

Addendum No. 2

April 21, 2021

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 as of April 9, 2021. 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 2

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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	Proposers will not receive higher technical scores <u>only</u> because more than the minimum two references are included in their submission;

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					providing more than 2 relevant references be assigned higher scoring?	however, the quality and number of relevant references provided and the positive feedback provided by the 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	Section IV, Section I.2 Content of Technical Proposal, C. Proposal Section I: Firm Qualifications	

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				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 coverage on the program. Can KTA clarify what Subcontractor information is required from Subcontractors?	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 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

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						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 challenges associated with comparing bidder pricing information.	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, 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	

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						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 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?	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 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	

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					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 assume 3% as used in other portions of the pricing sheets?	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.
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

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						(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 I 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 please advise which tab this is located on or provide clarification in writing?	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 Loaded Labor Rate")'. These rates are used on Sheets 4-1a and 5-1a in Exhibit D-7.	

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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.

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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 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.

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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.
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	The RF assessment was performed for internal initial screening purposes only. It is the sole

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				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?	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 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.	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 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.

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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>	<p>The requirement will not be revised as requested. KTA believes the requirement is clear and fair as written to include major lane tuning.</p>
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>	<p>No, the Requirement stands as written.</p>

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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	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?	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.
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	RTCS contractors and subcontractors do not need to be pre-qualified and approved by KDOT.

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				requirement is applicable to the RTCS Contractor, and all other firms working on this RTCS project as a subcontractor to the RTCS Contractor?	
(End of Question Set #1)					
47.	2-3 of 180	III.1.1.1	Kansas Turnpike	Please provide the average number of toll gates vehicles typically transit and/or provide an origin/destination (O/D) report, or similar, from the legacy system that can provide such mapping.	The current average equivalent number of barrier transactions is roughly 4.5 per trip.
48.	8 of 180	1.2.5	Spare Parts and Support	What is meant by "Costs for the replacement of spare parts during the Contract Term shall be the responsibility of KTA?" Please provide an example of when KTA would pay for spare parts during the Contract Term.	Spare parts for the RTCS beyond the warranty period will be paid for by KTA during the Contract Term. Prices for spare parts shall be consistent with those provided in the Bill of Materials. For example, if a component of the system fails and requires a non-warranty replacement from the spares inventory, the Contractor will coordinate with KTA to provide the spares backfill per Section III – Scope of Work and Requirements, Sections 1.2.5 (Spare Parts and Support) and 7.2.7. (Spare Parts).
49.	8 of 180	1.2.5	Spare Parts and Support	What is meant by "Costs for the replacement of spare parts during the Contract Term shall be the responsibility of KTA?" Please provide an example of when KTA would pay for spare parts during the Contract Term.	This is a duplicate question. Please refer to Proposer Question #48 above.

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50.	30 of 180	III.1.2.13.19	Receiving Data	Attachment 13 implies that KTA intends to be a member of E-ZPass. Does KTA expect the Contractor to be able to use the E-ZPass IAG Technology Contract for this proposal?	The KTA is currently a member of the Central U.S. Interoperability Hub. Attachment 13 is provided as KTA expects to be compatible with all National Interoperability (NIOP) interfaces and business rules during the Contract Term and does not currently anticipate using the E-ZPass IAG Technology Contract for this proposal.
51.	72 of 180	III.3	Roadway System Transition	If there are in-pavement loops at the current sites, who is responsible for uninstalling them? Or is there a potential or expectation of reuse? What is your vision for having two sets of in pavement loops operational at the same structure at the legacy ORT sites?	There is no expectation of reuse of existing loops or any other existing toll system equipment at any of the Toll Zones. It is up to the Contractor to propose how these sites should be transitioned per Section IV, F. Proposal Section 4: Approach to Project Plan and Implementation – Items #6 and #7. The KTA will be responsible for any pavement rework required to support the selected Contractor’s solution.
52.	84 of 180	III.4.10	Work Standards and Requirements, Requirement 693	Please clarify what is meant by the example provided in requirement #693 stating that a "journeyman electricians shall terminate all cables, wiring, or fiber optic cables." We interpret this to mean high voltage cables or hazardous locations would require journeyman electricians for terminations in accordance with NEC. Please confirm.	The interpretation is incorrect. ‘A “journeyman electrician” is a classification of licensing granted to those who have met the experience requirements for on the job training (usually 4000 to 6000 hours) and classroom hours (about 144 hours). Typical journeyman electrician training requirements include completion of two to six years of apprenticeship training, and passing a licensing exam.’ As stated in Requirement 693, the Contractor is expected to provide experienced and knowledgeable personnel to install the Equipment, such as a journeyman electrician.

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53.	127 of 180	III.6.1	Roadway System Testing Concept	If the option to implement additional Toll Facilities or Toll Zones is exercised and FAT and OSIT must be conducted, how will the costs for these tests be determined and paid for? In Exhibit D-7 Price Proposal, tab 6-1, there is not a line item for these tests.	Correct, the Future Zone pricing requested only includes the Commissioning Test for each Toll Zone. It is assumed that the FAT and OSIT will not be required to be repeated for the same or similar Future Zone implementations. If additional testing is required by KTA, it will be included as part of the additional scope of work in a Change Order.
54.	137 of 180	III.6.6.6	Vehicle Classification Accuracy	What calculation approach has been used during the demonstration phase to establish classification accuracy of the in-pavement sensors? Will this same calculation approach be used during the test phases for the cashless tolling system?	There is no “demonstration phase” mentioned in the RFP; therefore, KTA is not sure what “demonstration phase” the question is referring to. Please refer to Section III – Scope of Work and Requirements, Section 6.6. (Performance Requirements – Testing) Requirement 1027 for determination of the required sample size for Testing.
55.	137 of 180	III.6.6.6	Vehicle Classification Accuracy	What type of axle classification equipment exists at the current ORT sites?	The existing ORT system currently uses in-pavement sensors for axle-based classification. There are additional overhead sensors used for vehicle detection redundancy of these in-pavement sensors.
56.	137 of 180	III.6.6.6	Vehicle Classification Accuracy	Please provide legacy axle-based Vehicle Classification Test Procedure and associated performance results.	There are no existing “axle-based Classification Test Procedures” nor any “associated performance results” to be shared. Both testing and performance expectations are clearly defined in Section III – Scope of Work and Requirements, Section 6. (Roadway System Testing Requirements) and Section 8. (Performance Requirements – Maintenance and Operations).

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57.	172 of 180	8.1.8.1	Non-Chargeable Failures	Would KTA consider adding to the list of Non- Chargeable Failures "failures where KTA does not perform level I corrective maintenance actions within the time periods defined in section 7.1.5" and "failures resulting from any delay in the performance of level I preventive maintenance in accordance with the Approved Schedule"?	KTA believes this provision is already sufficiently covered in Requirement 1219 g) and h).
58.	13 of 16	1.4.2	Bid Bond information	Award and Execution of Contract. Therefore, even though it is stated that proposer shall submit with its Price Proposal a bid bond, a letter stating that the bid bond will be obtained in the contract award is enough. Is this right?	As stated in Section I Administrative, Section 4. Award and Execution of Contract, 4.2 Bonding Requirements, item 2, Proposers are required to submit a bid bond or bid deposit and all bid bonds (or deposits) will be retained by KTA until the payment and performance bonds are furnished by the successful Proposer and Contract is executed. The function of the bid bond is to provide a guarantee to the KTA that the Proposer will complete the work if selected. The existence of a bid bond gives the KTA assurance that the Proposer has the financial means to perform the job for the price quoted in the bid.
59.	14 of 38	Section V, 1.7.3	Release of Escrow Deposits	Please confirm that the license rights specified in this section to reverse engineer does not apply to 3rd party software licensed by the Contractor or to software delivered pursuant to the Contract that the Contractor deems commercial and that has not been developed or modified for use in the system.	The license rights as specified in Section V Terms and Conditions, Section 1.7.3 Escrow, item 5, apply to all software licensed by the Contractor, including third-party Software suppliers, as stated.

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60.	35 of 38	Section V	Limitation of Contractor's Liability	Please clarify and confirm that the liability cap is for all causes, rather than any individual causes.	The liability cap as noted in Section V Terms and Conditions, Section 3.8.14 Limitation of Contractor's Liability, is for all causes, not individual causes.
61.	10 of 10	Exhibit C Section 13	Cost Escalation	Cost Escalation states "CPI shall be applied when the entire component of the cost is direct Contractor labor". Is there a distinction between "direct Contractor labor" and "Loaded Labor Rate"? For example, if a 2024 Loaded Labor Rate on tab 4-1a is \$100.00, and the actual escalation rate based on the 2025 CPI is 3.0%, does the 2025 Loaded Labor Rate become \$103.00?	Yes, the question assumes the correct result. As currently assumed in Exhibit D, Form D-7, Sheet 4-1a, the escalation rate in "Year 2" of 2.0% would yield \$102.00 for a Year 1 rate of \$100.00.
62.	111 of 136	Exhibit D-6, 7.2.1, Requirement 1096H	RTCS Hardware Maintenance and Software Support Services	When the requirement states "shall be replaced by the Contractor at no cost to KTA..." please clarify if KTA will provide the level I support (i.e. the on-site labor) to complete the replacement.	Confirmed, KTA will provide the Tier I support and on-site labor for repairs; however, any installation of cables, wiring, and terminations and any item not in compliance with Contract Requirements may require replacement (or rework) by the Contractor.
63.	NA	NA	General Question	Are there areas (i.e. warehouse, secure paved lot, etc.) along the corridor central to each Construction Package that is available where the Contractor can store equipment and vehicles for staging installation?	KTA has maintenance facilities that can be used at the following locations: MM 19, MM 50, MM 71, MM 92, MM 127, MM 147, MM 177, MM 202, and MM 217.
64.	NA	NA	General Question	Will the Contractor have adequate time to request modifications to the gantry design to simplify equipment installation and maintenance?	The first civil construction contract includes ten (10) overhead gantry pairs for the first five (5) Tolling Locations and has a Notice to Proceed of June 9, 2021. Modifications may be possible, depending on the scope/scale of the requested

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					modification. Modifications for all remaining gantries should be possible, depending on the scope/scale of the requested modification.
(End of Question Set #2)					