



OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

682 Prospect Street,
Berea, Ohio 44017

ADDENDUM NO. 9
Issued November 14, 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 1, 2019 are attached

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

A handwritten signature in blue ink, appearing to read "J. Stueber".

Jennifer L. Stueber, Esq.
General Counsel

11/14/2019

Date

Q#21 Will OTIC identify the toll lanes in each plaza that can be closed to traffic because the new free flow traffic pattern will allow increase throughput in each remaining lane? That this is a clarification of Q#6 and A#6 originally published in Addendum No. 2 on October 18, 2019.

A#21 Of the nine Temporary Class 1 E-ZPass Conventional Ticket Toll Plazas, TP 13, TP 25, TP 34, TP 39, TP 215, TP 216, TP 232, and TP 234 will require AVI equipment in two lanes - one entrance lane and one exit lane at each facility. TP 218 will require AVI equipment in six lanes - three entrance lanes and three exit lanes. The specific lanes to be outfitted with the equipment will be selected to provide separation of entering and exiting traffic.

Q#22 Will OTIC specify a select number of toll plazas that need to be marked up sufficiently so that OTIC's engineer can develop final design plans for construction? This is a clarification of Q#10 and A#10 originally published in Addendum No. 2 on October 18, 2019.

A#22 In accordance with the information provided at the Pre-Proposal Conference on October 22, 2019, redline markups and conceptual layouts of the engineering plans for the Mainline Toll Plazas TP 4, TP 49, TP 211, and TP 239 are required (See "Redline of Preliminary ORT Plaza Plans" in Section 6.2.6 No 2. of the RFP). In addition, the Commission is requiring redline markups and conceptual layouts of the engineering plans for the existing Toll Plazas at TP 52, TP 135, TP 161, and TP 193 (See "Conventional Toll Lane Design" in Section 6.2.6 No 2. of the RFP). The information required to be provided on the redline markups and conceptual layouts shall be in compliance with the RFP. The conceptual layout and preliminary design plans of the infrastructure required for the proposed Weigh-in-Motion and Traffic Counting System solutions shall also be provided in compliance with the RFP.

Q#23 Would the Commission please confirm there are no restrictions on the file size that can be submitted via the procurement ftp drop site/email?

A#23 Respondents can upload multiple files that do not exceed 2 GB each to the OTIC's Procurement FTP site.

Q#24 The RFP requires Bidders to respond using 12-point font. May Bidders use a smaller, still readable font for each of the following?

- a) headers and footers
- b) requirement text
- c) exhibits/figures/graphics
- d) tables

A#24 Respondents are permitted to use a smaller font, no less than 10-point, for headers and footers, requirement text, exhibits, figures, graphics and tables to ensure readability.

Q#25 Please clarify if there is a “Bill of Materials” template to capture the description, manufacturer, part number, base quantity, spare quantity, unit cost and extended cost of each component. If not, would the Commission please provide guidance on where and in what format we are to provide the Bill of Materials information for each unit cost and lump sum cost item on Pricing Proposal Sheet 2?

A#25 There is no Bill of Materials template. The Respondent shall provide a detailed Bill of Materials in Adobe PDF and Microsoft Excel formats for each proposed TCS component that rolls up to a unit cost or lump sum cost line item entered into the Sheet 2 of the Pricing Proposal template. The completed Bill of Materials shall be enclosed and submitted with the Pricing Proposal.

Q#26 Please clarify if there is a “Bill of Materials” template to capture the description, manufacturer, part number, base quantity, spare quantity, unit cost and extended cost of each component. If not, would the Commission please provide guidance on where and in what format we are to provide the Bill of Materials information for each unit cost and lump sum cost item on Pricing Proposal Sheet 7?

A#26 There is no Bill of Materials template. The Respondent shall provide a detailed Bill of Materials in Adobe PDF and Microsoft Excel formats for each proposed TCS component that rolls up to a unit cost or lump sum cost line item entered into the Sheet 7 of the Pricing Proposal template. The completed Bill of Materials shall be enclosed and submitted with the Pricing Proposal.

Q#27 Please clarify if both Performance Requirements (Ticket, Cash and Credit Card Toll Collection Accuracy (per lane) AND TCS Host Transmission Accuracy) are supposed to be labeled as Number 14.

A#27 For numbering purposes, please renumber “Ticket, Cash and Credit Card Toll Collection Accuracy (per lane)” as Performance Requirement 14a, and “TCS Host Transmission Accuracy” as Performance Requirement Number 14b.

Q#28 There were no requirements for “Past Performance” in the RFQ or in this RFP. We were asked to provide “Project Experience” in our response to the RFQ. Would the Commission please confirm that our response to this RFP must include updates on any changes to the “Project Experience” (not “Past Performance”) we provided in our response to the RFQ? In addition, if we will indeed be evaluated on “Past Performance” in this RFP, would the Commission kindly clarify the “Past Performance” requirements and indicate how they differ from the RFQ’s “Project Experience” requirements we already responded to?

A#28 “Past Performance” will be assessed as part of the evaluation of Team Capabilities and Experience as described in Section 6.2.6, no. 1. Respondents shall include updates on any changes to the “Project Experience” and “Project Organization and Personnel Qualifications” provided in their response to the RFQ. These updates shall include the Respondent’s Project References, Key Personnel References, and Key Personnel Individual Project References.

Q#29 We would like to use tabs to separate the major Technical Proposal sections (i.e. Section I, Section II, through Section VII) in our hard copy submission. Please confirm that binder tabs for the hard copy submission are excluded from the page count limitations.

A#29 Respondents are permitted to use binder tabs for the hard copy submission which are excluded from the Technical Proposal page count limits.

Q#30 We would like to use divider sheets (“flysheets”) between forms and some subsections in our hard copy submission. Please confirm that divider sheets are excluded from the Technical Proposal page count limitations.

A#30 Respondents are permitted to use divider sheets for the hard copy submission which are excluded from the Technical Proposal page count limits.

Q#31 Please confirm if a proposed Software Escrow Agreement is required as part of the Offeror’s proposal submission.

A#31 Yes, a proposed Software Escrow Agreement is required as part of the TCS Integrator’s proposal and is excluded from the Technical Proposal page count limits.

Q#32 Given the number of RFP Technical Section requirements and the amount of detail requested (e.g. detailed narrative for each requirement described in RFP Appendix A), would the Commission please exclude the Executive Summary from the Technical section 100 page limit or provide a separate page limit for the Executive Summary?

A#32 The Executive Summary shall be limited to 5 pages and is excluded from the Technical Proposal 100-page limit. The Cover Letter, limited to 1 page, is also excluded from the Technical Proposal 100-page limit.

Q#33 The title for Section II in RFP Table 6-1 is indicated as “Responses to Requirements and Functional Capabilities,” and in RFP 6.2.5 Section II, the title is indicated as, “Compliance with Requirements and Functional Capabilities.” Would the Commission please confirm the correct title for Section II?

A#33 The title for RFP 6.2.5 Section II: Compliance with Requirements and Functional Capabilities is correct and shall supersede the title for Section II shown in RFP Table 6-1.

Q#34 Offerors often use a Title Page for Trade Secret, Proprietary & Confidential disclaimers and Copyright language. Would the Commission please allow Offerors to include a Title Page in the Technical Proposal, and--if so--can the Title Page be excluded from the 100 page limitation for the Technical Proposal response?

A#34 Respondents are permitted to use a single Title Page for Trade Secret, Proprietary & Confidential disclaimers and Copyright language for the hard copy submission which is excluded from the Technical Proposal page count limits.

Q#35 The RFP indicates “any deviations must be specifically described by the Respondent in its Proposal.” Where in the Technical Proposal should we place any descriptions or statements of Deviations and Exceptions, and can these deviations and exceptions be excluded from the 100 page limitation? If the Commission has no placement preference, may we provide these as a distinct, separate, non-page-count-limited “Exceptions” attachment to the Technical Proposal or the Pricing Proposal?

A#35 Respondents shall provide any deviations or exceptions to the RFP specifications in a separate attachment to the Technical Proposal labeled “Deviations and Exceptions”. This attachment is excluded from the Technical Proposal page count limits.

Q#36 For the purposes of consolidating any and all exceptions language, may we provide our exceptions to financial, commercial and legal requirements in the SAME to-be-determined section where we would provide any descriptions or statements of Deviations and Exceptions? We would ensure the “Exceptions to Financial, Commercial and Legal Requirements” and the “Deviations and Exceptions” are listed under separate, distinct headers.

A#36 Respondents shall provide any exceptions to the RFP financial, commercial and legal requirements in the same attachment to the Technical Proposal labeled “Deviations and Exceptions” using separate, distinct headers. This attachment is excluded from the Technical Proposal page count limits.

Q#37 Please confirm that the Certified Construction Cost Estimate is to be physically included within the bound hard copy of the submission. If it is "sealed" by the engineering firm, should it be provided as a stand-alone document in the form of an Appendix to the Technical Proposal or in the Price Proposal since it is a cost estimate? Please confirm that this “sealed” information is excluded from all other required components of the proposal submission (i.e. electronic) since the Offeror will not have access to this information.

A#37 The Certified Construction Cost Estimate shall be submitted with the Respondent’s Technical Proposal, both physically and electronically, as it will be part of the technical evaluation of the TCS Integrator’s proposed solution. By “sealed”, OTIC means that the Certified Construction Cost Estimate shall be “stamped” by an independent Ohio registered professional engineer.

Q#38 While the RFP states that there are to be upper and lower ticket transports, there is no requirement for same-height-level redundancy of the ticket issuing devices (i.e., four ticket issuers total) as the Authority’s current DATIMs have. Please confirm if OTIC desires that this redundancy be present in the new DATIMs.

A#38 OTIC desires to have new DATIMs with toll ticket issuing redundancy for both upper and lower heights as present in the current DATIMs. See Q#13 and A#13 in Addendum No. 7.

Q#39 The Section III Narrative instructions appear to be conflicting. Section 6.26 identifies that a response must provide details and information for each requirement in Appendix A. However, it also identifies a structure that is not aligned to requirements in Appendix A. Please confirm that vendors are to follow the Narrative Response structured in Section 6.2.6:

- 1. Project Team, Experience, and Past Performance**
- 2. TCS Design and Technical Approach**
- 3. Project Implementation, Project Schedule, Transition and Testing**
- 4. Maintenance Approach.**

Please also confirm that we are to submit a matrix mapping the requirements listed in Appendix A – Scope of Services to the Narrative Response section, which will not be counted to the page limits.

A#39 Respondents shall structure their Narrative Responses according to the format described in RFP Section 6.2.6 which corresponds to the Proposal Evaluation Criteria shown in Table 7-1. Respondents shall provide a means of easily identifying that each requirement is addressed in the Narrative Responses, which can be achieved by a cross-reference table/matrix, which is excluded from the Technical Proposal page count limits.

Q#40 The requirements for Section III.2, Redline of Preliminary ORT Plaza Plans, state: “Using the preliminary plans provided, the Respondent shall provide a redlined conceptual layout of their proposed ORT Barrier Exit Lane and Shoulder, ORT Ticket Entry Lane and Shoulder, ORT Ticket Exit Lane and Shoulder, as well as the Conventional Barrier Exit Lanes, Conventional Ticket Entry Lane and Conventional Ticket Exit Lane each of the ORT Toll Plazas.” However, the instructions for Section IV states: “Section IV shall contain the redlined design plans, attachments as well as any other supporting material such as equipment specification sheets, brochures, etc. provided that OTIC does not commit to review any information other than that required to be provided.” Please validate that the redline design plans required in Section III.2.9 are to be placed in Section IV.

A#40 Respondents shall place the redline design plans described in Section III.2.9 as a distinct subsection to Section IV – Attachments to the Technical Proposal. The redline design plans are excluded from the Technical Proposal page count limits.

Q#41 The requirements for Section III.3, Project Schedule, state: “Provide a detailed Project Schedule for the Project...” Should proposers place the Project Schedule in Section IV, Attachments? Please verify the Project Schedule is not included in the 100 page limit.

A#41 Respondents shall place the Project Schedule in Section III.3 as a distinct subsection to Section IV – Attachments to the Technical Proposal. The Project Schedule itself is excluded from the Technical Proposal page count limits, however the narrative supporting the Project Schedule is included in the Technical Proposal page count limits.

Q#42 Per Section 5.5, Public Records, Bidders cannot put trade secret information into Sections I, II, or III. Please validate bidders should put trade secret information from Sections I, II, and III into Section IV.

A#42 Per Section 5.5, if a Bidder needs to submit trade secret information with their Proposal, all such information shall be submitted as a distinct, clearly bounded subsection to Section IV of their Technical Proposal Response.

Q#43 Section A.2.8.3 states, “The DVAS Application shall be exportable to multiple common video formats that can be easily viewed on a computer (AVI, MP4, FLV, WMV, MOV).” Can the Commission please clarify whether all of the listed export formats must be supported? Or does the DVAS application just need to support one or more of the formats listed?

A#43 The proposed DVAS application shall support two or more of the video formats listed in Section A.2.8.3.

Q#44 Section A.2.9 states that, “As an option to the TCS, the TCS Integrator shall provide a new WIM subsystem to perform Overweight detection on the Turnpike mainline at specific locations identified in EXHIBIT AH – 2022 WIM AND TRAFFIC COUNTING LOCATIONS.” Also in that section there is another requirements that states, “The WIM subsystem shall be installed in all travel lanes and shoulder lanes.” Can the Commission please confirm that the WIM subsystem shall be installed in all travel lanes and shoulder lanes for only those specific locations identified in EXHIBIT AH – 2022 WIM AND TRAFFIC COUNTING LOCATIONS?

A#44 The WIM subsystem shall be installed in all travel lanes and shoulder lanes for only those specific locations identified in EXHIBIT AH – 2022 WIM AND TRAFFIC COUNTING LOCATIONS.

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 This question will be answered in a subsequent Addendum.

Q#46 KPI number 15 in Table A-3 (WIM Detection Accuracy) requires that during monthly performance audits after Go-Live, a statistically significant sample of live test transactions be used to verify the KPIs. 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. Could the Commission please explain in greater detail how monthly audits of WIM Accuracy are envisioned to be done?

A#46 The TCS Integrator shall conduct ongoing performance audits of each WIM location (lanes and shoulders) using an FHWA Class 9 vehicle loaded to 90% of its maximum weight that is weighed on a certified scale per ASTM E1318-09. At least 20 test vehicle passes per WIM zone (4 to 5 passes in each lane and shoulder, depending on) are required. The TCS Integrator shall propose how they plan to execute the WIM performance audit (for example, given that there are 12 WIM directional zones, one WIM zone could be evaluated each month, two WIM zones every two months or three WIM zones every 3 months). Given the range of temperatures in northern Ohio, at least one WIM location shall be evaluated each quarter of each year to verify that the WIM subsystem performance is not affected by seasonal changes.

Q#47 Table A-4 TCS Availability states an Allowable Downtime that is less than the time allotted for repair or restoration in Table A-8 Maintenance Response Performance Requirements on page A-166. Would the Commission please clarify if it intends to assess damages to the Integrator as listed in Table A-4 even if the requirements under Table A-8 are met?

A#47 The OTIC reserves the right to apply an assessment if the Availability Requirements listed in Table A-4 are not met, even if the Maintenance Response Requirements listed in Table A-8 are met.

Q#48 Does OTIC intend to utilize the ATRs beyond December 31, 2023 and the expiration of the Special Toll Rate Structure as described in page A-50, Section A.2.13.3.3?

A#48 OTIC intends to use the ATRs for the entire lifecycle of the new TCS, well beyond December 31, 2023.

Q#49 Are AutoCad drawings of the existing toll sites (TP 52 through TP209) available so that select plans can be requested?

A#49 Yes, the TCS Integrator shall identify which specific PDF page numbers or sheet numbers they require of EXHIBIT AN – OTIC AS-BUILT TOLL PLAZA PLANS and/or EXHIBIT AS – OTIC 2019 AS-BUILT TOLL PLAZA CONDUIT FIELD VERIFICATION and OTIC will provide the AutoCAD files for these sheets.

Q#50 Does the estimate need to include work at the new plazas that are being added to the system, or only the existing plazas that will be modified to accommodate the new toll collection system?

A#50 Yes, the Certified Construction Cost Estimate shall encompass all construction work that is required to implement all aspects of the TCS Integrator's solution requested in the RFP.

Q#51 Are the WIM and Traffic Counting Stations to be included in the Certified Construction Cost Estimate?

A#51 Yes, the construction required to implement all WIM and traffic counting locations shall be included in the Certified Construction Cost Estimate.

Q#52 The tables in Exhibit D show a quantity of 57 ATPMs and 71 DATIMs. However, Exhibit AB and the pricing sheets list a quantity of 56 ATPMs and 72 DATIMs. Please clarify which quantities are correct?

A#52 There are 57 ATPMs and 72 DATIMs. Exhibit D – 2022 TOLL PLAZA LANE CONFIGURATION, EXHIBIT AB – 2022 TCS PLAZA AND LANE TYPES and the Pricing Proposal templates have been updated to show the correct quantities, and are attached hereto.

Q#53 Does the requirement to detect and record valid transponders for Class 1 vehicles necessitate the use of a classification system, or will this be done based on the classification recorded in the transponder account?

A#53 The requirement to detect and record valid E-ZPass transponders for Class 1 vehicles at the nine temporary Class 1 E-ZPass® toll plazas does not require the use of a vehicle classification subsystem at those locations. The TCS shall use the vehicle classification identified when the vehicle entered or exited TP 4, TP 49, TP 211 or TP 239 based on the E-ZPass transponder ID. Per Section A.2.13.3.3 of the RFP, the TCS Host application shall build trips for all Class 1 E-ZPass® vehicles that enter or exit through any of the nine temporary Class 1 E-ZPass® toll plazas following the trip building logic shown in EXHIBIT AK – SPECIAL CLASS 1 E-ZPASS TRIP BUILDING.

Q#54 Is the electrical service at each of the 96 Remote and Back gate sites adequate for the additional equipment: computer and direction of travel sensors?

A#54 OTIC believes the electrical service at each of the 96 Remote and Back Gate sites are adequate for the computer and additional direction of travel sensors.

Q#55 Is a UPS required at each of the 96 Remote and Back gate sites?

A#55 A UPS is not required at each of the 96 Remote and Back gate sites.

Q#56 Is redundancy required for the sensor(s) that determine direction of travel since these sensors could be considered vehicle detection equipment at each of the 96 Remote and Back gates?

A#56 Redundant sensors are not required to determine the direction of travel at the 96 Remote and Back gates.

Q#57 Will OTIC identify each of the selected Conventional Exit Lanes that is to receive VES so that we can accurately produce the Certified Construction Cost Estimate? Exhibit AB does not show which lanes will receive the VES equipment.

A#57 Proposers shall assume for bidding purposes the VES lanes are those farthest from the utility building.

Q#58 Please clarify whether the TCS Integrator is to provide CCTV cameras in the ATPM lanes.

A#58 TCS Integrator is not required to provide CCTV cameras in the ATPM lanes.

Q#59 For WIM detection accuracy, please clarify if we are to determine if the WIM performed the specified measurements on the stated percentages of the vehicles (correctly detect a measurement) or if the WIM made the correct measurements to the stated percentages (correctly measured the weights). If the latter, how does the OTIC envision we verify the measurements? Will we need to use controlled traffic with known wheel, axle, axle-group, and vehicle weights?

A#59 The WIM subsystem KPI shall be assessed to verify that the WIM subsystem correctly measured the axle and gross vehicle weights. The TCS Integrator shall verify the WIM KPI using an FHWA Class 9 vehicle loaded to 90% of its maximum weight that is weighed on a certified scale per ASTM E1318-09. See Q#46 and A#46 also.

Q#60 Is new cabling required between the lane controllers in the plaza buildings and the lane equipment?

A#60 The TCS Integrator may choose to reuse the existing cables between the lane controllers in the plaza buildings and the lane equipment based on their field verification of the existing TCS infrastructure. Per Section A.1.4 of the RFP, any items that are re-used by the TCS Integrator shall be re-certified by the TCS Integrator to be in proper working condition and will support the new TCS implementation and operation. Please be aware most of the existing TCS cabling was installed in early 2009 and is therefore nearing eleven (11) years old. Although most of the existing TCS cabling is in conduits, many of those conduits have had water infiltration which may impact the condition of the existing cabling. Reuse of any components shall not allow the TCS Integrator to deviate from meeting the performance requirements set forth in the TCS Requirements.

Q#61 Are new coax cables required between the AVI readers and the AVI antennas, or can we reuse the existing coax? If the coax can be reused, does this include the connectors currently installed on the cables, or are new connectors required?

A#61 The TCS Integrator may choose to reuse the existing coaxial cables between the existing AVI readers and AVI antennas based on their field verification of the existing TCS infrastructure. If the existing coaxial cables are reused, the TCS Integrator shall provide new connectors instead of reusing the existing connectors. Per Section A.1.4 of the RFP, any items that are re-used by the TCS Integrator shall be re-certified by the TCS Integrator to be in proper working condition and will support the new TCS implementation and operation. Please be aware most of the existing TCS cabling was installed in early 2009 and is therefore nearing eleven (11) years old. Although most of the existing TCS cabling is in conduits, many of those conduits have had water infiltration which may impact the condition of the existing cabling. Reuse of any components shall not allow the TCS Integrator to deviate from meeting the performance requirements set forth in the TCS Requirements.

Q#62 Are new power cables required for all toll equipment, such as the cables that provide power to the DMS signs?

A#62 The TCS Integrator may choose to reuse the existing power cables based on their field verification of the existing TCS infrastructure. Per Section A.1.4 of the RFP, any items that are re-used by the TCS Integrator shall be re-certified by the TCS Integrator to be in proper working condition and will support the new TCS implementation and operation. Please be aware most of the existing TCS cabling was installed in early 2009 and is therefore nearing eleven (11) years old. Although most of the existing TCS cabling is in conduits, many of those conduits have had water infiltration which may impact the condition of the existing cabling. Reuse of any components shall not allow the TCS Integrator to deviate from meeting the performance requirements set forth in the TCS Requirements.

Q#63 Do the number of WIM lanes listed in Exhibit AH - 2022 WIM and Traffic Counting Locations include shoulders, or do we need to add WIM systems to the shoulders in addition to the listed lanes?

A#63 The TCS Integrator shall install the WIM subsystem in all travel lanes and shoulders in the locations identified in EXHIBIT AH – 2022 WIM AND TRAFFIC COUNTING LOCATIONS.

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

A#64 The TCS Integrator shall propose a WIM subsystem that includes redundancy in the front plate license plate image capture, USDOT number image capture and vehicle overview image capture.

Q#65 How many lanes and shoulders at each of the traffic counting locations need to be equipped?

A#65 The TCS Integrator shall install the traffic counting system in all travel lanes and shoulders in the locations identified in EXHIBIT AH – 2022 WIM AND TRAFFIC COUNTING LOCATIONS.

Q#66 Because many credit card processors support a limited number of credit card readers, especially weather-resistant models required for the ATPMs, it would be helpful to confirm support of proposed readers with Electronic Merchant Systems. Can the authority provide a support contact at EMS familiar with the OTIC business relationship?

A#66 The EMS contact person is Eric Alexander, phone: 440-673-1260, ealexander@emscorporate.com.

Q#67 Regarding credit card processing, shall bidders assume that OTIC will directly bear any per-transaction fees related to card processing, and that these costs should not be included in vendor response pricing?

A#67 The OTIC will be responsible for all in-lane credit card transaction processing fees. These costs should not be included in the TCS Integrator's price proposal.

Q#68 Please confirm that AVI reader at all the remote and back gate locations will not need to be multi-protocol? (A.2.2.5 mGate RFID)

A#68 The AVI reader at all remote and back gate locations will not need to be multi-protocol. Per Section A.2.2.5.1 of the RFP, The TCS Integrator shall reuse the existing AVI equipment currently installed at the 96 locations. The TCS Integrator shall also repurpose existing AVI equipment from

OTIC toll plazas for redeployment in select Back and Remote gate locations as directed by the OTIC.

Q#69 What are the remote / back gates' manufacture and model numbers?

A#69 Remote/back gate manufacture and model numbers are:

*Slide Gate: Linear HSLG.
Vertical Pivot Gate: AutoGate Class III, Operator-24 (LM)
Please see attached product cut sheets for additional information.*

Q#70 Please confirm that we are to reuse the currently installed remote and back gates at the existing locations? (A.2.2.5.1)

A#70 The TCS Integrator shall reuse the currently installed remote and back gates at the existing locations listed in EXHIBIT AD – 2022 OTIC BACK AND REMOTE GATES.

Q#71 The sheet shows for TP118 only one reversible lane and the table shows a count of 3, please clarify count of lane types at TP118. (EXHIBIT D – 2022 TOLL PLAZA LANE CONFIGURATION)

A#71 Exhibit D – 2022 TOLL PLAZA LANE CONFIGURATION has been updated to show the correct number of reversible lanes.

Q#72 For the 9 plazas that leave service in 2024, will the new TCS vendor need to install a new TCS in those plazas? Or is the requirement for the new TCS vendor to take over the existing system in its current form? (EXHIBIT AK – SPECIAL CLASS 1 E-ZPASS TRIP BUILDING).

A#72 Per Section A.2.2.4 of the RFP, the TCS Integrator shall either maintain the existing AVI equipment or furnish new AVI equipment in these Temporary Class 1 E-ZPass® Conventional Ticket Toll Plaza Entry and Exit Lanes in order to detect and record valid E-ZPass® transponders for Class 1 vehicles and build trips based on corresponding Turnpike entry and exit points until the end of 2023. Also see A#6 and A#21 above.

Q#73 Will OTIC have the existing TCS vendor or the new TCS vendor maintain the system at those 9 plazas? (EXHIBIT AK – SPECIAL CLASS 1 E-ZPASS TRIP BUILDING).

A#73 The new TCS Integrator shall maintain the AVI equipment and supporting components necessary to detect and record valid E-ZPass® transponders for Class 1 vehicles at the TCS nine Temporary Class 1 E-ZPass Conventional Ticket Toll Plazas until December 31, 2023. Also see A#6 and A#21 above.