposer questions, Proposers will be given 5 business days to submit any clarification questions associated with the Addenda.

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198	1	Attachment 4	Use Cases	In UC-03, it states "execute 50 standard image toll transactions and validate the transactions...". While 50 transactions are explicitly stated in the Scenario Description, there are still a minimum number of transactions per test phase (e.g. FAT=1000, OIT=2500). Please clarify.	Per this Addendum 06, the scenario description for UC-03 has been revised. Please reference Attachment 4 on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTCS.aspx .
199	4	Attachment 4	Use Cases	UC-08 states the following: " Maintenance operations monitor alerts and dispatch technicians for full 24/7 operations during UAT. Monthly Maintenance Reports provided for 2-week UAT." Question: The testing phases defined in this Attachment 4 are FAT, OIT, SIT, OAT, SAT. but there is no mention for a UAT testing phase. Please clarify what UAT testing refers to in this use case and how does it apply to FAT, OIT and SIT.	Per this Addendum 06, the scenario description for UC-08 has been revised. Please reference Attachment 4 on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTCS.aspx .
200		Attachment 7	Attachment 7 NCTA Change and Release Management Process	The RFP mentions the following: "UAT testing team is responsible for testing the application functionality on the final build promoted to Higher Level testing environment and provide sign off approval." Question: The testing phases defined in Attachment 4 are FAT, OIT, SIT, OAT, SAT. but there is no mention for a UAT testing phase. Please clarify if a UAT Testing Phase	UAT is the change management process during Maintenance Phase for system change testing prior to deploying software into production. In the Maintenance Phase, the selected contractor is required to communicate and receive concurrence from NCTA prior to deployment.

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				is required and what the expectations of this test phase are.	
201	2	RFP Part I	Table I-I Operations and Maintenance	In various sections and tables, it states that the project scope for maintenance services is for Level II & III In section 5.1.2 is states that the contractor shall only provide Level III support. Please clarify that bidders are only required to provide Level III Remote SW/System Support?	Per this Addendum 06, the RFP Requirements surrounding Level 1, Level 2, and Level 3 maintenance have been amended. Please reference the latest version of the RFP & Form D-6 Requirements Conformance Matrix on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTCS.aspx .
202	21	RFP Part 1	D. Proposal Section 2: Key Team Qualifications	Please clarify whether there is a difference between Key Team Personnel and Key Team Members as both terms are present in the requirements for Section 2. Are we to assume the Key Team Members are the individuals in the Primary role on Table I-4? Does NCTA want resumes for only the Primary Key Staff or for the successors as well?	Key Team Personnel and Key Team Members are synonymous and listed in Table 1-4. Submit resumes for Primary and Successors for key roles.

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209	3	RFP Part III	1.2 Summary of Scope of Work	<p>RE: Integration of Closed-Circuit Television (CCTV) cameras used for monitoring of toll rate messages, Dynamic Message Signs (DMS) used for travel time messages, Toll Rate Signs (TRS), and Microwave Vehicle Detectors (MVD) to the RTCS:</p> <p>Is the Contractor required to provide CCTV cameras or are these provided by others? If others, what is the make/model of the CCTV cameras and/or interface necessary? Will these be static or PTZ cameras? Is it expected to use any toll system functionality to PTZ the cameras if they support that feature?</p>	<p>Clarification: The scope for ITS device installation is limited to the integration of devices provided by others. Please reference Section 1.2 Summary Scope of Work within Part III - Scope of Work and Requirements.</p> <p>Any changes to scope will be addressed in task orders, as applicable.</p>
211	31 & 67	RFP Part III	2.10.3 RSS Installation Requirements and 5. Maintenance Responsibilities and Services	<p>Item t) Integrate, calibrate, and test the toll related ITS elements that are provided by the Contractor to the ITSM system; and 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>Please clarify what ITS equipment is expected to be provided by the Contractor for toll-related aspects and what equipment is expected to be "provided by others".</p>	<p>Proposer should demonstrate experience in integration and maintenance in their proposal, however, future details of future projects are unknown, and details are to be provided in future task orders, as applicable.</p>
216	55	RFP Part III	4.3.1 Transaction Reconciliation	<p>Requirement 360 (item C): Support existing NCTA review and auditing processes to measure the system against the Performance Requirements.</p>	<p>Refer to data views in Attachment 3: Data Dictionary.</p>

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			Host (TRH); #360 item C	Please provide the existing review and auditing processes for gap analysis.	
217	63	RFP Part III	4.3.1.5 External Interfaces and Data Requirements; #421	Requirement 421: Due to the requirement to transmit data between clouds, will cloud data transmission costs be a pass-through to the state? For example, data costs between availability zones within Azure are \$0.01 per GB, and potentially up to \$0.087 per GB to other cloud providers such as AWS or GDP as options stated within the RFP. The ability to cost these unknowns put undue risk on the vendors.	Yes.
218	64	RFP Part III	4.3.2.1 Dynamic Pricing System Core Function Requirements; #433	Requirement 433: Please elaborate on what twenty (20) different pricing plans means to NCTA. Currently this requirement is vague and does not allow Contractor the knowledge necessary to price the specific development necessary to satisfy the goals of NCTA.	DPS must support 20 different price tiers by hour/time of the day.
220	69	RFP Part III	5.1.2.1 Maintenance Requirements	RE: The Contractor is responsible for Level III Maintenance Services but must coordinate any escalations not resolved by the Level 1 and Level II maintenance providers. What standards are the NCTA provided maintenance team held to? What recourse does the Contractor have if the maintenance team is insufficient in its ability to perform maintenance services to the level necessary or	Per this Addendum 06, the RFP Requirements surrounding Level 1, Level 2, and Level 3 maintenance have been amended. Please reference the latest version of the RFP & Form D-6 Requirements Conformance Matrix on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTCSC.aspx .

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				raise inappropriate tickets that should be solved by Level I or II personnel?	
221	85	RFP Part III	5.3 System Change and Release Management Process, # 543 & 544	Requirements 543 and 544: With the requirement to integrate, which we assume is interface between our ITSM tool and NCTA's ITSM tool (Service Now), the additional requirement of allowing NCTA to install its own agent on the RTCS system is redundant and overly burdensome. If issues arise because of the agent, the Contractor's system could be impacted potentially causing revenue loss outside the control of the Contractor. Request removal of Requirement 544.	NCTA does not plan on installing agents on the contractors’ systems. NCTA ServiceNow system will interface via existing plugins and/or APIs.
222	85	RFP Part III	5.4 Maintenance Traffic Requirements	Will the selected contractor be able to install their Toll Equipment on the Gantry after the Road Constructor has completed their work and while the roadway is closed to traffic and therefore MOT (Maintenance of traffic / Traffic Control) will not be needed during the System Integration Phase of each project/roadway?	Details to be provided in future task orders.
223	87	RFP Part III	6.1 General Performance Requirements, #552	Requirement 552: Confirm failure of NCTA provided Level 1 or Level 2 staff to identify replenishment of necessary spare parts with appropriate lead times cannot be the fault of the Contractor.	Per this Addendum 06, the RFP Requirements surrounding Level 1, Level 2, and Level 3 maintenance have been amended. Please reference the latest version of the RFP & Form

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					D-6 Requirements Conformance Matrix on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTCS.aspx .
229	100-101	RFP Part III	6.6 Maintenance Priorities, Response, and Repair Times, #582-590	Requirements 582-590: The Contractor is not responsible for monitoring the system, as NCTA is providing Level I monitoring, per the Terms within Part II, Page 3 of 11. What is the expectation of the Contractor to be held to Priority repair levels when we are made aware of the problem potentially hours after the initial detection and are not responsible for the repairs done by NCTA-provided Level I and II maintenance teams?	Per this Addendum 06, the RFP Requirements surrounding Level 1, Level 2, and Level 3 maintenance have been amended. Please reference the latest version of the RFP & Form D-6 Requirements Conformance Matrix on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTCS.aspx .
230	101	RFP Part III	6.6 Maintenance Priorities, Response and Repair Times, #587-590	Requirements 587-590: Confirm Contractor's clock starts upon acknowledgment of ticket raised by Level I or Level II NCTA-provided staff. Not when the original issue is detected and Level I and Level II are responsible for first lines of maintenance and repair.	Per this Addendum 06, the RFP Requirements surrounding Level 1, Level 2, and Level 3 maintenance have been amended. Please reference the latest version of the RFP & Form D-6 Requirements Conformance Matrix on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTCS.aspx .
232	Form	Form D-7 Price Proposal	Various Tabs	Please clarify that Level II 7/24 System Monitoring is not required under this contract/RFP and that 7/24 System	Per this Addendum 06, the RFP Requirements surrounding

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				Monitoring will be done by others (contracted by NCTA through other service providers)?	Level 1, Level 2, and Level 3 maintenance have been amended. Please reference the latest version of the RFP & Form D-6 Requirements Conformance Matrix on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTCS.aspx .
244	Form	Form D-7 Price Proposal	Tabs 5-1 & 5-2	Should bidders include the costs for any Recurring SW Support Licenses/Agreements in their TRH Level III System Maintenance cost/pricing for if needed?	Yes. Per this Addendum 06, maintenance should include Level I, Level II, Level III.
245	Form	Form D-7 Price Proposal	Tabs 5-1, 5-2, 6-1, 6-2 & 8	For Level III Maintenance services pricing sheets 5-1, 5-2, 6-1, 6-2 & 8 should the pricing be in “today’s” \$’s (CY2023) for all 11-years? If “No”, what is the starting year bidders should use for Maintenance Services (Start of year-1)?	All pricing should be based off Year 2023. Please reference Exhibit C, Section 1, #10.
256	43 of 212 (RFP)	Part I - Administrative	6 - Award & Execution of Contract	Would the Authority please expand on how it envisions the Task Order award process to be executed for future project Task Orders, assuming multiple vendors are selected?	Task Order will be issued to all selected contractors and the Best Value Proposer will be chosen.
259	81 of 212 (RFP)	Part III - 4. RTCS Project, Design, Testing and Implementation	2.6.1.1 - Interface Test Plan	Given the vendor will be required to conform data feeds from the RSS and/or TRH to common NCTA interfaces, will the Authority maintain a common test plan standard for each of its interfaces or will the vendor be required to develop their own test plans for NCTA common	Test plans will be a joint effort between NCTA, the RTCS selected contractor, and the OBO/CBOS vendor, as applicable.

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		Documentation Requirements		interfaces? Additionally, as future system interfaces may be required as part of the future OBO deployment, NCTA should consider providing interface test plans to the vendor originated by the interface system developer.	
260	94 of 212 (RFP)	Part III - 4. RTCS Project, Design, Testing and Implementation Documentation Requirements	2.10.4 Operational Back Office (OBO) Interface Requirements	Requirement 146 - What is the logical difference between a "transaction store" and the TRH that is described in Section 4.3.1?	There is no difference. Per this Addendum 06, "transaction store" has been replaced with "TRH" throughout the RFP. Please reference the latest version of the RFP on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTCS.aspx .
261	106 of 212 (RFP)	Part III - 4. RTCS Project, Design, Testing and Implementation Documentation Requirements	3.1.5 - Wrong-Way Detection System	Would the Authority please provide additional details on the anticipated Wrong Way Vehicle Detection (WWVD) System specification? The preface paragraph in Section 3.1.5 mentions that "The current NCTA standard for WWDD is the can be found in Attachment 8: WWVD and Blank-Out Sign Systems.", however, Attachment 8 in the Attachment list is titled "NCTA Example Change Order".	Per this Addendum 06, the RFP language has been revised under Part III, <i>Section 3.1.5 Wrong-Way Vehicle Detection System</i> . In addition, a new <i>Section 3.1.6 Wrong Way Vehicle Detection and Notification</i> , under Part III, has been added. Please reference for this information.

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262	110 of 212 (RFP)	Part III - 4. RTCS Project, Design, Testing and Implementation Documentation Requirements	4.2.2.1 - Automatic Vehicle Identification (AVI) System Integration	Requirement 284 - Would NCTA please clarify if they fully intend to procure the AVI system [i.e., RFID Reader(s) and Antenna(e)] or will the proposer be required to include pricing within its price proposal for an AVI system. As described in Section 1.2, the Authority states "The RSS shall be located at the tolling locations and shall include, but not be limited to, the following: (bullet 2) Automated Vehicle Identification (AVI) system provided by NCTA for integration by the Contractor;", however Requirement 284 states "If specified in a specific Task Order, NCTA may elect to include the procurement, acquisition, installation testing and operations readiness of AVI system Equipment by the Contractor." which implies the proposer may procure the AVI system separately.	Details to be provided in future task orders, if applicable. No pricing to be provided.
263	114 of 212 (RFP)	Part III - 4. RTCS Project, Design, Testing and Implementation Documentation Requirements	4.2.2.9 - Transmitting Data	Requirement 322 - Would the Authority please provide clarification on the intent of this requirement in relation to a transaction "message" being "flagged for write-over"	Transaction should be verified received before over-writing.
267	128 of 212 (RFP)	Part III - 5. Maintenance Responsibilities and Services	General	There are multiple requirements in Section 5 that infer, as part of the LIII scope, the onsite troubleshooting of hardware (i.e., 469.i, 482, 483, etc.). Would the Authority please confirm that the intent is for the LI/LII	Per this Addendum 06, the RFP Requirements surrounding Level 1, Level 2, and Level 3 maintenance have been amended. Please reference the latest version of the RFP & Form

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				contractor to provide all on-site troubleshooting labor and services for the RTCS?	D-6 Requirements Conformance Matrix on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTCS.aspx .
268	129 of 212 (RFP)	Part III - 5. Maintenance Responsibilities and Services	General	In the event a physical environment for the TRH (i.e., servers, storage, network, etc.) is provided by the vendor and is located in a non-NCTA sponsored facility (e.g. co-location facility), would it be the vendors responsibility to provide LI/LII maintenance for the TRH hardware or would NCTA provide these services as outlined within Part II, Section 5 of the RFP?	It would be the selected contractors responsibility.
271	174 of 212 (RFP)	Part IV - Contract Terms & Conditions	1.3.1 - Liquidated Damages	Would the Authority please re-consider associating any liquidated damage assessment solely on the Go-Live milestone for a specific Task Order and not FAT and Go-Live? The requirements set forth in the SOW require the contractor to be flexible from a scheduling perspective. Ultimately, the most important milestone for each project will be the Go-Live date for the facility in relation to the task order, for which, has logic revenue impacts to NCTA associated with it, and not the completion of the Factory Acceptance Test.	FAT related Liquidated Damages will remain in the contract. The intent is to address project delays earlier to avoid more critical schedule issues downstream.
274	130 of 308 (Attachments)	Attachment 5	General	Are the embedded requirements on a majority of the wireframe reports intended to be actual functional requirements or simply examples from previous projects? Assuming they are to be included as functional requirements (presumably in	These are simply examples. Actual reports will be defined during design phase.

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293	66 of 104	Part III, 5 Part III, 5.2.1 Price Sheet 8	Maintenance Responsibilities Intelligent Transportation System (ITS) Maintenance ITS Maintenance Cost Schedule	<p>The referenced RFP sections state: Section 5: “Level III Maintenance means corrective and preventative maintenance for all patch management, Software changes and major changes to the system functionality. Level III Maintenance also includes 24/7 remote support for Level 1 and II maintenance staff provided by others.”</p> <p>Section 5.2.1: “ITS maintenance shall include Level III Maintenance Services for maintenance of TRS, DMS, MVD and network Equipment”</p> <p>However, Price Sheet 8 requires per mile pricing for Fiber Optic Cabling and Conduit. This is inconsistent with the descriptions to provide maintenance of the network equipment and remote support to Level I and Level II maintenance staff. In addition, Part III contains no requirements for any Fiber optic cabling and conduit.</p> <p>To ensure that all vendors are proposing the same scope for Level III ITS maintenance please clarify whether Sheet 8 covers Fiber Optic Cabling and Conduit maintenance or if this should be networking equipment maintenance.</p> <p>If this refers to Fiber optic cabling and conduit maintenance, please provide the specifications and</p>	<p>Per this Addendum 06, the RFP Requirements surrounding Level 1, Level 2, and Level 3 maintenance have been amended. Please reference the latest version of the RFP & Form D-6 Requirements Conformance Matrix on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTC.aspx.</p>

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				layout of the fiber optic cabling and conduit to be maintained by remote support from the Contractor.	
294	2 of 104	Part III, 1.2 Price Sheet 2-1, Sheet 2-3, Sheet 3-1, Sheet 3-2	Summary of Scope of Work Backup AET RSS Cost Schedule Backup EXP RSS Cost Schedule Backup AET TRH Cost Schedule Backup EXP TRH Cost Schedule	The RFP identifies the RSS includes an Access Control and Security Monitoring System (ACSMS). This is also references in the price sheets for each toll zone and at the TRH. However, there are no requirements for the ACMS included in the RFP. To ensure that all bidders are pricing similar systems, please provide the requirements for the ACMS components (eg card reader uses magnetic strip or RFID proximity tech, card reader unlocks the cabinet door, cards are integrated with the TRH and assigned to users registered with the TRH, camera monitors each access point to the toll zone cabinet, etc shall cover the?, etc)	Per this Addendum 06, ACSMS requirements have been added to the RFP. Please reference Part III, Section 4.3.1.2 Access Control & Security Monitoring System (ACSMS). Pricing at this time is only inclusive of post-level software/hardware for this functionality. Site-level hardware such as card readers and locks will be priced in future task orders.
297	31 of 104	Part III, 2.10.3	RSS Installation Requirements	Bullet “u” of Requirement 144 identifies that the RSS shall include a Transaction Status Indicator HOV beacon for Express Lanes. However, there are no functional requirements for the beacon in section 4 RTCS (includes RSS and ITS) Functional Requirements,	The requirement is limited to integrating with beacon. The enforcement [beacon] procurement is outside the scope of work.

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				To ensure that all bidders are proposing similar items, please provide the requirements for the beacons.	
301	88 of 104	Part III, Table 2	RTCS Performance Requirements	<p>The Vehicle Detection performance requirement states an accuracy of 99.99%.</p> <p>This is higher than the performance levels required in the previous NCTA I-485 RFP which was 99.90%. It is also higher than industry standards of 99.9% that were included in recent toll system RFPs (eg WSDOT Tacoma Narrows Bridge, BATA ORT Conversion).</p> <p>Would NCTA consider reducing this requirement to the industry standard of 99.9%?</p>	NCTA agrees to update to 99.9%. As part of this Addendum 06, this requirement has been updated in the RFP.
306	Forms	Form D-7 Price Proposal	Various Implementation Related Sheets	Where should Contractors list certain Implementation costs that are not directly related to either the AET or Express lanes and are not dependent upon the number of lanes/zones (example: Project Manager, travel, temporary warehouse, etc.)? It is suggested that another row be added to Sheet 4-1 for Administrative costs.	No additional cost sheets will be provided. The Contractor shall include all required costs as outlined in this Proposal to meet the Requirements.
310	Forms	Form D-7 Price Proposal	Various Maintenance Related Sheets	Maintenance costs may not be directly related to either the AET or Express lanes and are not dependent upon the number of lanes/zones (example: Maintenance Manager, travel, permanent warehouse, etc.)	No additional cost sheets will be provided. The Contractor shall include all required costs as

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				<p>Maintenance costs may not be directly related to either the AET or Express lanes and are not dependent upon the number of lanes/zones (example: Maintenance Manager, travel, permanent warehouse, etc.)</p> <p>Where should Contractors list certain Maintenance costs that are not? It is suggested that another column be added to Sheets 5-1 and 5-2 for Administrative costs.</p>	outlined in this Proposal to meet the Requirements.
311	Forms	Form D-7 Price Proposal	Sheet 5-1 Backup AETM	<p>For each maintenance year, there is a row described as “Materials, Tools and Occupancy”.</p> <p>The costs associated with Tools and Occupancy of a warehouse are not driven by either a toll zone, travel lane or shoulder.</p> <p>It is suggested that another column be added for these general costs.</p>	No additional cost sheets will be provided. The Contractor shall include all required costs as outlined in this Proposal to meet the Requirements.
312	Forms	Form D-7 Price Proposal	Sheet 5-2 Backup EXPM	<p>For each maintenance year, there is a row described as “Materials, Tools and Occupancy”.</p> <p>The costs associated with Tools and Occupancy of a warehouse are not driven by either a toll zone, travel lane or shoulder.</p> <p>It is suggested that another column be added for these general costs.</p>	No additional cost sheets will be provided. The Contractor shall include all required costs as outlined in this Proposal to meet the Requirements.

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322	92 of 104	Part III, Scope of Work and Requirements	5.1.9 Spare Parts Storage	Requirement 499 identifies NCTA provides warehouse space for spares. What will the square footage be of NCTA storage space? Will the contractor have 24/7 access?	No information is available on square footage at this time. The Contractor will be provided 24/7 access. Additional details will be provided in future task order.
333			Monitoring and System Administration Services	The Contractor is responsible for Level III Maintenance which, in section 5, is defined as: “corrective and preventative maintenance for all patch management, Software changes and major changes to the system functionality. Level III Maintenance also includes 24/7 remote support for Level 1 and II maintenance staff provided by others.” Further, Level II maintenance work is defined as: “Level II Maintenance means corrective and preventative maintenance that requires minor Software configuration, Equipment configuration, planned shutdown and minor preventative actions including analysis of log files to ensure that the systems operate in accordance with the Performance Requirements.” System administration and monitoring activities typically involved minor software configuration changes, planned shutdown and preventive actions. a. Please confirm that requirements covering level II activities that are listed as “required by the Contractor” will instead be performed by the Level II maintenance provider.	Per this Addendum 06, the RFP Requirements surrounding Level 1, Level 2, and Level 3 maintenance have been amended. Please reference the latest version of the RFP & Form D-6 Requirements Conformance Matrix on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTC.aspx .

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				If yes, please confirm that vendors should use the same understanding for other requirements in section 5.	
351	12	1.4	General Overview of Scope	<p><i>It is NCTA’s intent to procure the Level 1 Maintenance Services through a separate RFP advertisement.</i></p> <p><i>This statement conflicts with Section 5 statements that NCTA will perform or contract to other Level I and Level II - that Level III shall be provided by the Contractor. Please clarify which Levels of support are requested for the pricing sheets. Level II and III or Level III only?</i></p>	<p>Per this Addendum 06, the RFP Requirements surrounding Level 1, Level 2, and Level 3 maintenance have been amended. Please reference the latest version of the RFP & Form D-6 Requirements Conformance Matrix on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTCSTCS.aspx.</p>
352	138	5.1.7.1	Preventative Maintenance	<p><i>Requirements 482 and 483 describe onsite inspections and performance of preventive maintenance tasks.</i></p> <p><i>This may be our confusion related to the Level I, II and III maintenance as described, but can you please clarify if Level III support also includes onsite execution of the Preventive Maintenance activities (PM's). Specifically, is the intent of Level III that the Contractor still has a maintenance team onsite performing normal PM activities, inspections and repairs of the roadside equipment and components? Or is that the work performed by Level I and Level II providers and the Contractor assists as needed? We are trying to better clarify the Level III onsite requirements for the roadside</i></p>	<p>Per this Addendum 06, the RFP Requirements surrounding Level 1, Level 2, and Level 3 maintenance have been amended. Please reference the latest version of the RFP & Form D-6 Requirements Conformance Matrix on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTCSTCS.aspx.</p>

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				<i>system components (AVI, AVDC, ICPS, etc.) maintenance and operations for pricing.</i>	
379				Can you please specify if the RTCS shall provide OCR/image review and ROI for all transactions or only image-based ones?	The Proposer shall provide OCR and ROI for all Toll Transactions where images are available.
382		Performance Requirements – Maintenance and Operations. Table 2: RTCS Performance Requirements	Image Capture and Transmission Accuracy	Should the KPI read “Provide front and rear images and ROI for all transactions (AVI and Image-Based) to OBO 99.95% or more.”?	Yes. As part of this Addendum 06, this portion of the RFP has been updated to state “Provide front and rear overview images...”.
383		Part III Scope of Work	3.1.5 Wrong-Way Vehicle Detection System The current NCTA standard for WWVD is the can be found in Attachment 8: WWVD and Blank-Out Sign Systems.	Attachment 8 refers to NCTA Example Change Order. Can you please provide the WWVD and Blank-Out Sign Systems standard?	Per this Addendum 06, the RFP language has been revised under Part III, <i>Section 3.1.5 Wrong-Way Vehicle Detection System</i> . The original Attachment 8 reference has been modified to now reference the new <i>Attachment 10: ITS Standard Drawings</i> .

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384		Part I Administrative Part III Scope of Work	1.4 General Overview of RTCS Scope of Work AND 3.1.53 Wrong-Way Vehicle Detection System	<p>“Additionally, the Contractor shall be responsible for the implementation, maintenance, and operations scope of Digital Video Audit System (DVAS), Wrong Way Vehicle Detection (WWVD) system.”</p> <p>If Deployed, the Contractor shall integrate Wrong-Way Vehicle Detection Systems with its RTCS. The current NCTA standard for WWDD can be found in Attachment 8: WWVD and Blank-Out Sign Systems</p> <p>Please confirm whether the Contractor should provide their own WWVD system or integrate with the one provided by the Constructor.</p>	Per this Addendum 06, the RFP language has been revised under Part III, <i>Section 3.1.5 Wrong-Way Vehicle Detection System</i> . In addition, a new <i>Section 3.1.6 Wrong Way Vehicle Detection and Notification</i> , under Part III, has been added.
409	N/A	D-7 Price Proposal	4 Toll System Implementation	Cell D6 is linked to '4-1 Backup Toll System Imp'!D41, which seems to be empty. Please Review	This was corrected per Addendum 02.
410		D-7 Price Proposal	8 ITS Maintenance	<p>Question 1: please provide details on services to be priced in this sheet, considering that Level 1 maintenance is out of the RTSC Contractor’s scope</p> <p>Question 2: If, for any reason, you intend for RTSC bidders to price Level I maintenance of these devices, please advise if spares, MOT, etc...have to be included within the same lump sum for each device.</p> <p>Question 3: Please, confirm whether Level II and Level III</p>	The ITS portion has been removed from this pricing sheet tab as part of this Addendum 06.

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

#	Page	Section	Section Title	Proposer Question	NCTA Response
				maintenance for DB Constructor’s purchased and installed ITS equipment is or is not in the scope of this RTSC contract.	
415	PDF Page 111	STCS-RFP.pdf, Part III – Scope of Work and Requirements, Req. 293	4.2.2.3 Zone Controller. Req. 293	<p>RFP Requirement: Storage shall be sized to hold a minimum of ninety (90) days of one hundred percent (100%) of transactions, images and event data for each lane at the tolling location supported by the Zone Controller.</p> <p>Question: Please provide the expected average daily traffic (ADT), peak hour traffic, and expected percentage of transponder-based transactions per year for the purposes of sizing the Zone controller and TRH data storage/processing, among other things. This way SRTCS proposers can size and price their solutions based on the same baseline information.</p>	Please assume 50% AVI Toll Transactions and 50% Image Toll Transactions for the purposes of the Technical Proposal. Assume 5 million transactions per month on AET lanes and 3 million per month for Express Lanes. System should be capable of handling 200% volume.
416		D-7 Price Proposal	5-1 Backup AETM	<p>Regarding “Year x of Maintenance - Monthly Roadside Hardware Maintenance and Software Support Services”</p> <p>Question 1: since Roadside Hardware Maintenance is Level I Maintenance to be provided by others, please clarify what you expect the bidders to include in these fields.</p> <p>Question 2: Please confirm that “MOT”, “Material, Tools and Occupancy” and “Spares Replacement” line items on this sheet do not need to be priced, because they are Level I Maintenance and out of RTSC Contractor’s scope.</p>	Include all maintenance levels in the Price Proposal.

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

#	Page	Section	Section Title	Proposer Question	NCTA Response
				Question 3: Please confirm Labor to be priced on this sheet is limited to Level II and Level III support only.	
422		D-7 Price Proposal	2-3 Backup EXP Roadside	<p>The “AET-002: AET Travel Lane” section of this sheet, in the group “AVI System,” have “ETC Reader Modules”, “ETC Antennas” and “ODC/Subcontractor Costs” line items, which ostensibly require a price, as the unit rate cells are unlocked.</p> <p>Question: Please clarify whether this AVI equipment is to be priced and purchased by the RTSC Contractor; if not, please update the pricing cells for these hardware items.</p>	The AVI equipment will be provided by NCTA.
428		Form D-6-Requirements Conformance Matrix	Requirement 487	<p>RFP Requirement: The Contractor shall provide changes to the approved Maintenance Plan schedule as soon as changes become known due to weather, contractor availability, or any other reason.</p> <p>Question: This requirement’s wording (as well as some others throughout the Maintenance section of the RFP) makes it sound as if the RTSC Contractor is responsible for the overall management and supervision of the maintenance program, including the activities of the Level I Maintenance Provider. Please update requirements to indicate that the RTSC contractor’s responsibility over the maintenance program is limited to Level II and III.</p>	Per this Addendum 06, the RFP Requirements surrounding Level 1, Level 2, and Level 3 maintenance have been amended. Please reference the latest version of the RFP & Form D-6 Requirements Conformance Matrix on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTCS.aspx .

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

#	Page	Section	Section Title	Proposer Question	NCTA Response
429		Form D-6-Requirements Conformance Matrix	Requirement 503	<p>RFP Requirement: Any spare parts that are lost or damaged due to the negligence, intentional act, or omission of the Contractor or its employees, Subcontractors, agents, or invitees shall be replaced by the Contractor at its sole cost.</p> <p>Question: Please confirm this requirement does not apply to the RTSC Contractor, since Level I and spares management are to be provided by others.</p>	<p>Per this Addendum 06, the RFP Requirements surrounding Level 1, Level 2, and Level 3 maintenance have been amended. Please reference the latest version of the RFP & Form D-6 Requirements Conformance Matrix on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTCS.aspx.</p>
434	Pdf page 105	STCS-RFP.pdf, Part III – Scope of Work and Requirements, Req. 237 and 238, and Form D-7 Pricing	3.4.1. Intelligent Transportation Systems, Req. 237, 238, and 2-2 Backup AET ITS, and 2-4 Backup EXP ITS	<p>RFP Quotes: 237 The Contractor shall also coordinate and be available onsite as needed during the acceptance test of the ITS performed by the Constructor and shall be responsible for signing off that the ITS is performing in accordance with the Contractor’s Requirements.</p> <p>238 The Contractor shall complete the commissioning and integration of the ITS to the RTCS.</p> <p>Question 1: What ITS devices the Constructor is providing that RTSC Contractor will need to integrate with?</p> <p>Question 2: These two requirements seem to indicate that the entire ITS system and its installation will be provisioned by the Constructor. However, the ITS pricing sheets in this RTSC RFP contain ITS device unit pricing, with an instruction in 2-2 to include installation labor into these unit prices. Please clarify.</p>	<p>Question 1: Details to be provided in future task orders, if applicable.</p> <p>Question 2: Per this Addendum 06, changes have been made to the D-7 Price Proposal Form, which includes the removal of ITS from the pricing sheets. ITS pricing will be included in future task orders.</p>

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#	Page	Section	Section Title	Proposer Question	NCTA Response
437	All	STCS-RFP.pdf, SRTCS-Appendices-FINAL.pdf, SRTCS-Attachments-FINAL.pdf, SRTCS-Exhibits-FINAL.pdf	Part III – Scope of Work and Requirements, and all related attachments, appendices, exhibits	<p>If the Authority does not intend to release sample Constructor drawings of AET and Express Lanes, please release simple notional specifications below, for SRTCS proposers to use as the basis for developing proposed solutions and pricing based on the same baseline information:</p> <ol style="list-style-type: none"> 1) Number of lanes/shoulders per AET zone 2) Number of lanes/shoulders per EXP zone 3) Lane widths 4) AET roadway length 5) EXP roadway length 	<p>For the purposes of pricing, assume:</p> <ol style="list-style-type: none"> 1a) 3 lanes/2 shoulders per AET lane 1b) 2 lanes/2 shoulders per AET lane 2a) 1 lane/1 shoulder per EXP lane 2b) 2 lane/ 1 shoulder per EXP lane 3) Per this Addendum 06, please refer to the new <i>Attachment 9: NCTA Standard Drawings</i> 4-5) Please refer to RFP Part I, Section 3.2, C-3.
438		D-7 Price Proposal	3-1 Backup AET TRH 3-2 Backup EXP TRH	<p>IVS Cost Schedule: OCR/ALPR Software. Question: Please confirm that in the OCR/ALPR Software line items in the “Image Verification Services” group of these two sheets are supposed to only contain OCR license/software costs during the implementation phase of the project (before go-live).</p>	<p>The OCR/ALPR license costs during the implementation phase are related to integration costs. Any cost related to OCR licensing during the maintenance phase should be included in tab 7-1 Image Verification Services.</p>

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

#	Page	Section	Section Title	Proposer Question	NCTA Response
447		Form D-6-Requirements Conformance Matrix	Requirement 545	<p>RFP Verbiage: For all maintenance or field checking conducted in-lane at the toll site, a full closure of the Express Lane segment is required. The closest upstream egress from the toll site shall mandate traffic to exit the Express Lanes. Ingresses located upstream of the toll site (without an egress between the ingress and the toll site) shall be closed to traffic. See Attachment 10: Additional Toll Site System Details for more details. The Contractor is responsible for all planning, design, coordination, implementation, maintenance and removal of all Maintenance of Traffic.</p> <p>Question: Please confirm that this requirement does not apply to the RTSC Contractor, because Level 1 maintenance is to be performed by others, therefore planning, design, coordination, maintenance and removal of all MOT during maintenance should be performed by NCTA’s vendor responsible for Level I Maintenance.</p>	<p>Per this Addendum 06, this requirement (outlined under Part III, Section 5.4) has been modified. Please reference the latest version of the RFP on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTCS.aspx.</p>
448		Form D-6-Requirements Conformance Matrix	Requirement 548	<p>RFP Verbiage: The Contractor shall prepare, and receive NCTA approval of, maintenance of traffic plans that envision the closure of each individual toll site for maintenance. Plans shall also be prepared for concurrent maintenance at a combination of toll sites.</p> <p>Question: Please confirm that this requirement does not apply to the RTSC Contractor, because Level 1 maintenance is to be performed by others, therefore</p>	<p>Per this Addendum 06, this requirement (outlined under Part III, Section 5.4) has been removed. Please reference the latest version of the RFP on the https://connect.ncdot.gov/business/Turnpike/Pages/SRTCS.aspx.</p>

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#	Page	Section	Section Title	Proposer Question	NCTA Response
				these activities should be performed by NCTA’s Level I Maintenance vendor.	
450	PDF Page 9	SRTCS-Exhibits-FINAL.pdf, Exhibit C – Price Proposal Instructions	1 GENERAL INSTRUCTION	<p>RFP Wording: The Price Proposal Forms shall constitute a maximum Price Proposal for compensation for the performance of the Contractor’s obligations and Work under the Statewide Roadside Toll Collection System project.</p> <p>Question: This RFP is open-ended when it comes to scope definition and quantities, being a multiple-award indefinite-quantity contract, therefore the maximum price proposal clause does not apply. Please consider removing it.</p>	<p>The maximum price refers to the configurations specified in the pricing sheet.</p> <p>For the purposes of pricing, assume:</p> <p>1a) 3 lanes/2 shoulders per AET lane</p> <p>1b) 2 lanes/2 shoulders per AET lane</p> <p>2a) 1 lane/1 shoulder per EXP lane</p> <p>2b) 2 lane/ 1 shoulder per EXP lane</p> <p>3) Per this Addendum 06, refer to the new Attachment 9: NCTA Standard Drawings for roadway lengths and lane widths, as well as RFP Part I, Section 3.2, C-3.</p>

Section B – Official revisions to the Statewide Roadside Toll Collection System RFP

REVISIONS: Following are the revisions to the RFP documents for Addendum #6 (Deletions are shown in red text ~~strikeout~~ mode and additions are in red text and underlined)

1. RFP cover page has been modified as follows:

Proposal Due Date

~~March 17, 2023~~ July 13, 2023 (4:00 p.m. EDT)

Issue Date: January 20, 2023

Updated through Addendum 6 (June 12, 2023)

2. RFP Table of Contents has been modified as follows:

ATTACHMENTS

Attachment 1 – NCTA Business Policies

Attachment 2 – State of North Carolina, Statewide Information Security Manual

Attachment 3 – Data Dictionary

Attachment 4 – Use Cases

Attachment 5 – NCTA Reports and Analytics Templates

Attachment 6 – NCTA CBOS to RSS ICD

Attachment 7 – NCTA Change and Release Management Process

Attachment 8 – NCTA Example Change Order

Attachment 9 – NCTA Standard Drawings

Attachment 10 – ITS Standard Drawings

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- The first paragraph under Part I Administrative, Section 1.1 Background and Purpose has been modified as follows:

The North Carolina Turnpike Authority (NCTA) is requesting written Technical and Price Proposals from qualified proposing contractors (“Proposers”) interested in providing a Roadside Toll Collection System (RTCS), inclusive of Express Lanes Types and All Electronic Tolling Lane Types, Intelligent Transportation Systems (ITS) and a Roadside System (RSS) with dynamic pricing capabilities for the Statewide Roadside Toll Collection Systems projects (“Projects”). The Project scope includes the installation, commissioning, and operations and ~~Level II and Level III~~ Maintenance of the RTCS.

- Part I Administrative, Section 1.1 Background and Purpose, *Table I-1: Project Responsibility Matrix* has been modified as follows:

Table I-1: Project Responsibility Matrix

Item	Responsible Party
Construction	
Roadway Civil Construction	Constructor or Concessionaire
Most ITS Equipment and Network	Constructor or Concessionaire
Toll Facility Infrastructure (vaults, generator, propane tank, gantries, equipment pads, conduit)	Constructor or Concessionaire
Toll Collection Equipment	RTCS Contractor(s)
Automatic Vehicle Identification (AVI) Transponder Reader Equipment	Vendors within the E-ZPass Next Generation ETC Equipment and Services contract
Operations and Maintenance	
Roadway and Civil Infrastructure	NCTA or NCDOT or Concessionaire
Level I Maintenance of RTCS, Transaction Reconciliation Host (TRH), ITS and Network	RTCS Contractor(s), NCTA or other service providers to be procured prior to Project opening
Level II and III Maintenance of RTCS, ITS and Network	RTCS Contractor(s)
Level I and II Maintenance of AVI Transponder Reader Equipment	RTCS Contractor(s), NCTA or other Other service provider to be procured prior to Project opening
Level III Maintenance of Automatic Vehicle Identification (AVI) Transponder Reader Equipment	Vendors within the E-ZPass Next Generation ETC Equipment and Services contract
Toll Facility Infrastructure	RTCS Contractor(s), NCTA or other Other service providers to be procured prior to Project opening

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5. The 2nd paragraph in Part I Administrative, Section 1.4 General Overview of RTCS Scope of Work has been removed.

~~It is NCTA's intent to procure the Level I Maintenance Services through a separate RFP advertisement. Responsibilities of the Level I maintenance provider will include initial issue triage and escalating to appropriate Level II team (RTCS Equipment and network, ITS Equipment and network, and AVI Equipment, and/or Toll Facility Infrastructure). The Contractor shall be responsible for providing the proper training and coordination with the NCTA selected level I maintenance service provider.~~

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

Table I-2: Procurement Schedule

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Milestone	Date
RFP Issued	January 20, 2023
Mandatory Pre-Proposal Scope of Services Meeting	<p style="text-align: center;">February 2, 2023 (1:00 p.m. to 2:00 p.m. EDT).</p> <p><u>Interested parties are required to email the NCTA contact noted in Part I, Administrative, Section 1.6, to register for the meeting.</u> This meeting will be held online via web conference. The meeting may be recorded by NCTA and all attendees must state name so the company may be counted present. See further details below.</p>
Proposer Questions Due	February 17, 2023 (4:00 p.m. EDT)
Proposals (Technical and Price) Due	March 17, 2023 (4:00 p.m. EDT) March 24, 2023 (4:00 p.m. EDT) April 13, 2023 (4:00 p.m. EDT) May 26, 2023 (4:00 p.m. EDT) July 13, 2023 (4:00 p.m. EDT)
Notification of Proposers Shortlisted for Oral Presentations (if selected)	April 7, 2023 April 14, 2023 May 18, 2023 June 16, 2023 August 11, 2023
Oral Presentations (Proposers to be notified as to the specific schedule within the time period identified)	Week of April 17, 2023 Week of April 24, 2023 Week of May 29, 2023 Week of June 26, 2023 Week of August 28, 2023
Ranking of Proposers for Negotiations	May 2023 June 2023 July 2023 September 2023
Notice to Proceed / Award of Contracts	June 2023 July 2023 September 2023

7. Part I Administrative, Section 3.2 Content of Technical Proposal, G. Proposal Section 5: Approach to Implementation, Operations and Maintenance and Life Cycle Costs has been modified as follows:

Provide responses to the items below regarding the Proposer’s approach to Operations and Maintenance. Please number and provide the information in the specific format provided below.

- I. Discuss the Proposer’s approach to Maintenance that will meet or exceed all Maintenance Services and warranty requirements as specified in **Part III, Scope of Work and Requirements**.

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2. Discuss the installation process and how Proposer intends to meet the installation requirements of **Part III, Scope of Work and Requirements** while meeting the schedule requirements for a typical AET and Express Lanes implementation.
- ~~3. Discuss the Proposer's coordination with other maintenance service providers including projects or experience where Level I Maintenance or Level II Maintenance is not provided by the Contractor and is provided by others.~~

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8. The definition for the term “Implementation Phase” under Part II Defined Terms and Acronyms, Section I Defined Terms, page 3 of II has been modified as follows:

Implementation Phase	The phase of the Project, which begins at Implementation Phase Notice to Proceed and ends at Operations <u>Onsite</u> Installation Test, that includes but is not limited to, the System Design, development, installation, Factory Acceptance Test and Operations Installation Test.
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9. The definition for the term “Level II Maintenance” under Part II Defined Terms and Acronyms, Section I Defined Terms, page 3 of II has been modified as follows:

Level II Maintenance	Corrective and preventative maintenance that requires minor Software configuration, Equipment <u>replacement and</u> configuration, planned shutdown and minor preventative actions including analysis of log files to ensure that the systems operate in accordance with the Performance Requirements.
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10. The definition for the term “Operations Phase” under Part II Defined Terms and Acronyms, Section I Defined Terms, page 5 of II has been modified as follows:

Operations Phase	Services performed Level III Maintenance and image review to be furnished under this Agreement. Services performed under this Agreement as defined by Task Order, which may include Maintenance, Image Review and Transaction Processing.
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11. Part III Scope of Work, Section 1.2 Summary of Scope of Work on page 3 of 107 has been modified as follows:

The RTCS procured under this Contract **does not** include:

- Operational Back Office (OBO)
- Customer Service Center facilities or associated staffing.
- Commercial Back Office System (CBOS).
- Transponders.
- Construction of the gantries, toll Equipment pads, conduit, line power, pavement and other Toll Zone infrastructure at the RTCS tolling points;
- ~~RTCS Level I Maintenance Services as specified in the Project.~~

~~Level I Maintenance shall NOT be included in this Contract. Staffing to provide these services will be procured separately by NCTA, prior to the Project Go-Live and the Contractor shall coordinate its RTCS and NCTA CBOS/OBO design, delivery and operations and maintenance with NCTA provided Level I Maintenance Services, as defined by Task Order.~~

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12. Requirement 16 d) under Part III Scope of Work, Section 2.2.2 Staffing and Key Personnel has been modified as follows:

<p>d) Installation/Maintenance Manager – responsible for the installation, commissioning, and subsequent Maintenance Services of the RTCS, including ITS, RSS, and interfaces to a NCTA provided CBOS/OBO. The Installation/Maintenance Manager shall work primarily in the Charlotte<u>applicable project</u> area but shall need to attend regular meetings at the NCTA Raleigh offices and be available in Raleigh or project vicinity Monday through Friday from 8 a.m. eastern to 5 p.m. eastern or additional days or times as required to complete the work. During the installation and maintenance of the Project, the Installation/Maintenance Manager shall be one hundred percent (100%) dedicated to the Project. The Installation/Maintenance Manager shall have worked in an equivalent position on a minimum of two (2) similar transaction processing projects that include cloud or virtual machine deployments in the last two (2) calendar years.</p>
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13. The Requirements under Part III Scope of Work, Section 2.10.7 General MOT Requirements and Conditions have been modified as follows:

160	The Contractor shall cooperate with NCTA, NCDOT Division 10 and the Constructor, <u>as applicable</u> , to minimize the required number of lane closures and to maximize the use of other scheduled lane closures. The Contractor shall transmit all lane closure requests to NCTA for approval.
162	The Constructor will have the Express Lanes closed until the completion of the construction work. However, the Contractor shall be responsible for administering all lane closures and traffic controls that go beyond what is provided by the Constructor during the installation and for all the testing through acceptance. The Contractor shall be responsible for any lane closures on the general purpose lanes to conduct its work and any lane closures that are required after the Constructor completes its work.
163	RSS and ITS commissioning shall be scheduled to minimize traffic delays during the installation process. The Contractor shall make every effort to schedule work around peak traffic movement times. Note: Lane Closure Restrictions can be found in: Attachment 3: I-5507 Constructor Plans & Requirements.
166	If required by the Contractor, closures involving work (temporary barrier placement and paving operations) that shall reduce horizontal clearances, traveled way inclusive of shoulders to two (2) lanes or less shall be submitted no less than twenty-five (25) Calendar Days and no more than one hundred and twenty-five (125) Calendar Days before the anticipated start of operations.
167	Closures involving work (pavement overlay, overhead sign installation, falsework, and girder erection) that shall reduce the vertical clearances available to the public, shall be submitted no less than twenty-five (25) Calendar Days and no more than one hundred and twenty-five (125) Calendar Days before the anticipated start of the operation.

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169	Closure schedules requests submitted to NCTA with incomplete or inaccurate information shall be rejected and returned for correction and resubmittal. The Contractor shall be notified by NCTA and/or NCDOT Division 10 of disapproved closures or closures that require coordination with other parties as a condition of approval.
170	Closure schedule request amendments, including adding additional closures, shall be submitted by 12:00 p.m. to NCTA and NCDOT Division 10 , in writing, at least three (3) Business Days in advance of a planned closure. Approval of closure schedule amendments shall be at the discretion of NCTA. NCTA will be notified of canceled closures two (2) Business Days before the date of the closure. Closures that are canceled due to unsuitable weather may be rescheduled at the discretion of NCTA.
171	Any work involving removal/relocation of Equipment (both existing Equipment and the Contractor’s Equipment), loosening or removal of nuts/screws, cables, connectors, etc., shall be done with appropriate lane closures during a nighttime period or off-peak hours and in accordance with NCTA approved lane closures.
172	If extended lane closures (lane closure exceeding 2 hours) are required, the lane closures shall be completed between the hours of 11:00 P.M. EST and 6:00 A.M. EST, excluding holiday periods as set forth in the lane closure requirements.
173	Lane closures scheduled for less than 2 hours shall be approved by NCTA and NCDOT Division 10 in accordance with the documentation provided on the website, and shall not occur during peak traffic times, and shall be solely at NCTA’s and NCDOT’s Division 10’s discretion.

14. The paragraph under Part III Scope of Work, Section 2.11 Maintenance Plan has been modified as follows:

The Contractor shall submit a Maintenance Plan that describes how the Contractor plans to maintain the entire System including Level I, II, and III Maintenance and any required coordination with NCTA and NCDOT in accordance with the Requirements of the Contract. ~~The Contractor shall describe in its Maintenance Plan how it facilitate will coordinate with NCTA in performing the Level I and II Maintenance of the RTCS that includes the ITS and RSS Hardware and Software and all Hardware at the cabinets in accordance with the Requirement of the Contract.~~ The Contractor shall have appropriate documentation available to all maintenance and Software support personnel, as required to perform their respective duties.

15. The attachment reference under Part III Scope of Work, Section 3.1.5 Wrong-Way Vehicle Detection System has been updated as follows:

If Deployed, the Contractor shall integrate Wrong-Way Vehicle Detection Systems with its RTCS. The current NCTA standard for WWDD ~~is the~~ can be found in Attachment 8: WWVD and Blank-Out Sign Systems ~~Attachment 10: ITS Standard Drawings.~~

16. Under Part III Scope of Work, a new Section 3.1.6 Wrong Way Vehicle Detection and Notification has been added with the following 2 new requirements.

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3.1.6 Wrong Way Vehicle Detection and Notification

The Contractor shall provide a Wrong Way Vehicle Notification System as part of their RTCS solution which adheres to the following requirements.

242	<u>The RTCS shall alert TMC personnel via email within 10 seconds of a vehicle passing through a toll zone travelling in the wrong direction. The email shall identify the location and time of the event and include a link to a video recording of the event.</u>
243	<u>The RTCS shall alert TMC personnel through a Contractor provided user interface within 10 seconds of a vehicle passing through a toll zone travelling in the wrong direction. The user interface alert shall be prominently displayed on the operator’s monitor and include the time and location of the event and a five (5) second looping video of the vehicle passing through the zone.</u>

17. Under Part III Scope of Work, Section 4.2.1 General RSS Functional Requirements, Requirement 267 has been removed.

267	The Zone Controller shall interface with the DVAS to transmit event data for display on the DVAS. The event data shall be based on the facility type and shall include Transponder reads, ICPS data, and AVDC messages received as the vehicle travels through the lane.
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18. Under Part III Scope of Work, a new Section 4.3.1.2 Access Control and Security Monitoring System (ACSMS) has been added with the following new Requirements.

4.3.1.2 Access Control and Security Monitoring System (ACSMS)

397	<u>The Contractor shall furnish and install an Access Control and Security Monitoring System (ACSMS) for access and monitoring all Tolling Locations and equipment enclosures/vaults and roadside cabinets.</u>
398	<u>The ACSMS shall interface with MOMS to generate and transmit alarms, Alerts, recovery messages and operational status.</u>
399	<u>The ACSMS shall maintain access information and video logs of access events.</u>
400	<u>The ACSMS shall include proximity cards, readers, and access management software for all secure locations defined in future Task Orders.</u>
401	<u>The ACSMS shall have the ability to query and report the quantity and assignment of active cards in the System.</u>

402	<u>The Contractor shall provide sufficient quantities of proximity cards for the Contract Term.</u>
403	<u>The Contractor shall update the ACSMS to disable access within 2 hours of becoming aware of an employee’s change in employment status.</u>
404	<u>The ACSMS shall be capable of providing escalated Alerts for unusual monitored events, including forced door openings and parking lot movements after hours via motion detection in areas of interest.</u>

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19. Under Part III Scope of Work, Section 5 Maintenance Responsibilities and Services has been modified as follows:

NCTA and Contractor's responsibilities for providing Maintenance Services and associated communications during the Maintenance Phase of the Contract are described herein. Maintenance shall be divided into three Maintenance levels as described below. ~~NCTA will perform or contract to others, Level I Maintenance and Level II Maintenance Services. Level III Maintenance shall be provided by the Contractor. All Maintenance Levels are defined below.~~

1. Level I Maintenance is defined as assignment and triage of incidents and issues and reporting and monitoring. ~~Level I Maintenance teams will communicate directly with the Contractor.~~
2. Level II Maintenance means corrective and preventative maintenance that requires minor Software configuration, Equipment replacement and configuration, planned shutdown and minor preventative actions including analysis of log files to ensure that the systems operate in accordance with the Performance Requirements.
3. Level III Maintenance means corrective and preventative maintenance for all patch management, Software changes and major changes to the system functionality. Level III Maintenance also includes 24/7 remote support for Level I and II maintenance staff ~~provided by others.~~

The Contractor shall provide Level III Maintenance Services for all work described below, as applicable to the subject Task Order:

- a) Roadside Equipment;
- b) System Hardware Maintenance (servers, storage, network switches, firewalls, routers, etc.);
- c) System administration;
- d) Software support services;
- e) Network administration;
- f) Database administration;
- g) Monitoring services;
- h) Preventive maintenance.;
- i) Corrective maintenance.;
- j) Security and Confidentiality; ~~and~~
- k) ITS Maintenance; and
- l) Facility Maintenance.

NCTA under a separate contract shall perform the following services, including but not limited to:

- a) Federated IT Service Management system;
- ~~b) Well documented maintenance schedules and processes;~~
- ~~c) Onsite supervision for all maintenance work;~~
- b) Ongoing participation with NCTA's maintenance staff and involvement in meetings and processes;
- c) Provision of an ample spare parts inventory to meet all Performance Requirements if as required by NCTA; and
- d) Level I, II, III CBOS/OBO Maintenance.

20. The last sentence in the paragraph under Part III Scope of Work, Section 5.1.2 Detailed Maintenance Requirements has been removed.

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The Maintenance Services shall include monitoring, preventive, pervasive, corrective, security-related and emergency maintenance services, and certain Upgrades and enhancements to be performed on all elements of the RTCS. All Maintenance Requirements are listed as the Contractor shall provide a Maintenance Plan and all other related maintenance Deliverables as specified in this Part III, Scope of Work and Requirements. ~~However, the Contractor shall only provide Level III Maintenance Services as described and shall support NCTA and other contractors with Level I and Level II Maintenance Services.~~

21. The paragraph under Part III Scope of Work, Section 5.1.2.1 Maintenance Requirements has been modified as follows:

~~The Maintenance Services shall include monitoring; preventive; pervasive; corrective; security related and emergency Maintenance Services and certain Upgrades and Enhancements to be performed on all elements of the Roadway System. Maintenance scope will be determined with each Task Order. The functions listed in this section are categorized as Maintenance Requirements. The Contractor is responsible for Level III Maintenance Services but must coordinate any escalations not resolved by the Level I and Level II maintenance providers.~~

22. The paragraph under Part III Scope of Work, Section 5.1.5 RTCS Hardware Maintenance and Software Support Services has been modified as follows:

~~The Requirements in this section describe Hardware Maintenance and Software Support Services. The requirements in this Section 6.2.5 describe Hardware Maintenance and Software Support Services for Level III Maintenance Services as described below.~~ The Proposers shall describe how it will perform all Levels of Level III Maintenance Services in its Proposal.

23. Requirement 481 under Part III Scope of Work, Section 5.1.5 RTCS Hardware Maintenance and Software Support Services has been modified as follows:

481	The Contractor shall provide Level III support of the inspection and maintain <u>maintenance</u> of environmental control devices, UPS, generators, and CEMS monitoring devices <u>specified in the Task Order</u> . Inspection and Maintenance of such devices will be provided by Level I and Level II maintenance service providers.
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24. The following modifications have been made to Part III Scope of Work, Section 5.1.7.1 Preventative Maintenance:

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5.1.7.1 Preventive Maintenance

~~The Contractor shall support Level I and Level II Maintenance for preventative maintenance and also provide all Level III Maintenance Services.~~

492	The Contractor shall <u>be capable of providing</u> and <u>performing</u> onsite preventive maintenance on the <u>Roadside System Hardware</u> , RSS Hardware, host Hardware, Contractor LAN/WAN communications Equipment, and Software in accordance with the approved Maintenance Plan.
493	The Contractor shall inspect all Contractor installed Equipment, both major components and support components (fans, cables, connectors, cabinets, Equipment racks, storage units) that constitute the RTCS and shall make such repairs, cleaning, adjustments, and replacements of components as necessary to maintain the Equipment in normal operating condition in accordance with the approved Maintenance Plan.
494	The Contractor shall include in the Maintenance Plan their preventative maintenance program, which includes a schedule of all preventative maintenance activities requiring lane closures for the upcoming month at least five (5) Business Days before the beginning of the month.
495	Level III preventive maintenance shall be performed by the Contractor during the normal working hours when maintenance technicians are scheduled to be onsite. NCTA approved diagnostic aids, tools, and Equipment to perform preventive maintenance Equipment analysis shall be provided by the Contractor, as necessary.

25. Requirement 511 under Part III Scope of Work, Section 5.1.9.1 Procurement and Control of Spare Parts has been modified as follows:

511	Thirty (30) Calendar Days prior to placing the RTCS in revenue collection, the Contractor shall have purchased and have on hand, and provided to designated NCTA facilities , an adequate inventory of spare parts to maintain the system in accordance with all system availability KPIs.
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26. The following modifications have been made to the Requirements under Part III Scope of Work, Section 5.1.9.2 Spare Parts Inventory Management:

5.1.9.2 Spare Parts Inventory Management

514	The Contractor shall be responsible for providing to NCTA spare parts inventory during the Contract period as requested by NCTA or its designated Level I and Level II Maintenance providers. NCTA is responsible for monitoring and identifying the existing spare parts inventory, ordering spare parts as required, and proposing the quantity needed to maintain the required performance. <u>Contractor shall be responsible for the inventory of all spare parts at the storage facility and shall be insured in this regard as set forth in the Contract. The Contractor shall account for all spare parts and shall provide safeguards against theft, damage, or loss of the spare parts.</u>
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515	<p>NCTA will, on a quarterly basis, Update and recommend a spare part quantity to be maintained in order to support the RTCS functionality and operational readiness. The Contractor shall provide a document with all lead times for all Spare Parts to NCTA no later than 180 Calendar Days after NTP. The longest lead order time for any Spare Part shall not exceed 90 Calendar Days but NCTA expects most shall be available less than thirty (30) days from an order placed by NCTA to the Contract.</p> <p><u>The spares facility and storage area shall be secured and connected to an up-to-date security network System with alarm notification monitored by the Contractor. Further, it is required that NCTA shall have full and unrestricted access to the Maintenance and or storage facility.</u></p>
516	<p><u>The Contractor shall ensure that only spare parts and Equipment required to service the Roadway System and WAN/MAN/LAN communications spare Equipment are stored at this facility and shall only be used for NCTA Roadway Systems.</u></p>

27. The following modification has been made to the first Requirement under Part III Scope of Work, Section 5.1.9.3 Spare part Inventory and Tracking:

516517	<p>Initially NCTA will record the inventory into the ITSM system, monitoring the inventory quantity, and ensuring that the inventory is maintained to the levels required. NCTA reserves its rights at any time throughout the Term of Contract to use a different ITSM and inventory tracking systems. The Contractor shall be responsible for the Maintenance of an adequate spare parts inventory during the Contract Period. The Contractor is responsible for monitoring and identifying the existing spare parts inventory, ordering spare parts as required, and proposing the quantity needed to maintain the required performance and maintaining all applicable data in the ITSM.</p>
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28. The paragraph under Part III Scope of Work, Section 5.1.15 RTCS Hardware Maintenance and Software Support Services has been modified as follows:

Monitoring and maintenance functions described below shall be performed by the Contractor and tracked in the ITSM. ~~The Services below are for Level III Maintenance and support services not addressed by Level I and Level II Maintenance.~~

29. Two of the Requirements under Part III Scope of Work, Section 5.1.15 RTCS Hardware Maintenance and Software Support Services have been modified as follows:

540541	<p>The Contractor shall perform Level III Maintenance Services for all daily, weekly, and scheduled preventive maintenance on all RTCS Hardware <u>as defined in the Task Order.</u></p>
542543	<p>The Contractor shall maintain the RTCS LAN/WAN that includes all Contractor network connections in the toll Equipment cabinets and interconnections between the toll Equipment cabinets as defined <u>per project in future Task Orders. in Attachment 3: I-5507 Constructor Plans & Requirements.</u></p>

30. The paragraph under Part III Scope of Work, Section 5.2 ITS Maintenance has been modified as follows:

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5.2 Intelligent Transportation System (ITS) Maintenance

The requirements in this Section ~~6.3~~ describe the Services to be provided by the Contractor under the category of Intelligent Transportation System (ITS) Maintenance. The ITS maintenance Scope of Work will be defined in Task Orders, shall include Level III Maintenance Services for maintenance of TRS, DMS, MVD and network Equipment. In this Contract, TRS signs are different from Dynamic Message Signs (DMS) which are used by operators to communicate travel conditions and emergencies to customers and are part of the ITS and are maintained by others. Details and associated pricing for ITS Maintenance services will be determine in each project Task Order, as applicable.

31. The following modifications have been made to the Requirements under Part III Scope of Work, Section 5.2.1.1 ITS Maintenance Requirements:

5.2.1.1 ITS Maintenance Requirements

<u>548549</u>	The requirements in Section 6.2.7 Types of Maintenance of Part III Scope of Work and Requirements , shall apply to ITS Equipment and subsystems and the Contractor shall provide Level II and III maintenance that includes support for items not corrected by Level I.
<u>549550</u>	The requirements in Section 4.1.9 General MOT Requirements and Conditions of Part III Scope of Work and Requirements , shall apply to ITS Equipment and subsystems.

32. The following modifications have been made to the Requirements under Part III Scope of Work, Section 5.4 Maintenance Traffic Requirements:

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5.4 Maintenance Traffic Requirements

555556	For all maintenance or field checking conducted in-lane at the toll site, a full closure of the Express Lane segment is required. The closest upstream egress from the toll site shall mandate traffic to exit the Express Lanes. Ingresses located upstream of the toll site (without an egress between the ingress and the toll site) shall be closed to traffic. See Attachment 10: Additional Toll Site System Details for more details. The Contractor is responsible for all planning, design, coordination, implementation, maintenance and removal of all Maintenance of Traffic. The Contractor shall conform to all applicable MOT requirements detailed in Section 2.10.7 General MOT Requirements and Conditions and those within the Performance Requirements throughout the entire Maintenance and Operations phase. Location specific requirements will be provided within future Task Orders.
556557	Toll Rate Sign or Signs associated with the toll zone under maintenance shall display the "CLOSED" message. This includes downstream Toll Rate Signs located over the Express Lanes at a dedicated egress, but upstream of the next ingress.
557558	Traffic Management DMS shall be used to supplement the "CLOSED" messages on the Toll Rate Signs, where appropriate.
558559	The Contractor shall prepare, and receive NCTA approval of, maintenance of traffic plans that envision the closure of each individual toll site for maintenance. Plans shall also be prepared for concurrent maintenance at a combination of toll sites.

33. The last sentence of the paragraph under Part III Scope of Work, Section 6.1 General Performance Requirements has been removed.

The Contractor shall be required to meet all operational Performance Requirements detailed herein and, as part of the monthly invoice, provide reports that show compliance to the defined Performance Requirements including details of failures that resulted in the non-compliance. ~~The Contractor shall not be responsible for failures that are caused by NCTA or the Level I and Level II Maintenance providers.~~

34. The following modifications have been made to KPI #6, 8, 11, 17 & 19 found under Part III Scope of Work, Section 6.1.1 Performance Measurement, *Table 2: RTCS Performance Requirements*.

Table 2: RTCS Performance Requirements

	Category	KPI	Performance Requirement	Measurement Frequency	Points*
6	Operations	Vehicle Detection	Create one transaction for each vehicle that passes through a zone at an accuracy of 99.99% or more	Monthly	1 point for each 0.1% or portion thereof below the requirement
8	Operations	Image Capture and Transmission Accuracy	Provide front and <u>rear</u> overview images and ROI	Monthly	1 point for each 0.1% or portion thereof

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			for all transactions (AVI and Image-Based) to OBO 99.95% or more.		below the requirement
11	Operations	Image Rejection Accuracy (<u>Only when IVS is included</u>)	Correctly reject images that cannot be pursued for revenue with an accuracy rate of 98.50% or more.	Monthly	1 point for each 0.1% or portion thereof below the requirement
17	Response and Repair	Time to Respond and Repair	For Level III Maintenance required , All Work Orders shall be responded to and repaired within the response time applicable to the priority level.	Monthly	1 point for each Work Order that fails to meet the applicable Response and Repair Time
<u>19</u>	<u>Wrong Way Vehicle Detection and Notification</u>	<u>Successful testing of the Wrong Way Vehicle Detection and Notification Systems</u>	<u>The Contractor shall successfully test the Wrong Way Vehicle Detection and Notification System to ensure compliance to the Functional Requirements.</u>	<u>Monthly</u>	<u>1 Point for each Wrong Way Vehicle Detection and Notification test which does not meet the requirements of this Contract. This test must be conducted during every Preventive Maintenance event which requires a lane closure or any time an external WWVD system integrated with the RTCS is tested by others.</u>

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35. The following modification has been made to the first Requirement under Part III Scope of Work, Section 6.2.9 Image Transaction Accuracy.

<u>577578</u>	The Contractor shall correctly build image transactions by capturing and correlating images as specified in the functional requirements and providing the images to the CBOS/OBO as specified in the ICD(s). If IVR services are included in the contract, this metric also includes the accurate designation of License Plate Number, <u>jurisdiction</u> and Plate Type. <u>This metric also assesses Contractor accuracy in determining whether a transaction is pursuable for collection, based on content within the images.</u> Errors may be detected through the following:
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36. The following modification has been made to the first Requirement under Part III Scope of Work, Section 6.2.11 Image Verification Services – Rejection Accuracy.

<u>581582</u>	The Contractor shall correctly determine that the plate meets the criteria for rejection and select the correct reject reason for all images which do not meet the criteria for identification.
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37. A new Section has been added to Part III Scope of Work titled Section 6.2.15 Preventative and Corrective MOT with the following new Requirements.

6.2.15 Preventive and Corrective MOT

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

<u>590591</u>	<u>The Contractor shall notify NCTA and NCDOT of all MOT activities during the maintenance period.</u>
	<u>a) The Contractor shall provide a schedule of all preventative and predictive maintenance MOT activities for the month by the 5th calendar day of the month.</u>
	<u>b) The Contractor shall provide a minimum of twelve (12) hours of notice prior to any changes to the monthly maintenance schedule.</u>
<u>591592</u>	<u>The Contractor shall conform to the latest version of the NCDOT Standard Specifications for Roads and Structures for regulations for MOT activities during the maintenance period.</u>

38. A new Section has been added to Part III Scope of Work titled Section 6.2.16 Wrong Way Vehicle Detection and Notification with the following new Requirements.

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6.2.16 Wrong Way Vehicle Detection and Notification

<p><u>592593</u></p>	<p>The Contractor shall perform in-lane testing of the WWVD and Notification system as part of all preventive maintenance events involving lane closures by driving a test vehicle through the toll zone opposite the direction of traffic, within the closure, and measure the detection and notification functionality according to the functional requirements.</p> <p>a) The Contractor will be assessed 1.0 point for each Preventive Maintenance event involving a lane closure where WWVD and Notification Testing was not completed.</p> <p>b) The Contractor will be assessed 1.0 point for each WWVD and Notification Test that does not meet the functional requirements outlined in this Contract.</p>
<p><u>593594</u></p>	<p>The Contractor must support any event the provider of an external WWVD system conducts controlled testing and must meet the applicable functional requirements outlined in this Contract. The Contractor will be assessed 1.0 point for each testing event not properly supported by the Contractor or when the test results do not meet the functional requirements outlined in this Contract.</p>
<p>a)</p>	<p>The Contractor will be assessed 1.0 point for each testing event not properly supported by the Contractor</p>
<p>b)</p>	<p>The Contractor will be assessed 1.0 point for each external WWVD test that the RTCS does not meet the functional requirements for notification outlined in this Contract.</p>

39. The following modification has been made to Requirement 599 under Part III Scope of Work, Section 6.6 Maintenance Priorities, Response and Repair Times:

<p><u>598599</u></p>	<p>Response to calls and repair times shall be determined by priority, as described below. Contractor failure to meet the response and repair time criteria described below shall result in monthly fee adjustments Performance Scorecard Point Assessments, as specified in this Section.</p>
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40. The following modification has been made to Requirement 607 under Part III Scope of Work, Section 6.8 Corrective Actions:

<p><u>606607</u></p>	<p>Any failure to meet a Performance Requirement that requires the completion of a specific action(s), which is not completed in accordance with the requirement, does not relieve the Contractor of the responsibility to perform in accordance with the RTCS requirements. The required specific action(s) must be completed within 48 hours. For example, if the Contractor fails to transmit all transaction files to the agency within two (2) four (4) hours, the files must still be sent to the agency.</p>
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41. In *Attachment 4 Use Cases* – The ‘Scenario Description’ for Use Case Number UC-03 has been modified as follows:

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Execute ~~50~~ a minimum X standard image toll transactions and validate the transactions through the entire system from the roadside to and post to TRH, and OBO/CBOS/. Validate that the Transaction is constructed, checked against the customer accounts and an Invoice is generated and sent to the customer for payment.

42. In *Attachment 4 Use Cases* – The ‘Scenario Description’ for Use Case Number UC-08 has been modified as follows:

Maintenance operations monitor alerts and dispatch technicians for full 24/7 operations during ~~UAT~~ OAT. Monthly Maintenance Reports provided for 2-week ~~UAT~~ OAT.

43. *Attachment 9 NCTA Standard Drawings* has been added as a new attachment to the *Attachments* pdf document.
44. *Attachment 10 ITS Standard Drawings* has been added as a new attachment to the *Attachments* pdf document.
45. *Exhibit D-6 Requirements Conformance Matrix*, found in the *Exhibits* pdf, has been updated to reflect the changes to the RFP Requirements.
46. The pricing tabs found in *Exhibit D-7 Price Proposal Form* have been updated. Please reference the modified pricing sheets ‘paperclipped’ to the *Exhibits* pdf document.