

Addendum No. I

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

Kansas Turnpike Authority (KTA)

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

- Section A - Official log of Proposers' questions and KTA's responses
- Section B - Official revisions to the RTCS RFP

All other terms, conditions and requirements of the original RFP dated March 18, 2021 remain unchanged unless modified by this addendum, or previous addenda to this RFP.

Note that all changes to requirements are reflected as redlines to Section III Scope of Work and Requirements and also apply to Exhibit D-6, Requirements Conformance Matrix. The Requirements Conformance Matrix will be updated once all questions have been received.

A. QUESTIONS AND ANSWERS

Following are the answers to questions submitted in response to the above referenced RFP. All of the questions have been listed in the order received by the Kansas Turnpike Authority (KTA).

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

N/A for Addendum I.

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1.			Pre-Proposal Meeting	Will you please extend the question submission due date by two weeks, and the bid submission due date by four weeks? This will enable all proposers to review, understand, and implement the responses to questions into their proposals, and to also review all changes or updates made to the RFP document package.	The schedule remains as currently stated in the RFP. KTA believes that sufficient time is already provided in the current schedule for proposals to review the RFP, submit questions, and for KTA to respond to those question prior to the stated proposal due date.
2.			Pre-Proposal Meeting	Under current evaluation construct, lowest bidder receives maximum price scoring of 30. Has KTA considered assigning maximum scoring to the bidder coming closest to the Independent Cost Estimate (ICE)? Under the current construct, a bidder could buy into the program with an unreasonably low price. Is there a provision allowing KTA to reject unrealistically low price offers?	KTA is utilizing a “best value” evaluation process which is described in RFP Section I Administrative, Section 3. Proposal Evaluation. There is no specific provision to reject unrealistically low offers.
3.			Pre-Proposal Meeting	Will exhibits, schematics, figures used as part of the Section 1-5 submission be counted against the 80 page limit? We understand certain defined items are outside the page count and are shifted to Section 7. Question is specifically for other schematics, figures and exhibits.	As noted in RFP Section IV Proposal Contents and Submission, Section 1.2 Content of Technical Proposal, responses to Proposal Sections 1 to 5 is limited to a combined total of 80 printed pages (excluding all table of contents, table of tables, or table of figures); therefore, this 80 printed page count is inclusive of any other figures, schematics, and exhibits included in these sections.
4.			Pre-Proposal Meeting	Given 2 reference minimum and allowance for more than 2 relevant references, will bidders providing more than 2 relevant references be assigned higher scoring?	Proposers will not receive higher technical scores <u>only</u> because more than the minimum two references are included in their submission; however, the quality and number of relevant references provided and the positive feedback provided by the

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						reference checks will be used to determine the Proposal Section I: Firm Qualifications score.
5.			Pre-Proposal Meeting	Key Personnel are defined as 9 KP plus two optional additional KP to be self-defined by the bidder. Will a bidder providing 11 total KP resumes receive higher scoring versus a vendor providing 9 KP resumes, assuming the resumes all have equivalent merit?	Proposers will not receive higher technical scores if they choose to submit two optional, additional key personnel. KTA will evaluate overall qualifications and relevant experience the proposed Key Personal and commitment to the KTA Cashless Tolling Project to determine the Proposal Section 2: Key Team Qualifications score.	
6.			Pre-Proposal Meeting	If the base period is seven (7) years, including a 31-month implementation period, why are seven years of base maintenance pricing requested? Wouldn't this be a 9+ year base? Asked differently, what date (month, year) should year 1 maintenance pricing reflect? Is it March 2024? What about maintenance year 7 pricing? Does that begin in March 2031 (9+ years after contract award)?	As stated in the RFP, the Maintenance Phase does not begin until after System Acceptance is achieved by the Contractor. The first year of Maintenance is expected to start in March 2024 per the current schedule. The anticipated Maintenance start and anniversary dates are illustrated below if System Acceptance is achieved on the earliest possible date: Year 1 - Mar 2024 Year 2 - Mar 2025 Year 3 - Mar 2026 Year 4 - Mar 2027 Year 5 - Mar 2028 Year 6 - Mar 2029 Year 7 - Mar 2030	
7.			Pre-Proposal Meeting	Ref. Proposal Section I, section language of 'including Subcontractors' would appear to indicate KTA is looking for prime bidder information as well as subcontractor information related to numbered items 1-6. Items 2 and 6 in particular would not appear to be phrased in a manner to allow relevant Subcontractor information focused on area of	Section IV, Section 1.2 Content of Technical Proposal, C. Proposal Section I: Firm Qualifications states to provide the following information (items 1 through 6) regarding the Proposer's qualifications, including Subcontractors. If any detail in items 1 through 6 are applicable to your Subcontractor, that information shall be included e.g. if they have relevant experience working in a Cashless Tolling environment. If they do not, then	

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					coverage on the program. Can KTA clarify what Subcontractor information is required from Subcontractors?	the Proposer does not need to include Subcontractor information in those responses, just their own.
8.			Pre-Proposal Meeting	Can KTA elaborate on rationale for not opening pricing submissions until after the orals/demonstration phase versus immediately at proposal submission? Would KTA consider an approach in which all bidders invited to the orals phase are informed in advance of their technical and price scoring and standing in relation to other bidders going into the orals process?	KTA is utilizing a “best value” evaluation process which is described in RFP Section I Administrative, Section 3. Proposal Evaluation. KTA will not consider an approach in which bidders are informed of their scoring prior to oral presentations.	
9.			Pre-Proposal Meeting	Will shoulders need to be fully equipped lanes...same requirements as a travel lane?	No, shoulder lanes are not required to be fully equipped the same as a travel lane. Please refer to requirements 47, 65, 68, 75, 80, and 93 of Section III – Scope of Work and Requirements that specifically address how shoulders should be equipped to meet these requirements.	
10.			Pre-Proposal Meeting	What is the required retainage time of the images stored? For paid and unpaid transactions?	Please refer to Section III – Scope of Work and Requirements that specify the minimum number of Calendar Days that images (and other data) shall be stored. This is generally 30, 60, and 180 Calendar Days for the Zone Controller, Facility Server, and Toll Host System/RSS tiers, respectively,	
11.			Pre-Proposal Meeting	For AET 2+ tolling zone configurations is KTA's expectation that bidders would configure and price as for AET 3 tolling zone configurations? If different bidders have different interpretations of AET 2+ configuration and pricing, there might be	As described in Section III – Scope of Work and Requirements (Table 3-1) and in Exhibit D-7 – Forms – Price Proposal Forms (AET 2+) there are six (6) Tolling Zones (K35, K36, K39, K40, K41, & K42) that may be expanded from 2 Travel Lanes to 3 Travel Lanes during the Contract Term and should be designed, planned, and priced accordingly. The expectation is that the proposer should not include all costs for an AET 3 tolling zone,	

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					challenges associated with comparing bidder pricing information.	but exclude the quantities of electronics to complete the installation of the third travel lane. However, all conduit, wiring, cabling, mounting hardware, rack space, and/or backplane space, and in-pavement sensor installation and corresponding labor should be included in the pricing of the AET2+ lanes. Specifically, the front & rear cameras, antennas, and any required additional readers required for the third travel lane shall not be included in the AET2+ pricing, whereas those quantities would be included in the AET3 pricing.
12.			Pre-Proposal Meeting	For RSS components hosted at KTA, is it correct to assume the RTCS vendor would provide Tier 1 through Tier 3, or is there a Tier 1 level of activity on the part of KTA related to RSS infrastructure hosted at KTA?	KTA does not expect the Contractor to have any permanent local technical staff to support the RTCS or any RSS hosted at KTA facilities. KTA will provide hands-on support to the Contractor that is within KTA training and capabilities, but the Contractor should be able to provide the majority of Tier 2 and Tier 3 support remotely and/or plan on sending in technical staff on a temporary basis for any major RSS on-site support that may be required during the Maintenance Phase.	
13.			Pre-Proposal Meeting	Can you talk a little bit more about the planned bridge project that delays K10 (SB) [MP 43.08] Tolling Zone to 2023? Is that bridge project part of Construction Package #4 or a separate contract? If separate, what is the timeline for the project being contracted for and complete?	There are three (3) sets of main lane bridges that require construction just south of the tolling zones that need to be constructed at MP 43.08. KTA has identified value in using the same MOT for the bridge construction and for the Construction Package #4; however, they will be separate contracts. The general timelines of the availability of these Toll Zones (K09 and K10) as known at this time is shown in Exhibit A – Project Implementation Schedule, for Construction Package #2 and #4, respectively.	
14.			Pre-Proposal Meeting	Will KTA use the same civil engineer constructor for all four Construction Packages? Coordination w/ a single	There are four (4) separate bid packages; therefore, the Contractor should plan for up to four (4) different Constructors to coordinate with throughout the Project. With that said, the	

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					constructor might be different that coordination w/ four different constructors for the Construction Packages. Do we build coordination plans based on a single Constructor or multiple Constructors?	KTA will be involved in the oversight of the Constructor and does not foresee that the coordination plans would vary widely between Constructors.
15.			Pre-Proposal Meeting	Is KTA allowing for any existing RTCS equipment reuse?	As stated in the RFP, there will be no reuse of RTCS equipment. The existing equipment will be several years old by the Cashless Tolling Go-Live date in January 2024. To be clear, the existing ORT toll zone infrastructure at the three (3) tolling locations including gantries, PoP buildings, UPS, and generators will be reused and not the RTCS equipment.	
16.			Pre-Proposal Meeting	What is the purpose of the second tolling zone gantry if all RTCS components hang from the upstream gantry?	To clarify, the dual gantries are designed in a way to allow the maximum flexibility for all Contractor solutions and to allow all RTCS electronics to be installed in the PoP shelter to avoid the use of external cabinets. The Contractor Design will be vetted against these initial Cashless Tolling system infrastructure designs (for example, as provided in Attachment 3) to verify that an optimal infrastructure is being constructed for use by the Contractor and yet is still consistent with KTA design parameters.	
17.			Pre-Proposal Meeting	Can you please explain the image quality requirements such as attach rate, and what the KPI's are for images?	The image quality and other RTCS Performance Measures are described in Section III – Scope of Work and Requirements, Section 6.6 (Performance Requirements – Testing) and Section 8 (Performance Requirements – Maintenance and Operations) and listed in Table 3-4 (for Maintenance and Operations).	
18.			Pre-Proposal Meeting	Is there a preferred CPI increase that proposers may include for future implementation of toll zones? Is it fair to	As stated in Exhibit D-7 – Forms – Price Proposal Forms, Sheet 6-1 Backup, the cost information for Future Toll Zone Types shall be provided in year 2022 values.	

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					assume 3% as used in other portions of the pricing sheets?	
19.			Pre-Proposal Meeting	Clarification on previous question please: large schematics *are* included in the page count and not allowed in section 7?	As noted in RFP Section IV Proposal Contents and Submission, Section 1.2 Content of Technical Proposal, responses to Proposal Sections 1 to 5 is limited to a combined total of 80 printed pages (excluding all table of contents, table of tables, or table of figures); therefore, this 80 printed page count is inclusive of any other figures, schematics, and exhibits included in these sections.	
20.			Pre-Proposal Meeting	I will submit in writing, but I sense a point of confusion as to who is responsible for the 24/7/365 monitoring the system, and any LI maintenance needs. Are Both the RTCS Contractor and the Level I KTA Techs monitoring the system in MOMS? Please walk through the expectation of KTA in regard to alarms and escalation of any event.	As stated in Section III – Scope of Work and Requirements, Section 7 (Maintenance and Software Support Services), per Requirement 1051 and Section 7.1.2. the Contractor is to provide 100 percent of System Monitoring under the Required Tier 2 and Tier 3 remote RSS Hardware, Software, Network, Database and System Administration Maintenance Services. Per Requirement 1060, the Contractor shall perform the necessary Maintenance or coordinate with KTA to perform the necessary Tier 1 Maintenance and close the MOMS work order upon confirmation that the failure has been successfully corrected. The Contractor shall notify KTA that the repair action is complete and work order has been closed.	
21.			Pre-Proposal Meeting	Unless it was overlooked, Proposer did not see Disadvantage Business Enterprises as a Requirement or a goal. Will KTA please confirm this interpretation is correct?	The RTCS project does not include a minimum DBE participation requirement or goal.	
22.			Pre-Proposal Meeting	Dan mentioned that there's a note in the pricing form that states which year maintenance should be priced in. Would you	As stated in Exhibit C – Price Proposal Instructions, Sections 6 & 7 in paragraph 2, 'All labor rates shall be entered in 2024 dollar values and are to include overhead, burden and profit ("2024	

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					please advise which tab this is located on or provide clarification in writing?	Loaded Labor Rate”). These rates are used on Sheets 4-1a and 5-1a in Exhibit D-7.
23.			Pre-Proposal Meeting	To clarify the Period of Performance for the Base Maintenance phase, does your response indicate that there are 7 full years of Base Maintenance starting at System Acceptance regardless of the date on which System Acceptance occurs? Or does the total duration of Base Maintenance vary depending on the date of System Acceptance?	Please see Section III – Scope of Work and Requirements, Section 7 (Maintenance and Software Support Services) – “Sample Project Implementation and Maintenance Phases Timeline”. The 7-year Base Maintenance Contract Period begins once System Acceptance is approved.	
24.			Pre-Proposal Meeting	Should the cameras, readers, etc. for the 3rd lane in the 2+ configuration be included in the pricing submittal? Or will that be awarded as a change order at a later date?	Please refer to Proposer Question #11 above. Any electronics and labor required to implement the added third lane (beyond what is required for the two (2) travel lanes and two (2) shoulders, which should be included in the AET 2+ pricing on Sheets 2-2 and 2-2a) will be acquired through a Change Order at the appropriate time, if required.	
25.			Pre-Proposal Meeting	Certain bidders who OEM AVI equipment would appear to have a pricing advantage over bidders who source AVI components from the market. Would KTA consider some kind of equitable pricing adjustment to account for this market dynamic?	KTA is aware that this situation may occur and may consider a pricing adjustment or will take other measures to ensure that no pricing advantage is given to proposers who also OEM equipment sold to other system integrators who may propose these solutions. The goal is for Contractors to have the flexibility to propose the equipment they believe will provide the best value solution to KTA for the Contract Term.	
26.			Pre-Proposal Meeting	Will KTA provide access via VPN to connect to the RTCS and RSS Systems for support and monitoring aspects or is the Contractor required to install additional network circuits to perform this activity?	Yes, KTA will provide secure access via VPN to the Contractor for the purposes of supporting the RTCS. Any additional circuits required beyond the KTA-provided WAN shall be paid for by the Contractor.	

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27.			Pre-Proposal Meeting	Is the selected contractor required to pay tolls for their vehicles during installation and maintenance?	Please see Section III – Scope of Work and Requirements, Section 7 (Maintenance and Software Support Services) in the 6 th paragraph where it is stated that “Tolls incurred by the Contractor, including Subcontractors, suppliers and employees driving private vehicles to work on this project may be credited by the KTA per Section 7.0 in Attachment 9: Special Instructions – Traffic Control Restrictions.”
28.			Pre-Proposal Meeting	I believe current K-TAG penetration is approximately 63%. It seems that KTA is projecting 70% penetration once KTA shifts to all cashless. Are there any specific initiatives underway, such as what KTA has done with Bancpass, to drive penetration above 70%? Are there alternative payment mechanisms such as mobile phones that KTA is evaluating to reduce reliance on ICPS and video tolling?	Yes, KTA is currently researching and considering multiple options to increase KTAG and other transponder-based tolling penetration in preparations for Cashless Tolling.
29.			Pre-Proposal Meeting	Will the Tier I KDT Maintenance technicians be available during the install /warranty period or is this the sole responsibility of the Contractor?	The Contractor is solely responsible for Maintenance and Warranty during the System Implementation Phase leading up to System Acceptance. Please see Section III – Scope of Work and Requirements, Section 7.2.1.3.3. (Training Program) where it is stated that the Contractor is required to provide On the Job Training (OJT) to the KTA Maintenance and technical staff during the System Implementation Phase, but prior to System Acceptance.
30.			Pre-Proposal Meeting	Should the cameras, readers, etc. for the 3rd lane in the 2+ configuration be included in the pricing submittal? Or will that be awarded as a change order at a later date?	Please refer to Proposer Question #11 above. Any electronics and labor required to implement the added third lane (beyond what is required for the two (2) travel lanes and two (2) shoulders, which should be included in the AET 2+ pricing on

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						Sheet 2-2 and 2-2a) will be acquired through a Change Order at the appropriate time, if required.
31.			Pre-Proposal Meeting	Would KTA be amenable to receipt of soft copies on May 21st with hard copies to follow w/ in a reasonable shipping time?		As stated in the RFP, all proposal materials are due to KTA by the May 21, 2021 4:00 p.m. CST due date. Please refer to Section I – Administrative for information on when and where the Proposals should be delivered as well as the “Pass / Fail Screening” and refer to Section IV – Proposal Contents and Submission for information on how proposal are required to be submitted.
32.			Pre-Proposal Meeting	During the timeframe before Go-Live that you just described, are KPI's measured and penalties applied? Or are the KPI thresholds only applicable after Go-Live?		Please refer to Section III – Scope of Work and Requirements, Section 6.6. (Performance Requirements – Testing) for KPIs that are required to be met to advance through the various testing stages and to Section 8. (Performance Requirements – Maintenance and Operations) for KPIs that will be applicable after System Acceptance and any applicable “Non-Compliance Performance Adjustments” or “Chargeable Failures” that will be applied to the Monthly Maintenance Invoice.
33.			Pre-Proposal Meeting	Can you extend the Question submission period by a week?		As of this posting, KTA does not anticipate extending the Q&A time period.
34.	230/290	Section IV, 1.2	Content of Proposal	Is a cover graphic on the outside of the binder permitted and not counted towards the page limitation?		A cover graphic on the outside binder is permitted and is not counted towards the page limitations.
35.	230/290	1.2	Content of Proposal	Please advise if a Title Page preceding the Table of Contents is permitted and not counted towards the page limitation.		A title page preceding the Table of Contents is permitted and is not counted towards the page limitation.
36.	244/290	Section 7	Forms and Submittals	Please advise if a Title Page preceding the Table of Contents is permitted and not counted towards the page limitation.		A title page preceding the Table of Contents is permitted and is not counted towards the page limitation.

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37.	39/290	Section III	Statement of Work	Will RF Frequency surveys be completed by the Authority at each location prior to the RTCS Contractor taking over the site, or will this be the responsibility of the RTCS Contractor?	Any future RF surveys will be the responsibility of the Contractor.
38.	39/290	Section III	Statement of Work	Will the fiber testing results be available to the RTCS Contractor prior to civil walk through, and before the RTCS Contractor takes over location?	Yes, KTA will share any available WAN testing results with the Contractor prior to site handover.
39.	179/290	Section 6.3, #1002	On-Site Installation Test (OSIT)	Regarding the On Site Installation Test (OSIT) - Req#1002 reads: "The Testing shall not interfere with the existing KTA system." Please provide more details on the OSIT location and the existing systems as the OSIT will need to exercise and test all lane configurations.	It is anticipated that the location for the OSIT site will be determined by a mutual agreement between the Contractor and KTA during the Project initiation phase and documented in the Master Test Plan by the Contractor and approved by KTA. It is assumed that the Contractor will choose a site from Construction Package #1 and will not interfere with the existing KTA system.
40.	60/290	Section 1.2.9.1, #63	Roadside System Subsystems	The RFP states that a frequency assessment was performed for the first five toll location sites for the 900 MHz to 922MHz. Can you please provide the antenna gain used and how the antenna was mounted? The AVI tolling frequency band lies between 902MHz to 928MHz. Also, will the RTCS Contractor/Proposer have the opportunity to perform their own assessment?	The RF assessment was performed for internal initial screening purposes only. It is the sole responsibility of the Contractor to perform their own RF assessment to verify that the configuration, frequencies, and tuning provided by the Contractor will not impact the RTCS performance.
41.	60/290	Section 1.2.9, #69	Roadside System Subsystems	The RFP states that the read zones in the lanes at a Toll Zone shall be tuned such that Transponders in vehicles traveling in the adjacent lanes, but opposite direction of	Section III – Scope of Work and Requirements, Section 1.2.9.1. (Automatic Vehicle Identification (AVI) System Integration) is specific to the AVI subsystem. The purpose of Requirement #69 is to address the tuning of the AVI system to avoid RFID reads

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				travel, are not reported by the AVI System. Are all Proposers to assume an understanding that this will be filtered out at the Zone Controller level? Please clarify with specific detail this requirement.	in the opposite direction. Filters put in place by the Contractor to ensure AVI transaction accuracy can be placed at any tier of the RTCS or RSS as long as the transactions that are provided to the KTA BOS are accurate, complete, and timely.				
42.	61/290	Section 1.2.9.1, #73	Roadside System Subsystems	<p>The RFP states that to support remote access to the AVI System, a user interface shall be provided so that Software lane tuning, diagnostics, configuration changes, and other remote support shall be available to KTA authorized personnel. Setup and configuration of the AVI System shall be achieved remotely and shall not require lane closure except for major lane tuning; when initially installed; or when a reader or antenna is replaced.</p> <p>Please change the last paragraph to read "Setup and configuration of the AVI System shall be achieved remotely and shall not require lane closure except for major lane tuning; when initially installed; when a reader or antenna is replaced or in a situation that makes sense for the practicality of the roadway".</p>	The requirement will not be revised as requested. KTA believes the requirement is clear and fair as written to include major lane tuning.				

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43.	61/290	Section 1.2.9.2, #78	Automatic Vehicle Detection and Classification (AVDC) System	<p>The RFP states that the AVDC System shall have the ability to detect trailer hitches and ensure that vehicles with a tow are reported correctly as one unit to the zone controller as part of the vehicle transaction data.</p> <p>Will KTA exclude this criteria for OPS testing?</p>	No, the Requirement stands as written.
44.	61/290	Section 1.2.9.2, #82	Automatic Vehicle Detection and Classification (AVDC) System	<p>The RFP states that the AVDC System shall have adequate redundancy whereby a failure of a single sensor does not completely degrade lane Operations or the System's capability to accurately associate Transponders or captured images with the correct vehicle. Under such degraded conditions, the Contractor shall still be required to meet the System accuracy Requirements.</p> <p>Typically, the degraded mode operation is excluded for KPI calculations. Will KTA exclude this requirement for KPI calculations?</p>	No, the Requirement stands as written. The KPI calculations are based on significant sample sizes where the status of the equipment is understood throughout the reporting period. KTA has provided allowances in the Contractor's Monthly Performance Scorecard and Non-Compliance Adjustments for non-systemic issues that are actively being addressed by the Contractor.
45.	63/290	Pre-proposal Conference & Section III Req. 93,94	Shoulder coverage	<p>During the Bidders Conference it was stated that the shoulder coverage required included only a straddle antenna, a basic loop system and a camera; however, the requirements stipulate front and rear cameras. Please clarify the requirement and clarify the shoulder equipment requirements?</p>	Requirements #93 and #94 stand as written. The Requirement states that all images captured by a vehicle straddling the lanes shall be associated to the vehicle transaction. Please refer to Requirement #47 for clarification.

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46.	14/290	Subcontractors, Section 2.20 and Beyond	Licensing and registration requirements	The licensing and registration requirements for all RTCS firms and their subcontractors are noted in the RFP. However, the KDOT requirements for Contractors and Subcontractors stipulate that all firms are be officially listed as pre-qualified and approved by the Department on their contractor listing. Will KTA please confirm if this KDOT requirement is applicable to the RTCS Contractor, and all other firms working on this RTCS project as a subcontractor to the RTCS Contractor?	RTCS contractors and subcontractors do not need to be pre-qualified and approved by KDOT.
47.	(End of Question Set #1)				
48.					