



OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

682 Prospect Street,
Berea, Ohio 44017

ADDENDUM NO. 10
Issued November 20, 2019

to
RFP NO. 1- 2019
REQUEST FOR PROPOSALS
TO FURNISH, INTEGRATE AND MAINTAIN A
TOLL COLLECTION SYSTEM ISSUED OCTOBER 4, 2019

ATTENTION OF RESPONDENTS IS DIRECTED TO:
Answers to questions received through November 8, 2019 are attached

Issued by the Ohio Turnpike and Infrastructure Commission through Jennifer L. Stueber, Esq.,
General Counsel.

Jennifer L. Stueber, Esq.
General Counsel

11/20/2019

Date

Q#45 KPI number 12 in Table A-3 (Key Performance Indicators) calls for an OCR accuracy of 99.95% with an automation rate of greater than 85%. We are not aware of any OCR solution in the industry that is able and willing to commit to this level of performance. Would the Commission consider adjusting this KPI to reflect the current industry standard of 70% automation rate with an error rate $\leq 0.5\%$?

A#45 KPI No. 12 in Table A-3 shall be modified to say, "The VES subsystem shall provide correct OCR results (license plate number, plate type and plate jurisdiction) for 70% or more of all license plates captured by the VES subsystem with an accuracy of $\geq 99.95\%$."

Q#64 Do the WIM station LPR cameras and DOT number cameras need to be redundant like the toll lane VES cameras?

A#64: This response supersedes A#64 in Addendum 9. The WIM subsystem shall not require redundancy in the front license plate image capture, USDOT number image capture and vehicle overview image capture. Refer also to Q&A121 in this Addendum.

Q#74 Referencing EXHIBIT AK – SPECIAL CLASS 1 E-ZPASS TRIP BUILDING, Is there a special circumstance between TP 216 and 239?

A#74 Yes, see revised EXHIBIT AK – SPECIAL CLASS 1 E-ZPASS TRIP BUILDING attached.

Q#75 What are the make and model of the remote and back gates? Are they to be replaced and/or maintained by the TCS?

A#75 See A#69. Remote and back gates are not to be replaced or maintained by the Selected TCS Integrator.

Q#76 Is our understanding correct that any "public improvements" must have a separate sealed Certified Cost Estimate that is completely independent of the Respondent's submitted Price Proposal?

A#76 See A#37.

Q#77 Is it acceptable to use font smaller than 12-point for graphs and tables, as long as they are legible?

A#77 Yes, see allowable deviations in A#24.

Q#78 Are proposers expected to provide details, or simply indicate whether contract employees will be used?

A#78 Respondents shall name each permanent and each contract employee proposed for this project for both the Respondent and its Subcontractors.

Q#79 The Contract draft Section 25.3 indicates excessive lane closures will incur \$5k per hour LDs while RFP Attachment A, D.5 indicates \$10k per hour. Which is correct?

A#79 Liquidated Damages of \$10,000 per hour as specified in Attachment A - Special Provisions is correct for excessive lane closures on mainline lanes (ORT, WIM, and Traffic Counting locations). Liquidated Damages of \$5,000 per hour as specified in the Draft Contract is correct for conventional entry or exit lanes.

Q#80 Referencing Section 6.2.6 No. 3, The 100-page limit is inclusive of this response section. Where should proposers include such plans, schedule, etc. - in Section III: Narrative Responses or Section IV: Attachments?

A#80 See A#41. Respondents shall also place the preliminary plans described in Section III.3 as a distinct subsection to Section IV – Attachments to the Technical Proposal.

Q#81 The OTIC recognizes certified SBEs and certified MBEs through DAS as eligible for credits toward achieving the Goal stated in the RFP. Does the OTIC also recognize current certified MBEs with the Commission for credits toward the Goal?

A#81 Yes.

Q#82 Referencing Section 6.2.13, How should we approach pricing for Spares in this scenario? If these items are to have defined mark-ups, can we remove them from our Price Proposal for the Maintenance periods?

A#82 Respondents shall provide pricing for Spares, inclusive of markups for the spare parts inventory delivered at the end of the warranty period as indicated on Sheet 2 of the Pricing Proposal template. Respondents shall not provide pricing for Spares for the Maintenance periods.

Q#83 Insurance coverages as required by the Contract draft are above the norm for a project of this size for both Contractor and Subcontractors. Will OTIC consider reducing these amounts?

A#83 Yes, OTIC will consider reducing these amounts. The Respondent may request a deviation or exception to the insurance coverages as part of their Proposal.

Q#84 Could the Commission please provide information on how the Certified Cost Estimate fits into this scoring described in Section 7.4?

A#84 Per RFP Section 6.2.6 No. 2, the Certified Cost Estimate of Construction Work will be evaluated as part of the technical evaluation of the TCS Integrator's proposed solution. Specifically, the Certified Cost Estimate will be evaluated as part of the TCS Design and Technical Approach category in Table 7-1: Proposal Evaluation Scoring.

Q#85 Would the OTIC consider revising the payment milestones (shown in Table 8-1, Payment Milestones) to allow a more cash flow neutral program?

A#85 Yes. This will be responded to in a subsequent Addendum.

Q#86 Given the significant quantity of equipment for the new TCS, would the OTIC consider payment milestones related to procurement, delivery, and installation of the equipment?

A#86 See A#85.

Q#87 Would the OTIC consider purchasing the AVI equipment (new multiprotocol ETC reader and antenna equipment approved by the E-ZPass® Group) directly? AVI equipment manufacturers bidding on this project have a significant cost advantage.

A#87 No.

Q#88 Please clarify if the OTIC requires redundant front cameras and redundant rear cameras in all lanes that are to be equipped with VES.

A#88 The TCS Integrator shall propose a VES subsystem that includes redundancy in both the front and rear license plate image capture in all ORT lanes and ORT Shoulders. VES front and rear image capture redundancy in Conventional Exit Lanes is not required.

Q#89 All Weigh-In-Motion systems perform vehicle classification. Section A.2.9 doesn't define a classification scheme to use. Should the WIM systems use the FHWA 13 Vehicle Category Classification like is mentioned in Exhibit AI for Automatic Traffic Recorders or use the OTIC Vehicle Classification scheme?

A#89 WIM subsystem classification is not required. However, if this is provided as an out-of-the-box solution, vehicles shall be classified into two categories - passenger vehicles (FHWA Class 1-3) and commercial vehicles (FHWA Class 4-13) or classification as 2 axle and non-2 axle vehicles.

Q#90 Is it mandatory to include the WIM option with our response?

A#90 Yes.

Q#91 The construction of shoulder lanes is typically not suitable for the installation of WIM systems performing at the specified accuracies. Is the intent to install fully functional WIM systems in the shoulders or only the equipment required to detect vehicles and capture license plates? If fully functional WIM systems are required in the shoulders, the shoulder pavement may need to be replaced for 300 ft or more.

A#91 See A#44. The Ohio Turnpike's shoulder lanes are constructed to the same specifications as the travel lanes and may be used as travel lanes in the event of a travel lane closure. The intent is to install fully functional WIM systems in the shoulder lanes and the travel lanes at the specific locations identified in EXHIBIT AH – 2022 WIM AND TRAFFIC COUNTING LOCATIONS.

Q#92 Will the OTIC consider changing the wording of the requirement in section A.2.11 to the following? “The TCS shall provide a means for easily viewing and updating all configurable Zone Controller and Lane Controller parameters by the OTIC’s System Administrator.”

A#92 Yes, the TCS shall provide a means for easily viewing and updating all configurable Zone Controller and Lane Controller parameters by the OTIC’s System Administrator.

Q#93 The sample size for WIM would be 48 for WIM gross vehicle weight. This is a major task of taking a loaded semi and verifying it. Is this sample size required per lane and shoulder, or is a total sample across a two-lane site acceptable? Or as an alternative, ASTM E-1318 requires 10 runs per vehicle, up to 20 runs for two vehicles. Would testing to E-1318 be suitable instead?

A#93 See A#46.

Q#94 The only way a WIM KPI can be reasonably checked is using a Class 9 statically weighed vehicle on a certified scale as is done in ASTM E1318-09. Please explain in greater detail how monthly audits of No. 15 WIM Accuracy are envisioned to be done.

A#94 See A#46.

Q#95 Please clarify if the Go-Live readiness and Deliverables are to occur prior to the start of installation and Commissioning Test? And the Go-Live Milestone in the Preliminary Construction Schedule is for the last lane installed and commissioned verses all lanes going live at once?

A#95 The Go-Live Plan, Go-Live Readiness Assessment and Go-Live Deliverables shall be delivered prior to the final cutover from the existing gated closed ticket system to the future gateless barrier system, closed ticket system and temporary Class 1 E-ZPass toll plazas. The Go-Live milestone in the Preliminary Construction Schedule is when this final cutover occurs, currently planned for December 2022.

Q#96 Can the Commission confirm that we are to maintain the lanes after each is commissioned, but that the Warranty period and payment thereof does not start until Final Acceptance?

A#96 Correct.

Q#97 Please clarify the call center requirement under bullet #1 for facilities?

A#97 Call center shall mean whatever office, communications, computer equipment etc. are needed for the Help Desk and to provide Remote Support for Software Assistance and Trouble Shooting per RFP Section A.12.

Q#98 The SBE Utilization Certification and Utilization Plan require "Letters of Interest" based on a template that is not included in the RFP. Could OTIC provide this template?

A#98 The SBE Utilization Certification and Utilization Plan forms have been revised to delete the references to the letters of interest (LOI). See updated forms OEI-1 and OEI-2 attached.

Q#99 Could the OTIC define what is the "Contract Value"? Is this inclusive of all optional Items and Extensions?

A#99 Contract Value is the base contract value (Performance Bond Cost, TCS Hardware and Software Costs, TCS Design, Development and Implementation Costs, TCS Initial Term Maintenance Costs and TCS End of Term Transition Costs). The TCS Optional Term Maintenance Costs and Optional Item Costs are excluded for calculating the Mobilization value (not to exceed 5% of the contract value).

Q#100 Please clarify where within the pricing proposal we should include the optional WIM warranty and maintenance?

A#100 The Pricing Proposal template has been modified to include Sheet 9 – TCS Optional Items Initial Term Maintenance Costs and Sheet 10 – TCS Optional Items Optional Term Maintenance Costs. The revised Pricing Proposal template is attached.

Q#101 Does any of the work to be performed by the integrator defined in the RFP fall under Prevailing Wage requirements?

A#101 Yes, Prevailing Wage Rate requirements apply.

Q#102 Will the maintenance team be provided non-revenue toll tags for their vehicles?

A#102 Yes.

Q#103 Who will maintain the roadside generators installed by OTIC?

A#103 OTIC or separately contracted staff will maintain the generators.

Q#104 As the submittal deadline was extended to January 10, 2020, would the OTIC consider extending the deadline for questions accordingly? It will take time to prepare the construction cost estimate, and we anticipate questions arising after the current 11/12/19 deadline?

A#104 No. However, OTIC may review questions submitted after the November 12th deadline and may provide answers or clarifications as deemed necessary.

Q#105 Appendix A.2.9 requires interface with the OTIC OW/OD permit system and notification to the Communications center and OSHP. The LCV Permit system is not mentioned. Is this the same as the OW/OD system?

A#105 The OTIC's LCV Permit system is separate from its Overweight and Overdimensional system. The LCV system is an internal OTIC database that is updated daily. Both LCV transponders and LCV license plates are recorded in the LCV system. The WIM subsystem may interface to LCV system to receive a daily authorized list of approved LCV transponders, LCV license plates or both. The current TCS identifies LCVs using the registered LCV transponders and the AVC subsystem (axle count equal to or greater than 7 axles).

Q#106 Should the WIM systems use the FHWA 13 Vehicle Category Classification like is mentioned in Exhibit AI for Automatic Traffic Recorders or use the OTIC Vehicle Classification scheme?

A#106 See A#89.

Q#107 A simple loop could be used to trigger if a vehicle drives on the shoulder and flag as a NO WIM record (violation). This would be a more cost effective option than having to redo pavement and add sensors for the shoulder. Is it the intention of the agency to capture WIM records as if the shoulder is a lane (and add cameras) or just identify this vehicle as evading the WIM?

A#107 See A#91.

Q#108 The only way that a WIM KPI can be reasonably checked is using a Class 9 statically weighed vehicle on a certified scale as is done in ASTM E1318-09. Please explain in greater detail how monthly audits of No. 15 WIM Accuracy are envisioned to be done? At the expense of the vendor or OTIC?

A#108 See A#46. Performance audits testing shall be conducted as part of the Selected TCS Integrator's Maintenance Activities and will be a contract cost to the OTIC. The TCS Integrator shall include the cost of the Performance Audit Testing where specified in ATTACHMENT F – PRICING PROPOSAL TEMPLATES.

Q#109 LPR accuracy rates are generally 90% for detecable plates and the USDOT accuracy is 80% for detecable images. The requirement is not currently achievable. Would you break down the performance requirements for WIM detection, LPR accuracy and USDOT accuracy?

A#109 The WIM Reporting Accuracy for front license plate and USDOT image capture and OCR shall be evaluated at a 90% confidence level. The KPI for WIM front license plate image capture and correlation accuracy, OCR performance, and OCR accuracy shall be the same as KPI No. 10, 11 and 12 respectively as shown in Table A-3. The KPI for WIM USDOT number image capture and correlation accuracy shall be the same as KPI No. 10 and 11 respectively as shown in Table A-3. The KPI for WIM USDOT OCR accuracy shall be 80% of all captured USDOT numbers that are human readable and unobstructed at an accuracy of 99%.

Q#110 ASTM E-1318 requires 10 runs per vehicle, up to 20 (for 2 vehicles). This is a major task if taking a loaded semi and verifying across 3 lanes (16 per lane). If this is required per lane, it will be a time consuming requirement.

A#110 See A#46.

Q#111 As noted, a 95% confidence level is not achievable for USDOT reads. Additionally, full scope of the interfaces to the state permit system have not been identified to ensure data is retrievable in real time. Can this measurement be agreed upon at a later date when the interfaces are scoped?

A#111 The WIM Detection Accuracy shall be evaluated at a 95% confidence level. The WIM Reporting Accuracy shall be evaluated at a 90% confidence level.

Q#112 In relation to the optional WIM, what severity level would a WIM or camera failure be labeled, as they are not specifically revenue generating? We believe this meets the definition of level 3 or 4. Redundancy of multiple sensors and cameras can be included, but at significant expense.

A#112 A failure of the WIM subsystem shall be classified as Severity 2: High. However, a WIM subsystem failure shall be repaired or restored within 24 hours instead of within 4 hours for all other Severity 2 failures. See also revised A#64, Addendum 10.