

#	Respondent Question	NCTA Response
1	Please can we check if we are required to get prequalification in place before we respond to the wrong way driving detection & notification system request for information?	No prequalification is required to respond to the RFI.
2	Has funding been reserved, or a budget been allocated for this project as of yet?	<p>No dedicated funding has been allocated for the WWDDN solutions discussed in the RFI. However, capital funding is allocated to both the ongoing Complete 540 Phase I projects, and the Complete 540 Phase II projects now in procurement. These funding sources could potentially be used for solutions discussed in this RFI.</p> <p>WWDDN solutions implemented on the existing Triangle Expressway would be funded from the O&M budget.</p>
3	If the RFI does proceed to an RFP is there a timeline that the department is hoping to follow in regard to an RFP release?	<p>For the Complete 540 Phase I projects, WWDDN solutions would ideally be implemented in calendar year 2023.</p> <p>For the Complete 540 Phase II projects, WWDDN solutions may incorporated into the ongoing Complete 540 Phase II project procurement or may be implemented post-procurement.</p> <p>No timeline has been identified for deploying WWDDN solutions on the existing Triangle Expressway.</p>
4	Are there any incumbent contracts in place for this service?	<p>NCTA retains a Toll Systems Integration (TSI) firm for the Complete 540 Phase I projects and the existing Triangle Expressway. This firm, as well as the 3 Design-Build Teams on the Complete 540 Phase I projects, are potential choices for implementing WWDDN solutions; or a separate procurement path may be chosen.</p> <p>No incumbent or TSI is in place or is in the process of selection for the Complete 540 Phase II projects.</p>

5	Are there specific ramps on Complete 540 we should focus on? These would be ramps deemed of greater concern than others.	A focus based on interchange configurations most likely to experience WWD vehicles would be appropriate.
6	Can you provide a table breaking down the ramp counts by type (diamond, cloverleaf, etc.)? Or, can we assume that "Appendix A - Complete_540_Ph1_ITS_and_AET_Concept_Plans_12_28_2018.pdf" is the complete list of all Complete 540 ramps?	For Complete 540 Phase I, the map listed in the question shows the interchange configurations. For Complete 540 Phase II, maps showing proposed interchange configurations can be found here: https://connect.ncdot.gov/letting/pages/Design-Build-Letting-Details.aspx?let_id=R-2829A
7	Is there a points system or evaluation criteria established for weighing the different RFI responses?	No
8	Would general guidance using our existing Wrong Way Detection and Alert Systems as examples be acceptable for the different ramp configurations and approaches described within the Deployment Strategies section of the RFI?	Yes
9	For the Detection Technology & Location section of the RFI, are you looking for locations based on different types of detection zones? Will all of these locations be on ramps or are there other applications that we should be aware of such as mainline detection?	Mainline detection is not the focus of the RFI. Mainline WWD detection at toll zones is already a requirement of the toll system integrator contracts.
10	Is the NCTA open to using cloud based software for the alert management of their systems as a part of their Notification Strategies?	Yes