

Addendum No. 3

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

Kansas Turnpike Authority (KTA)

April 29, 2021

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 15, 2021 at 4:00 p.m. CDT. All of the questions have been listed in the order received by the Kansas Turnpike Authority (KTA).

Proposer Questions		Kansas Turnpike Authority (KTA)			
		#	Page	Section	Section Description
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

Proposer Questions			Kansas Turnpike Authority (KTA)		
#	Page	Section	Section Description	Proposer Question	KTA Response
				providing more than 2 relevant references be assigned higher scoring?	references are included in their submission; 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 1: 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

Proposer Questions		Kansas Turnpike Authority (KTA)				
		#	Page	Section	Section Description	Proposer Question
						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 coverage on the program. Can KTA clarify what Subcontractor information is required from Subcontractors?	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 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	

Proposer Questions		Kansas Turnpike Authority (KTA)				
		#	Page	Section	Section Description	Proposer Question
						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 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

Proposer Questions		Kansas Turnpike Authority (KTA)				
		#	Page	Section	Section Description	Proposer Question
						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

Proposer Questions		Kansas Turnpike Authority (KTA)				
		#	Page	Section	Section Description	Proposer Question
					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?	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 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

Proposer Questions		Kansas Turnpike Authority (KTA)				
		#	Page	Section	Section Description	Proposer Question
						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 (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	

Proposer Questions			Kansas Turnpike Authority (KTA)		
#	Page	Section	Section Description	Proposer Question	KTA Response
					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.
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

Proposer Questions		Kansas Turnpike Authority (KTA)				
		#	Page	Section	Section Description	Proposer Question
						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.
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.”

Proposer Questions		Kansas Turnpike Authority (KTA)			
		#	Page	Section	Section Description
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 Sheet 2-2 and 2-2a) will be acquired through a Change Order at the appropriate time, if required.

Proposer Questions		Kansas Turnpike Authority (KTA)			
		#	Page	Section	Section Description
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.

Proposer Questions		Kansas Turnpike Authority (KTA)			
		#	Page	Section	Section Description
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 sites for the 900 MHz to 922MHz. Can you	The RF assessment was performed for internal initial screening purposes only. It is the sole responsibility of the Contractor to perform their

Proposer Questions			Kansas Turnpike Authority (KTA)		
#	Page	Section	Section Description	Proposer Question	KTA Response
				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?	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.

Proposer Questions		Kansas Turnpike Authority (KTA)			
#	Page	Section	Section Description	Proposer Question	KTA Response
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>

Proposer Questions		Kansas Turnpike Authority (KTA)			
#	Page	Section	Section Description	Proposer Question	KTA Response
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.

Proposer Questions		Kansas Turnpike Authority (KTA)			
#	Page	Section	Section Description	Proposer Question	KTA Response
				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.

Proposer Questions		Kansas Turnpike Authority (KTA)			
		#	Page	Section	Section Description
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

Proposer Questions		Kansas Turnpike Authority (KTA)				
		#	Page	Section	Section Description	Proposer Question
						and knowledgeable personnel to install the Equipment, such as a journeyman electrician.
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	

Proposer Questions		Kansas Turnpike Authority (KTA)				
		#	Page	Section	Section Description	Proposer Question
						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).
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.	

Proposer Questions		Kansas Turnpike Authority (KTA)			
#	Page	Section	Section Description	Proposer Question	KTA Response
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.
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.

Proposer Questions			Kansas Turnpike Authority (KTA)		
#	Page	Section	Section Description	Proposer Question	KTA Response
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 modification. Modifications for all remaining gantries should be possible, depending on the scope/scale of the requested modification.
(End of Question Set #2)					
65.	214/290	KPI No. 4		In regard to the Image Transaction Complete and Time Transmission to the BOS, the requirement states "within 120 minutes of the transaction date/time for 99.995% of the transactions." Will the Authority please revise this performance measure to a 99.99%?	No, the Requirement stands as written.
66.	215/290	KPI No. 11		Will the Authority please provide clarity, with specific detail, on their expectation of how this requirement is to be monitored, reported and tested?	Please refer to requirements 1260 and 1261 in section 8.2.11. of Section III – Scope of Work and Requirements that specifically addresses how Wrong-Way Vehicle Detection and Notification accuracy will be measured. Any vehicle determined by systematic or manual means, and/or confirmed through DVAS audit to be travelling in the wrong

Proposer Questions		Kansas Turnpike Authority (KTA)				
		#	Page	Section	Section Description	Proposer Question
						direction, shall be accurately detected by the RTCS and the notifications and alerts shall be sent in accordance with the requirements.
67.		Pricing and Price Tables			In review of the overall schedule, there is a waiting period during the installation and the next phase. Will the Authority please explain how this time period is not a competitive advantage for the current service provider with their already having staff and equipment on the ground at KTA?	KTA does not acknowledge any waiting period in the schedule during the installation phase and the next phase (assumed to be Go-Live) as the timeframe is intended for Contractor tuning of the system in preparation for transition to Go-Live and the System Acceptance Test. Furthermore, the current service provider is KTA and no other Contractor or service provider has staff on the ground at KTA.
68.		Requirement 86. Wrong-way Vehicle Detection			Requirement 86 is to interface to a traffic sign that is currently undefined and has not been specified. Since it is not possible to accurately price and potentially schedule an unknown device interface, will the Authority please provide a standard and uniform level of effort for all Proposers to price, providing for a consistent standard for the evaluation?	Since the actual model of the Wrong Way sign is not known at this time and will be determined during System Design as stated in Requirement 86, KTA is not prepared to specify any uniform level of effort at this time. KTA suggests that the proposer should use their best engineering judgement to estimate the costs and effort for the interfaces to send the appropriate control signal from the RTCS to illuminate the sign as well as meet the other related Wrong-Way Vehicle Requirements as stated.
69.		Requirement 603			To avoid conflicts between systems that could possibly impact one another's operations, will the Authority allow the Contractor to close	Yes, KTA is open to the idea of diverting traffic to the non-ORT K-TAG and cash lanes for short periods of time during the transition of the six (6)

Proposer Questions		Kansas Turnpike Authority (KTA)				
		#	Page	Section	Section Description	Proposer Question
					existing ORT lanes and require all travelers to use the gated ticketing lane during this type of transition?	existing ORT zones. However, to avoid impact to K-TAG customers and revenue collection (per Requirement 727) these traffic diversions shall be minimized to the extent possible. Proposers should describe the details of their transition plan per Proposal Section 4: Approach to Project Plan and Implementation – Items #6 and #7.
70.	190/290	Section 7.1.5, No. 1080			With a 2-hour response and repair for the Roadside, and the Host System level at 4 hours, if not collecting revenue does this measure apply?	Please review Section III – Scope of Work and Requirements, Section 7. (Maintenance and Software Support Services) for more information. This section is relevant to services provided by the Contractor after System Go-Live and System Acceptance when the System is collecting revenue.
71.	190/290	Section 7.1.5, No. 1080-1082			Will the Authority please confirm that the Contractor has no response or repair time requirements for Level I maintenance items and will not be assessed any penalties, and this is the sole responsibility of KTA?	To clarify, KTA is responsible for “Tier 1 Maintenance” and the Contractor is not responsible for those onsite services, but is responsible for both “Tier 2” and “Tier 3” items. However, either the Contractor or KTA may be responsible for “Priority 1” through “Priority 4” failures, depending on if it requires remote or onsite Maintenance services for response and repair.
72.	130/290	Section 4.8, No. 679: Electrical			Will the Authority please remove this requirement under the scope of the RTCS Contractor? It is the Proposer's understanding that the civil	No, the Requirement stands as written. The KTA will provide power, emergency generator, ATS, and UPS at each Tolling Location; however, the

Proposer Questions			Kansas Turnpike Authority (KTA)		
#	Page	Section	Section Description	Proposer Question	KTA Response
				contractor/roadway DB firm is responsible for these items.	Contractor is required to provide all electrical work required for the RTCS per Requirement 679.
73.		RCM Tab I TRCS – Functional Requirements, Line 65		In regard to this requirement, it is the Proposer's understanding that the ability to detect straddles is a function of the tag placement on/in the vehicle and is not a function of vehicle's position relative to the lane. Will the Authority please clarify this language and/or limitation?	The Requirement stands as written. If the vehicle is straddling the shoulder by a distance of up to four (4) feet, the AVI reader shall read a properly mounted transponder located anywhere on the vehicle.
74.		Exhibit B Payment Schedule		Would KTA consider discussing the milestone payments during contract negotiations to achieve a payment schedule that more accurately captures and reflects the actual costs of the service to the Contractor for purchased materials, civil work and other up-front expenses?	Based on industry experience and feedback received during the KTA RTCS Industry Forum, KTA believes the Exhibit B – Payment Schedule and percentage allocation for each Payment Milestone represents a fair and workable cashflow for the Contractor based on Exhibit A – Project Implementation Schedule.
75.		Exhibit C, Sheet 6-1		This section of the pricing tables is for future RTCS Zone System Cost. The instructions state that it should be priced in 2022 dollars. Since this is for future work will KTA please include this sheet in the Cost Escalation in Section 13?	The pricing for Exhibit C, Sheet 6-1 is to be provided in 2022 dollars as required. Referencing this pricing in Section 13 – Cost Escalation is not required as the timing of implementation and assumed escalation for these Future Zones is not known at this time and escalation is deemed not relevant to current dollar pricing analysis.
76.		RCM, Tab I RTCS – Functional		Line 91 states a requirement for color cameras, however this requirement states that cameras shall not distract motorists.	Requirements 91 and 95 stand as written. Any lights installed by the Contractor to meet the ICPS requirements shall be installed in a way as to not

Proposer Questions		Kansas Turnpike Authority (KTA)				
		#	Page	Section	Section Description	Proposer Question
		Requirements, Line 95			Please provide clarification regarding what 'distract' means, and its definition in context of this requirement.	draw or direct the motorists' attention to the light source and away from the roadway at the same time.
77.		Requirement 608			Will KTA please confirm that the transition of the RTCS to a new back office system will be done on a change order basis, and also that it will be negotiated at the time of transition?	Requirement 608 stands as written. The Contractor is Required to support any upgrades or changes to the interfaces to the KTA CSC BOS during the Contract, including the interfaces to the existing KTA CSC BOS required for Cashless Tolling Go-Live. Please review Section 7.1.3. (Upgrades and Enhancements) and specifically Requirement 1065 regarding minor changes to Software or code, such as changes to the existing ICDs. Any major changes to Software or code will be in accordance with the Change Order/Extra Work process as set forth in Section V, Terms and Conditions.
78.		General			Does the Authority provide any areas that could be used for the staging of equipment? Parking lot areas?	Please refer to the response to Proposer Question #11 above.
79.		RCM, Tab 1 RTCS – Functional Requirements, Line 158			In regard to this requirement, will the Authority please clarify and define what is expected to be included in the vehicle ROI.	The Region of Interest (ROI) includes the entire vehicle license plate on the rear and front (if available) of the wrong-way vehicle.
80.		6. Section 8.1.8.1 Non Chargeable Failures			Will the Authority please confirm that failures that are due to KTA responsibilities under	Please refer to the response to Proposer Question #57 above.

Proposer Questions			Kansas Turnpike Authority (KTA)		
#	Page	Section	Section Description	Proposer Question	KTA Response
				Level I Maintenance will be added to this list of Non Chargeable Failures?	KTA believes this provision is already sufficiently covered in Requirement 1219 g) and h).
81.		Exhibit D-6 RCM, Req 136		Would the Authority consider reducing the data retention requirements for the DVAS subsystem in order to reduce overall costs?	No, the Requirement stands as written. The current data retention requirement is to support current audit and customer dispute business rules, but should be Configurable to support changes in the future.
82.		Exhibit D-6 RCM, Req 91, 94 and 119		Reqs 91 and 94 make it clear the requirement for a front camera, a rear camera and a general overview camera. Req 119 states the need for front and rear overview cameras. Is the context the original front and rear image that the ROI is extracted from or is there a requirement to have both front and rear overview cameras. Please clarify camera count.	Correct. Front and rear camera images are Required, and depending on the Contractor Design, the ROI images may be extracted from these images.
(End of Question Set #3)					
83.	39 of 180	2.1. Requirement 319	Roadway Support System (RSS) – General Requirements	With respect to requirement 319 what is the process for requesting KTA approval to incorporate cloud computing or cloud storage? Is this approval required prior to submitting a proposal that incorporates cloud? Would this approval supersede any "shall" requirements that are unique to an on-premise Host?	As stated in the RFP and during the RTCS Pre-Proposal Meeting and Industry Forum meetings, KTA is open to receiving proposals for on-premise, cloud-based, or hybrid solutions that Proposers consider to be the most advantageous to KTA. Proposers are asked to describe their on-premise, cloud-based, or hybrid solution per Section IV, Section 1.2. Proposal Contents and Submission, item E. Proposal Section 3: Approach to Scope of

Proposer Questions		Kansas Turnpike Authority (KTA)			
#	Page	Section	Section Description	Proposer Question	KTA Response
					Work and Requirements, Item 4 in detail for KTA evaluation purposes. Once the Contract is awarded and the Contractor Design is Approved, Requirement 319 reflects that this Approved Design shall not be changed to incorporate any cloud computing or cloud storage without KTA Approval. If the Proposer intends to comply with this Requirement (by getting prior KTA Approval for a Design change), then the RTM should just indicate the “Status” and comment as appropriate. The intention of this Requirement is to ensure that KTA is aware, informed, and able to pre-Approve any components of the RTCS/RSS which are on-premise, cloud-based, or hybrid.
84.	39 of 180	2.1. Requirement 319	Roadway Support System (RSS) – General Requirements	Is submission of a proposal incorporating cloud computing or cloud storage viewed negatively by KTA such that it would adversely affect evaluation of the subject proposal?	No. As stated in the RFP and during the RTCS Pre-Proposal Meeting and Industry Forum meetings, KTA is open to receiving any solutions that Proposers consider to be the most advantageous to KTA. KTA will be utilizing a Best Value evaluation process based on all proposed technical solutions. Proposers are asked to describe their on-premise, cloud-based, or hybrid solution per Section IV, Section 1.2. Proposal Contents and Submission, item E. Proposal Section 3: Approach to Scope of Work and Requirements, Item 4 in detail for KTA evaluation purposes.

Proposer Questions		Kansas Turnpike Authority (KTA)			
#	Page	Section	Section Description	Proposer Question	KTA Response
85.	72 of 180	Section 3.1, Requirement 603	Scope of Work and Requirements RTCS / Roadway System Transition – General Requirements	Is it permitted to turn off the tolling equipment on the existing ORT Toll Zones and reroute all traffic through the local plazas while retrofitting those sites? Is it permitted to use the legacy system in video-only mode during transition?	Please refer to the response to Proposer Question #69 above. Proposers should describe the details of their transition plan per Proposal Section 4: Approach to Project Plan and Implementation – Items #6 and #7. No, using the legacy system in video-only mode during the transition would not be ideal from KTA's perspective.
86.	73 of 180	Section III, 3.3.1	Scope of Work and Requirements RTCS / Systems Transition Plan	In order to propose a feasible transition plan, please provide the red line as built drawings of the six (6) ORT sites so Contractors can understand the existing layout of the equipment. If this is not available, please provide the RF information at a minimum so Contractors can create a plan that minimizes interference.	Please refer to the response to Proposer Question #69 above. Proposers should describe the details of their transition plan per Proposal Section 4: Approach to Project Plan and Implementation – Items #6 and #7. The available typical drawings for the existing ORT sites have been provided as Attachment 2 – KTA Existing ORT Gantry Final Design Plans. The RF information for the existing ORT sites is not known at this time, but can be provided during Detail Design, if needed.
87.	10 of 19	Section IV	Proposal Contents and Submission	KTA requests a "complete list of all faults automatically detected by the System and reported in MOMS in Appendix 3." The table in 1.2 on page 1 of 19 states that Appendix 3 is to be the Preliminary Bill of Material. Should the list of faults be included with the sample reports in Appendix 4 or separately as an Appendix 5?	Please include the complete list of all faults as a separate table in Appendix 3 as stated.

Proposer Questions		Kansas Turnpike Authority (KTA)			
#	Page	Section	Section Description	Proposer Question	KTA Response
88.	36 of 38	Section V, 3.8.19	Section V General Terms and Conditions / Date and Time Warranty	It is stated throughout the RFP that the offer must provide warranty and that it shall survive termination or expiration of the Contract. Please provide the anticipated expiration date of the warranty.	As stated, the RTCS Date and Time Warranty shall survive termination or expiration of the Contract. No expiration date will be provided as requested.
89.	1 & 2 of 2	Exhibit B, Table A	Payment Schedule	Table A Payments for Implementation Roadside Toll Collection System Design and Development – The payment schedule is heavily backend weighted affecting the commercial attractiveness to a potential bidder. The current payment schedule holds back 70% of the payments through the first 11 months of a 31 month targeted Implementation Period while a majority of the bidders incur costs for planning and procurement activities projected earlier in the Implementation Period. Would KTA consider decreasing each individual Roadside Tolling Location Ready for Go Live milestone by 1 percentage point and increasing the following milestones by 10.5% each: Equipment BOM and Advance Ordering Verified milestone and Roadside Toll System Factory Acceptance Testing (FAT)?	No, Exhibit B, Table A will not be changed at this time. KTA believes that the Exhibit B – Payment Schedule currently represents the proper allocation of payment percentages and the value represented by each of the milestone deliverables to KTA, balanced with the effort and cost required from the Contractor to achieve each of these pay items.
90.	1 & 2 of 2	Exhibit B	Payment Schedule	Given that a significant portion of the payment milestones are currently tied to toll zone installations, it creates potential risk to the contractor if it has paid for toll zone hardware and is prepared for installation, only to be put	KTA does not currently anticipate any major delays in the schedule outside of the Contractor’s control. In addition, per Section III – Scope of Work and Requirements, Requirement 34, no Equipment shall be purchased by the Contractor prior to Approval

Proposer Questions			Kansas Turnpike Authority (KTA)		
#	Page	Section	Section Description	Proposer Question	KTA Response
				on hold due to constructor delays. In the event of such delays outside of the contractor's control, would there be alternate avenues to collect payments based on planned toll zone installation milestone dates?	of the BOM and the Design, unless otherwise authorized in writing by KTA. Because of the prolonged RTCS installation period, it is envisioned that the Equipment would be procured in phases to match the availability of the installation sites per Exhibit A – Project Implementation Schedule so as to maximize Equipment lifespan and warranty.
91.	NA	NA	General Question	With respect to conflicting shalls within the RFP, do numbered requirements supersede narrative text?	KTA is not aware of any conflicting “shalls” within the RFP as all Requirements in the RFP are expected to be met by the Contractor. However, generally speaking, the numbered Requirements have more specific information for the Requirements than the un-numbered Requirements.
92.	NA	NA	General Question	Is there additional layout, design, or other drawings available of the equipment buildings?	Yes, for clarity Requirement 284 has been revised with additional text as follows: <u>Preliminary drawings of the Pop Equipment buildings are provided in Attachment 14 – Preliminary Point-of-Presence Equipment Building Drawings and are subject to minor changes as the plans are finalized with the building supplier.</u> Please see details in Section B of Addendum 3 for specific details on associated changes to the RFP.
93.	NA	NA	General Question	Is there a methodology for proposing multiple alternative technical solutions for either on	KTA does not have a methodology for Proposers who wish to submit alternative technical solutions

Proposer Questions		Kansas Turnpike Authority (KTA)			
#	Page	Section	Section Description	Proposer Question	KTA Response
				premise or cloud as part of the solution offering?	because KTA is not allowing Proposers to submit alternative technical solutions. As stated in Section IV, Proposal Section 3 Approach to Scope of Work and Requirements, Item 4, the Proposer shall describe their proven ability to deliver their proposed on-premise, cloud-based, or hybrid solution for the RTCS. Proposers are only to submit one proven technical solution which meets the Requirements as stated in the RFP and which they regard as providing the best value to KTA.
(End of Question Set #4)					
94.		Exhibit D-5, Tab 6, Line 229	Project KPI's, Transaction Processing Requirements	Will the Authority please reduce all 100% KPIs to a realistic 99.98 or 99.99%? Realistically, 100% is simply not attainable in a real-world environment, and the sample sizes that are required to continuously demonstrate this performance are onerous. Further would the Authority please consider 99.99% with a 95% confidence level?	KTA believes that the KPIs stated in Section III – Scope of Work and Requirements, Sections 6. and 8. are consistent with current industry standards and RTCS capabilities under Test and Maintenance & Operations conditions, respectively. These standards are also consistent with KTA's reputation and mission.
95.		Section II	Defined Terms	Would KTA please consider revising the definition of Maintenance Phase to include "upon System Acceptance or Provisional System Acceptance"?	No, the definition remains as stated. Although "Provisional Acceptance" is allowed by Contract, it is not the basis of entering the Maintenance Phase, which is "System Acceptance".
96.		Exhibit D-5, Tab 5, Line 592	RTCS System User Manual	Please clarify if this requirement applies to the Contractor or to the KTA staff.	This Requirement applies to both the Contractor and KTA staff use. As noted in Section III, Section 5.5.2.4. RTCS System User Manual, the Contractor

Proposer Questions		Kansas Turnpike Authority (KTA)			
#	Page	Section	Section Description	Proposer Question	KTA Response
					shall develop and provide a comprehensive set of System Documentation and user manuals for the RTCS System users. The Requirement referenced (896) specifies Contractor responsibility for each job category for all RTCS System users. Requirement 895 emphasizes that the Manuals should be developed for use by KTA staff to operate the System and therefore, should be clear with appropriate detail for their use.
97.		Exhibit D-5, Tab 5, Line 618	As-Built Drawings	Please clarify the interface details described in the requirement, and release any supporting information to all Proposers.	Section III, Section 5.5.3.2. As-Built Drawings, detail requirements for the complete set of As-Built Drawings to be provided by the Contractor. Requirement 904, Item i), as referenced in this Proposer question, lists that interface details be provided in the As-Built drawings. Many references to the interface Requirements are provided throughout the RTCS RFP, including (but not limited to) Section III – Scope of Work and Requirements and in Attachments 8, 11, and 13. Also, as stated in the Scope of Work and Requirements, many details of the Required interfaces will be determined and Approved during System Design.
98.		Exhibit D-5, Tab 6, Line 189	RTCS System Acceptance Test (SAT)	Please clarify this requirement, as Proposers may be unsure if this is to be four (4) hours per lane twice during the two (2) month cycle.	The Requirement 1020 d) stands as written in the RFP (which is different than stated in the Proposer question asked.) The test period is a total of four (4) hours per lane for the entire two (2) monthly audit cycles.

Proposer Questions		Kansas Turnpike Authority (KTA)				
		#	Page	Section	Section Description	Proposer Question
(End of Question Set #5)						
99.	11/290	Section I	2.1 Schedule	The length of time between question submission, question response and the proposal due date is rather short. This combined with the fact that there are multiple other tolling RFPs and RFIs being advertised at the same time is making the proposal deadline difficult. Based upon this, we respectfully request a two week time extension to the proposal due date.	As discussed in the Industry Forum, One-on-One meetings with all potential prime Contractors, and in the Mandatory Pre-Proposal Meeting, the schedule was expanded to allow three (3) weeks from the “ KTA Responses to all Questions Completed ” date of April 29, 2021 to the “ Proposal Due Date ” of May 21, 2021, as was deemed sufficient by all potential Contractors.	
100.	62/290	Section III	1.2.9.3. (Req #92)	RFP: The ICPS shall capture and process vehicles traveling in “stop-and-go” and “bumper-to-bumper” traffic, vehicles traveling at speeds up to one hundred (100) miles per hour, and vehicles with separation as close as ten (10) feet apart. Comment/Question: Please confirm the 10 ft separation applies to all test speeds from “stop-and-go”, “bumper-to-bumper” traffic, and speeds up to 100 mph?	The testing will be performed at normal safe following distances which are appropriate for the speed of the vehicles and consistent with conditions that might be experienced on KTA facilities. For example, ten (10) feet vehicle separation at 100 miles per hour is not required.	
101.	80/290	Section III	1.2.15. (Req #255)	RFP: KTA shall furnish and install an automatic transfer switch (ATS) at each PoP. The Contractor shall interface with the ATS and the Contractor-provided smart Power Distribution Units (PDUs) to manage the Roadside power distribution. Maintenance	Correct. The models of these KTA-provided items will have standard interfaces that the Contractor can monitor using Simple Network Management Protocol (SNMP) interfaces or optional COTS software to monitor.	

Proposer Questions		Kansas Turnpike Authority (KTA)			
#	Page	Section	Section Description	Proposer Question	KTA Response
				<p>technicians shall have remote access to manage power to critical devices.</p> <p>Comment/Question: Are the devices which KTA is providing for each site; specifically the UPS, ATS, and Generator, going to have the standard features and/or optional COTS capability to monitor the stated functions? For example, if the generator does not have the capability to provide the fuel level status as a digital output signal which can be read by conventional electronic devices, is KTA expecting the Contractor to modify the generator’s tank design to accommodate this feature?</p>	
102.	80/290	Section III	1.2.15. (Req #257)	<p>RFP: The Contractor shall furnish and install an electronic interface to the UPS to monitor its UPS performance for all toll facilities. The MOMS shall detect the status of the UPS and Alert technicians when the System is on UPS.</p> <p>Comment/Question: Can KTA please provide the model numbers of the UPS, Generators, ATS, and HVAC units that will be utilized at the shelters?</p>	<p>The models of all the devices are not confirmed at this time but will be finalized during System Design. The UPS model will be Uninterruptible Power Supply (UPS) – APC Smart-UPS 3000VA LCD RM 2U 120V (SMT3000RM2U) or similar.</p>
103.	80/290	Section III	1.2.15. (Req #259)	<p>RFP: The UPS shall support the RTCS at each Tolling Location for a minimum of one (1) hour. When there is loss of power to the Tolling Location, the power will switch to the</p>	<p>Confirmed. KTA will provide the appropriate quantity of UPS batteries for the Contractor-provided load calculations.</p>

Proposer Questions			Kansas Turnpike Authority (KTA)		
#	Page	Section	Section Description	Proposer Question	KTA Response
				<p>generator power source.</p> <p>Comment/Question: Please confirm KTA will provide the batteries for the UPS units required to meet this runtime once the selected Contractor provides the toll point load calculations.</p>	
104.	83/ 290	Section III	1.4.3. (Req #284)	<p>RFP: A 12'-0"L x 8'-0"W x 9'-0"H prefabricated building will be supplied and installed by KTA and will include HVAC, power, and overhead cable trays. The PoP Equipment building shall house the RTCS Equipment provided by the Contractor. All RTCS electronics, devices, servers and associated communications Equipment shall be installed in the Equipment racks and enclosures. The Contractor shall provide the rack space Requirements to KTA for each PoP Equipment building at each Tolling Location.</p> <p>Comment/Question: Will the demarcation for power and communications be at the equipment racks within the PoP?</p>	Please refer to the response to Proposer Question #92. Please refer to Section III – Scope of Work and Requirements, Section 4.5. (RTCS Installation Requirements), Requirement 667 d). The exact locations of the power and network demarcations will be finalized during System Design.
105.	120/290	Section III	3.2. (Req #618)	<p>RFP: For an existing ORT Toll Zone, and as Approved by KTA, the Contractor shall coordinate with KTA and the existing vendor to de-commission the existing Equipment. KTA is responsible for the removal of all existing Equipment, mounting arms, cabinets</p>	Please refer to the response to Proposer Question #69 above. Yes, KTA is open to the idea of diverting traffic to the non-ORT K-TAG and cash lanes for short periods of time during the transition of the six (6) existing ORT zones. However, to avoid impact to K-TAG customers and revenue

Proposer Questions		Kansas Turnpike Authority (KTA)				
		#	Page	Section	Section Description	Proposer Question
					and enclosures and their disposal. Comment/Question: At the existing toll zones, will KTA allow traffic to be diverted to the cash lanes such that the entire toll point can be closed for installation and transition? Is there a requirement to keep 1 ORT lane open at all times?	collection (per Requirement 727) these traffic diversions shall be minimized to the extent possible. No, there is not a Requirement to keep one existing ORT lane open at all times. Proposers should describe the details of their transition plan per Proposal Section 4: Approach to Project Plan and Implementation – Items #6 and #7.
106.	127/290	Section III	4.5. f) (Req #667)	RFP: The Contractor shall install all Contractor-provided AVI readers in the PoP Equipment buildings. Comment/Question: Will KTA allow the TSI to mount the Readers outside of the PoP (e.g., on the gantry structure)?	Please refer to Section III – Scope of Work and Requirements, Section 4.5. (RTCS Installation Requirements), Requirement 667 f). The Requirement stands as written as the objective is to have all AVI readers installed in the PoP Equipment buildings to shelter all Equipment (and Maintenance staff) from the environment.	
107.	177/290	Section III	6.2. (Req #992)	RFP: A separate and distinct FAT shall be conducted by the Contractor for each solution configuration required by each of the respective Projects and schedules, including the Kansas Turnpike Cashless Tolling System, as well as any potential future optional additional Cashless Tolling implementations throughout the state. Comment/Question: Please confirm that the project FAT associated with this scope of	Correct. The Factory Acceptance Test (FAT) associated with the Scope of Work identified in this RTCS RFP shall only cover the planned lane configurations specifically identified in Table 3-1: Kansas Turnpike Toll Zone Lane Configurations. Requirement 994 has been revised as follows: The test configuration <u>for the base Project</u> shall be representative of the Contractor’s Cashless Tolling solution for <u>the two (2) travel lane, two (2) shoulder each</u> lane configuration	

Proposer Questions			Kansas Turnpike Authority (KTA)		
#	Page	Section	Section Description	Proposer Question	KTA Response
				work only covers the planned lane configurations identified in this RFP.	as described in Table 3-1 required by each of the respective Projects. Please see details in Section B of Addendum 3 for specific details on associated changes to the RFP, Requirement 994.
108.	206/ 290	Section III	7.2.13.3. (Req #1175)	RFP: During the System Implementation Phase, and prior to System Acceptance and the start of Year I Maintenance, KTA Maintenance and technical staff will shadow the Contractor staff and the Contractor shall provide OJT to the KTA Maintenance staff. Comment/Question: Will KTA be providing all of the Tier I Staff to support the entire project in Phase One so that there will be one training session to satisfy the training requirements or will the Contractor be required to provide supplemental two week training for each Phase of the project with new resources for each Phase?	Please refer to Section III – Scope of Work and Requirements, Section 5.7.2.3. (RTCS Maintenance), Requirement 951. The formal classroom training shall be conducted in two sessions to allow portions of the existing technical staff to provide coverage while training is being conducted with the remaining staff. The formal classroom training can be conducted within a limited timeframe in accordance with the Approved Training Plan; however, it is anticipated that the on-the-job (OJT) training and shadowing will occur throughout the entire Implementation Phase.
109.	213/290	Section III	8.1. (Req #1208)	RFP: The Contractor shall Design, implement, Maintain and Operate the RTCS to meet the Performance Requirements specified herein. Comment/Question: Please define what is meant by "Operate".	Operate: To cause the RTCS to function or to put or keep the RTCS in operation. The term “Maintain and Operate” should not be capitalized as it was not intended to be a Defined Term. Requirement 1208 has been revised as follows:

Proposer Questions		Kansas Turnpike Authority (KTA)				
		#	Page	Section	Section Description	Proposer Question
						<p>The Contractor shall Design, implement, Maintain, and Operate the RTCS to meet the Performance Requirements specified herein.</p> <p>Please see details in Section B of Addendum 3 for specific details on associated changes to the RFP, Requirement 1208.</p>
110.	1 of 3	Exhibit A	Installation: (21 ML Tolling Locations / 42 Toll Zones - Preliminary Order)	<p>RFP: Note: Gantry <u>may</u> be available for off-roadway installation prior to site completion.</p> <p>Comment/Question: Please clarify the type of work that can be performed for off-roadway installation.</p>	<p>If schedule allows, KTA may consider requests from the Contractor to pre-install wiring, brackets, and/or Equipment on the gantry structure prior to lifting the structure in place. Any such activity will require prior KTA coordination and Approval in the Required Installation Plan. Proposers should describe the details of their installation and transition plan per Proposal Section 4: Approach to Project Plan and Implementation – Items #4 and #6.</p>	
111.	1 of 53	Exhibit D-7 Price Proposal	1 Project Summary tab	<p>RFP: Grand Total Dollars (in words)</p> <p>Comment/Question: Please confirm that the "Grand Total Dollars" should include Total Implementation and Maintenance Cost including Optional Extension Phases plus the Future RTCS AET Zone System Implementation.</p>	<p>No. The Future RTCS AET Zone System Implementation cost should not be included in the "Grand Total Dollars" cost. Please refer to Exhibit C – Price Proposal Instructions, Section 12 Completion of Project Summary – Sheet 1 for more information.</p>	
112.	25 of 53	Exhibit D-7 Price Proposal	3-2 Backup RTCS Spares tab	<p>RFP: 1. Redundant Toll Zone Controller and In-lane Electronics'</p>	<p>This reference is to a non-existing footnote and is a typographical error and can be ignored.</p>	

Proposer Questions		Kansas Turnpike Authority (KTA)			
#	Page	Section	Section Description	Proposer Question	KTA Response
			1. Redundant Toll Zone Controller and In-lane Electronics (Cells A4 and A15)	Comment/Question: Please provide a definition for the "1" in these cells.	
113.	50 of 53	Exhibit D-7 Price Proposal	6-1 Backup Future Impl Detail tab All 3 Future Zone Itemizations (Cells A4, A14, and A24)	RFP: Each Future Zone Description itemizes the major components of each location type. Comment/Question: All the planned locations include Critical Environmental Monitoring System (CEMS). The future descriptions do not list a CEMS. Please confirm that a CEMS will be required for the future Zone AET locations.	No. This component of the RTCS is not required to be priced with the Future Zone AET configurations at this time.
114.	49/290	Section III	1.1.1. Kansas Turnpike	RFP: The KTA will provide at each of the forty-two (42) Toll Zones the following support systems: <ul style="list-style-type: none"> o 12'-0"L x 8'-0"W x 9'-0"H Point of Presence (PoP) roadside enclosure building; o 50kW generator and automatic transfer switch (20kW for single Toll Zone locations); o Uninterruptible Power Supply (UPS) – APC Smart-UPS 3000VA LCD RM 2U 120V (SMT3000RM2U) Comment/Question: Is it KTA's intent to mount the APC Smart-UPS 3000VA UPS they are providing at each PoP in the PoP equipment rack, or is it being located elsewhere?	Yes. The current plan is to locate the UPS in the Equipment rack, but the final location will be determined during System Design.

Proposer Questions			Kansas Turnpike Authority (KTA)		
#	Page	Section	Section Description	Proposer Question	KTA Response
115.	49/290	Section III	1.1.1. Kansas Turnpike	<p>RFP: The KTA will provide at each of the forty-two (42) Toll Zones the following support systems:</p> <ul style="list-style-type: none"> o 12'-0"L x 8'-0"W x 9'-0"H Point of Presence (PoP) roadside enclosure building; o 50kW generator and automatic transfer switch (20kW for single Toll Zone locations); o Uninterruptible Power Supply (UPS) – APC Smart-UPS 3000VA LCD RM 2U 120V (SMT3000RM2U) <p>Comment/Question: Will KTA upgrade the UPS's if a higher VA output is required?</p>	Yes. Please also refer to the response to Proposer Question #103 above.
116.	49/290	Section III	1.1.1. Kansas Turnpike	<p>RFP: Six (6) existing ORT dual-gantry Toll Zones shall be retrofitted with new RTCS Equipment at the Southern Terminal (MP 16.8), East Topeka (MP 183), and Eastern Terminal (MP 216.8) Tolling Locations (shown on Figure 3-1)</p> <p>Comment/Question: Please identify what model the equipment rack is in the 6 existing PoP. Also, identify how much free RU space will each have available once depopulated of the old equipment.</p>	The existing Equipment racks are standard 42u, 19" server racks with roughly 8u to 10u of available space remaining. KTA has equipment currently installed in the existing racks, including UPS, network switches, and other equipment. The current vendor does not have any appreciable equipment in the rack that will be removed. Please refer to Requirement #292 for clarification.
117.	51/290	Section III	1.1.2. General Description of Work	<p>RFP: The Contractor shall reuse the existing gantries and PoP roadside enclosure buildings at the six (6) existing ORT Toll Zones and may reuse the existing computer racks in these</p>	To the extent possible, the Contractor should attempt to use existing conduits at the six (6) ORT Zones. To the extent possible, Contractor input will be used to inform the Final Design of the new

Proposer Questions		Kansas Turnpike Authority (KTA)			
#	Page	Section	Section Description	Proposer Question	KTA Response
				<p>buildings. All other existing equipment shall be replaced to meet this Scope of Work and Requirements and all Performance Requirements.</p> <p>Comment/Question: Will KTA be responsible for existing in-ground conduit replacement and will the Contractor design drawings direct the type and location of the gantry demarcation point at the existing and new locations?</p>	<p>locations that have not yet been constructed prior to submittal of System Design Drawings. Any replacement of existing in-ground conduit will be the responsibility of the Contractor.</p>
118.	122/290	Section III	4.1. Installation Program (Req #634)	<p>RFP: In the event the Contractor decides to re-use existing conduits and junction boxes on existing ORT Toll Zones, the Contractor is responsible for ensuring that such elements are in their fully operational condition and will meet the Requirements of the Contract for the Contract Term.</p> <p>Comment/Question: Will KTA be responsible for existing in-ground conduit replacement and will the Contractor design drawings direct the type and location of the gantry demarcation point at the existing and new locations?</p>	<p>Please refer to the response to Proposer Question #117 above.</p>
119.	127/290	Section III	4.5. RTCS Installation Requirements (Req #667b)	<p>RFP: The Contractor shall furnish and install all connecting conduit from wire ways and conduits provided and installed by others and/or stub conduits to the Equipment. KTA</p>	<p>Please refer to the response to Proposer Question #117 above.</p>

Proposer Questions			Kansas Turnpike Authority (KTA)		
#	Page	Section	Section Description	Proposer Question	KTA Response
				will install the conduits from the toll PoP Equipment buildings to the demarcation point on the overhead structures/toll gantries. Comment/Question: Will KTA be responsible for existing in-ground conduit replacement and will the Contractor design drawings direct the type and location of the gantry demarcation point at the existing and new locations?	
(End of Question Set #6)					
120.	P. 98 of 180 (PDF 145)	Section III, 5.4 Documentation	“A Table of Contents...shall be submitted by the Contractor to KTA for review and comment prior to the submission of the preliminary draft.”	Requirement 796 states a Table of Contents are required for all documentation that require one. Requirement 799 provides review times for all documentation review cycles, except Table of Contents. We request the KTA review period for Table of Contents be established as 5 business days.	Yes, the request is reasonable.
121.	P. 117 of 180 (PDF 164)	Section III, 5.5.2.4 RTCS System User Manual	Table 3-2: Manual Requirements implies there is one, single, RTCS System User Manual. Section 5.5.2.4 states “Contractor shall develop a separate manual for each job category.”	Please clarify if one, single, RTCS System User Manual can be submitted or if multiple System User Manuals will be required to be submitted as separate deliverables.	As stated in Section III, Section 5.5.1. Manual Submissions and Quantities, Requirement 875, “The Contractor shall submit electronic copies of the manuals listed in the table below to KTA.”, meaning one (1) electronic copy needs to be submitted to KTA. As noted in Requirement 877, “The Contractor shall be responsible for producing an additional quantity of the manuals for the

Proposer Questions		Kansas Turnpike Authority (KTA)				
		#	Page	Section	Section Description	Proposer Question
						Contractor’s use, sufficient to fulfill the Contractor’s Requirements under the Contract.”
122.	P. 134 of 180 (PDF 181)	Section III, 6.5 RTCS System Acceptance Test (SAT)	”The SAT shall be.... observed.... for a minimum of two (2) monthly audit cycles.”	Should we assume the System Acceptance Test (SAT) is a 60-calendar day test based on "minimum of 2 monthly audit cycles?"	No, KTA will need a minimum of two (2) monthly audit cycles. Requirement #1017 stands as written.	
123.	P. 139 of 180 (PDF 186)	Section III, 7.0 Sample Project Implementation and Maintenance Phase Timeline	“Project Implementation through Acceptance” (Est. 24-28 months)”	Exhibit A indicates Notice to Proceed will be issued on 8/26/2021 and System Acceptance is required by March 2024, resulting in a 31-month duration for the Project Implementation Phase. Please clarify the discrepancy between the (Est. 24-28 months) in Section III and the 31 months in Exhibit A.	The timeline provided in Section III, Section 7 Maintenance and Software Support Services of “Estimate 24-28 months” represents the approximate time that the equipment is installed in the field during the Implementation Phase and will require Maintenance prior to System Acceptance at the cost of the Contractor. The difference in the timelines is the time anticipated after NTP to initiate the project and achieve FAT Approval before the first site is installed.	
124.	P 9 of 19 (PDF 239)	Section IV, E.18.d	“OSIT (also may be referred to as Site Acceptance Test (SAT))”	Other areas of the RFP differentiate OSIT and SAT as separate tests with separate requirements. Please clarify the statement in this section which implies OSIT and SAT are the same test.	The text of item 18.d has been corrected as follows: Plans for conducting the OSIT (also may be referred to as Site Acceptance Test (SAT)) for Cashless Tolling facilities. Please see details in Section B of Addendum 3 for specific details on associated changes to the RFP.	
125.	P 11 of 19 (PDF 240)	Section IV, Proposal Section	The Kansas Turnpike will be an active construction	For pricing and schedule consideration in developing our plan to accommodate these	The Proposer is asked to use their best engineering judgement.	

Proposer Questions		Kansas Turnpike Authority (KTA)			
#	Page	Section	Section Description	Proposer Question	KTA Response
		4: Approach to Project Plan and Project Implementation	project with schedule affected by delays or acceleration... The Contractor shall be able to accommodate these schedule adjustments... without a change to the Contract price, subject to KTA notifying the Contractor of the change in milestone date(s) at least nine (9) months in advance of the Go-Live date	potential schedule adjustments, can KTA provide a maximum and minimum limit to the time period of acceleration or delay which Proposer could reasonably expect due changes in the active construction projects.	
126.	Section V, Page 2 of 38 (PDF 254)	1.3.1.1. Liquidated Damages	“Liquidated damages per Calendar Day shall be assessed for the Contractor’s failure to complete Commissioning of all lanes”	Please confirm the LD reference to “complete commissioning of all lanes” is the same as the Jan 2024 <i>italicized & bold</i> date for Go-Live Complete in Exhibit A, Page 3 of 3.	Correct. The “Go-Live Complete” date is January 31, 2024.
127.	Exhibit A, PP. 1-3 And P 11 of 19 (PDF 240)	Exhibit A – Project Implementation Schedule And Section IV, Proposal Section 4: Approach to Project Plan and	“it is critical that the milestone dates in italicized & bold font are achieved on the dates shown in the schedule.” And	Please confirm that the only “ <i>italicized & bold</i> ” milestone dates are: 1. Go-Live Complete by January 2024 2. System Acceptance (Start of Maintenance Phase) by March 2024	Correct. Other dates are suggested for general guidance to the Proposer when developing their required Project Implementation Schedule in Proposal Section 4: Approach to Project Plan and Implementation – Item #2.

Proposer Questions		Kansas Turnpike Authority (KTA)				
		#	Page	Section	Section Description	Proposer Question
		Project Implementation	"it is critical that the milestone dates in bold italics are achieved on the dates shown in the schedule"			
128.	93 of 80 (PDF 140)	Section II, 5.1.7 Project Schedule	Contractor shall provide and maintain a detailed Project Schedule for the Project in Microsoft Project format.	We request approval to use Oracle/Primavera P6 in lieu of Microsoft Project.	No, the Requirement stands as written.	
(End of Question Set #7)						
129.		Exhibit D-5, Tab 8, Requirement 1260g, Line No. 194	Wrong-way Vehicle Detection and Notification	Please define Vehicle Region of Interest.	Please refer to the response to Proposer Question #79 above.	
(End of Question Set #8)						
130.	Exhibit D7	Pricing sheet 6-1	Sheet 6-1 Backup Future Zone Types RTCS Cost Schedule Per Zone	The proposer requests to add additional rows to this sheet to accommodate additional cost categories.	The request for more cost categories is denied. Please use the categories provided.	
131.	Section I, Page 12 of 16	Section I, subsection 4	Award and Execution of Contract	Please clarify the intent of this requirement. The Implementation Phase bonds do not seem applicable once the implementation phase is over.	As stated in Section I, Section 4.2 Bonding Requirements, the Payment and Performance Bond amount will be decreased after Final Acceptance of the Implementation Phase in the value of the completed Work. Bonding shall be continuous in that the Maintenance Bond associated with the Project must be provided prior to the release of the Implementation Phase Bond.	

Proposer Questions		Kansas Turnpike Authority (KTA)			
#	Page	Section	Section Description	Proposer Question	KTA Response
132.	Section I, Page 13 of 16	Section I, subsection 4.3	Insurance Requirements	Please confirm if the subcontractor's certificate of insurance is required to be submitted following award at the same time as the prime Contractor's certificate of insurance?	Yes, the Subcontractor's certificate of insurance is required at the same time as the prime Contractor's.
133.	Section II, Page 6 of 15	Section II	Defined Terms and Acronyms	In section I.I. Background and Purpose and the SOW make it clear that KTA CSC is responsible for manual image review. However, this definition can be interpreted alternatively. Please confirm that manual image review is outside of the scope of this contract.	The definition of Operations has been revised for clarity: "Operations - Services performed, such as transaction processing and image review processing , to be furnished under this Agreement." Please see details in Section B of Addendum 3 for specific details on associated changes to the RFP.
134.	Section III, Page 5 of 180	Section III, 1.2.3.	Scope of Work and Requirements, Hardware and Software General Requirements	Please confirm that this requirement disallows the use of proprietary Contractor hardware and devices.	No, that is not the intent of this Section. The Requirements in this Section stand as written.
135.	Section III, Page 39 of 180	Section III, subsection 2.1	Scope of Work and Requirements, 2.1. Roadway Support System (RSS) – General Requirements	Throughout the RFP package, there are provisions relevant to both the on-prem and cloud architecture, seemingly indicating KTA's willingness to consider both options. Please confirm that the contractor proposing an efficient cloud-based architecture will not lose evaluation points on not complying with the requirements that inherently only pertain to the on-premise (non-cloud) infrastructure option.	Please refer to the responses to Proposer Questions #83 and #84 above.

Proposer Questions		Kansas Turnpike Authority (KTA)			
		#	Page	Section	Section Description
136.	Section III, Page 72 of 180	Section III, subsection 3.2	Scope of Work and Requirements, 3.2. RTCS System Implementation	How many select tolling locations do you anticipate will be included? Can KTA confirm that individual commissioning tests will not be required for the select locations since they will be covered under OSIT?	KTA anticipates that at least one Tolling Location will be Approved for Installation after successful completion of FAT. The number of Tolling Locations selected and Approved are dependent on many factors, including the Approved Installation Plan, the Approved Project Implementation Schedule, and the number and location of sites that are currently available for Contractor Installation.
137.	Exhibit D-6 RCM,	Exhibit D-6 RCM,	Exhibit D-6 RCM, Req 614, Req.1016	<p>KTA has previously described an approach where the entire RTCS system goes live at once. Given that the existing system will be operating in parallel with individual portions of the RTCS are installed and tested, is it KTA's intent that the RTCS would enter revenue collection prior to system acceptance? If so, should contractors plan for site-by-site hand-off of revenue collection after each ICT is complete?</p> <p>Please consider providing a figure or chart that describes these testing steps through revenue collection to make it completely clear to the bidders.</p>	<p>No, it is not KTA's intent as suggested by the Proposer Question. It is envisioned that the Cashless Tolling System will operate in parallel with the existing ticket-based system until Go-Live. The RTCS would enter revenue collection prior to System Acceptance at Go-Live. Proposers should describe the details of their transition plan per Proposal Section 4: Approach to Project Plan and Implementation – Items #6 and #7.</p> <p>No, a figure or chart will not be provided.</p>
138.	Exhibit D-7, exhibit B, Payment Schedule	Pricing sheets	Exhibit D-7, exhibit B, Payment Schedule	While we appreciate the incremental installation costs, would the Authority please consider allowing that less than 60% of the payments are tied to the installation and commissioning milestones? Proposers will	Please refer to the responses to Proposer Questions #74, #89 and #90 above.

Proposer Questions			Kansas Turnpike Authority (KTA)		
#	Page	Section	Section Description	Proposer Question	KTA Response
				incur significant capital outlays for equipment that must be procured before making the installations.	
139.	Exhibit D-6 RCM	Req 183	RTCS Functional Req	Would a logging solution that provides this level of detail be a valid alternative to providing this information in the transaction? If not, can the authority explain how this data is intended to be utilized?	No. The Requirement stands as written.
140.	Exhibit D-6 RCM	Req 197	RTCS Functional Req	Can the Authority explain the intent of having the roadside system process these disposition changes? In our experience this level of reconciliation has limited value when the authority can track it as part of their own CSC reporting.	No. The Requirement stands as written.
141.	Exhibit D-6 RCM	Req 307	RTCS Functional Req	It was expressed during the pre-proposal calls that KTA was open to cloud solutions. This requirement excludes that. Please advise whether this requirement is intended to do so.	No. Requirement 307 is still applicable to all solutions depending on what portions may be on-premise, cloud, or hybrid. Please refer to the responses to Proposer Questions #83 and #84 above.
142.	Exhibit D-6 RCM	Req 60	RTCS Functional Req	Is the redundancy requirement driven by specific performance requirements? Given the high MTBF of the reader, is the added complexity of a redundant AVI system cost effective, especially given the redundant image trigger and VES will also capture the vehicle?	Yes. The Requirement stands as written.
143.	Exhibit D-6 RCM	Req 61	RTCS Functional Req	Can the Authority identify any preferred reader systems, as is potentially inferred by this requirement?	No. KTA does not have any preferred AVI reader systems. KTA intentionally provided the flexibility

Proposer Questions		Kansas Turnpike Authority (KTA)				
		#	Page	Section	Section Description	Proposer Question
						for the Proposer to select the AVI reader that provides the best value RTCS solution to the KTA.
144.	Exhibit D-6 RCM	Reqt 63	RTCS Functional Req	Can the authority explain why AVI vendor certification required? The AVI system must be tuned to support the specific framing algorithm used in the contractor's system. The contractor, not the AVI vendor, is responsible for meeting the performance requirements.	KTA believes the Requirement provides sufficient justification and remains as stated.	
145.	Exhibit D-6 RCM	Reqt 71	RTCS Functional Req	Successfully reading multiple transponders in a vehicle depends on the quantity of transponders and the exact mix of protocols. There must be a practical limit to allow successful reads at the required accuracy. Please provide detailed information on the quantity and protocol mix required.	The number of transponders and mix of protocols will be finalized in the Approved Business Rules and Design; however, the Proposer should assume a maximum of four (4) transponders should be reported for each vehicle transaction.	
146.	Exhibit D-6 RCM	Reqt 98	RTCS Functional Req	Is the ICPS required to process images for 100% of all transactions at all times, or just have the capability to do so?	Yes, as stated in the RFP and during the RTCS Pre-Proposal Meeting and Industry Forum meetings, the Contractor shall provide image processing for all AVI and Image-based transactions. The Requirement stands as written.	
147.	Exhibit D-6 RCM	Reqt 103	RTCS Functional Req	Does "loss of images and data" refer to loss of captured images and data, or the loss of the ability to capture images and data, or both?	"Loss of images and data" refers to any level of loss, be it captured images and data or the system's ability to capture images and data.	
148.	Exhibit D-6 RCM	Reqt 104	RTCS Functional Req	Is the requirement intended to state that all images and associated data are transmitted to the RSS after communications are restored?	Yes, for clarity Requirement 104 has been revised to include "once communications are restored".	

Proposer Questions			Kansas Turnpike Authority (KTA)		
#	Page	Section	Section Description	Proposer Question	KTA Response
					Please see details in Section B of Addendum 3 for specific details on associated changes to the RFP.
149.	Exhibit D-6 RCM	Reqt 146	RTCS Functional Req	The requirements following Req 146 refer only to the Transponder hot list. Will there also be a license plate hot list? If so, will the Authority please provide the requirements for processing and notification for hot list plates?	Yes, the Hotlist may contain Transponders and/or License plates. Requirement 146 stands as written.
150.	Exhibit D-6 RCM	Reqt 179	RTCS Functional Req	Does closed mode apply to cashless tolling system? If so, under what circumstances would it be used?	Yes, the Requirement stands as written.
151.	Exhibit D-6 RCM	Reqt 603	RTCS Functional Req	A) Is this in reference to the six existing toll plazas? B) How does KTA envision two independent systems will be installed on the same infrastructure? Specifically, should we compromise the performance of the existing system in order to optimally place the new equipment?	The Requirement is applicable to both the existing ORT Toll Locations as well as the new construction sites. Proposers should describe the details of their transition plan per Proposal Section 4: Approach to Project Plan and Implementation – Items #6 and #7.
152.	Exhibit D-6 RCM	Reqt 604	RTCS Functional Req	It is our understanding that all infrastructure will be provided by other vendors. Is this additional infrastructure also to be provided by others? If not, will the Authority please clarify the point of demarcation to allows for the most accurate estimation of this scope?	The information about infrastructure provided by others (including KTA and/or the constructor) has been provided in the RFP, in the RTCS Mandatory Pre-Proposal Meeting, and in the Industry Forum meetings. KTA believes the Requirement is self-explanatory and remains as stated.
153.	Exhibit D-6 RCM	Reqt 625	RTCS Functional Req	Requirement 618 states KTA is responsible for removal and disposal. Will the Authority	Requirement 625 has been revised as follows:

Proposer Questions		Kansas Turnpike Authority (KTA)				
		#	Page	Section	Section Description	Proposer Question
					please explain why disposal is included in the contractor's plan?	<p>The Contractor's plan for decommissioning of the existing Equipment (where applicable) and their disposal shall be included.</p> <p>Please see details in Section B of Addendum 3 for specific details on associated changes to the RFP.</p>
154.	Exhibit D-6 RCM	Req 667	RTCS Functional Req	Does this include conduits at the 6 existing toll zones?	Yes.	
155.	Exhibit D-6 RCM	Req 992	RTCS Functional Req	Is it correct to assume that there will be one FAT in one configuration for the Cashless Tolling System covered in this RFP? Or is the vendor required to the cost of additional Factory Acceptance Testing? If additional FAT are required, please define so we can accurately account for the scope.	Please refer to the response to Proposer Question #107 above.	
156.	Exhibit D-6 RCM	E Item 15	Content of Technical Proposal	<p>Requirement 77, RTCS Functional Req, states: "The AVDC System shall accurately detect and classify vehicles traveling in "stop-and-go" and "bumper-to-bumper" traffic, vehicles traveling at speeds up to 100 mph, and vehicles with separation as close as ten (10) feet apart."</p> <p>Can the Authority please confirm that three (3) ft is intentionally stated here and if we should explain how the system works to three (3) ft separation?</p>	<p>For additional clarity, Section IV, Section 1.2. Proposal Contents and Submission, item E. Proposal Section 3: Approach to Scope of Work and Requirements, Item 15a. has been revised to: "Handling of stop and go, bumper-to-bumper traffic with vehicles that are spaced as closely as ten (10) feet apart."</p> <p>Please see details in Section B of Addendum 3 for specific details on associated changes to the RFP.</p>	
157.	Exhibit D-6 RCM	REQ 328	Exhibit D-6 RCM, RSS	Can the Authority please explain the intent of having the roadside system process these	No. The Requirement stands as written.	

Proposer Questions			Kansas Turnpike Authority (KTA)		
#	Page	Section	Section Description	Proposer Question	KTA Response
				disposition changes? In our experience this level of reconciliation has limited value when the authority can track it as part of its own CSC reporting.	
158.	Exhibit D-6 RCM	Req 197	Exhibit D-6 RCM	Can the Authority please explain the intent of having the roadside system process these disposition changes? In our experience this level of reconciliation has limited value when the authority can track it as part of its own CSC reporting.	No. The Requirement stands as written.
159.	Exhibit D-6 RCM	REQ 328 REQ 388	RSS Functional Req	Requirement 328.I indicates that the RTCS should be the source of toll rates and schedules. However, requirement 388 indicates that the KTA CSC BOS is the source for toll rates and schedules. Please provide clarity on the intention for KTA.	<p>Requirement 388 states “when rate changes are initiated on the KTA CSC BOS”; however, Requirement 328 I) requires the RSS to provide the capability to manage toll rates and schedules and transmit the toll rates and schedules to the zone controllers and the KTA CSC BOS.</p> <p>The Proposer should respond accordingly in the RCM if their solution supports each Requirement as stated. The actual control and direction of the toll rates and schedules shall be defined during Business Rules and System Design workshops.</p> <p>Please also refer to Section III, Section 2.1.16.9 (Toll Rates and Schedule).</p>
160.	Exhibit D-6 RCM	REQ 422	RSS Functional Req	Microsoft has announced that Internet Explorer will stop having optimal experience with Office 365 on August 17, 2021. This is	Requirement 422 has been revised as follows:

Proposer Questions			Kansas Turnpike Authority (KTA)		
#	Page	Section	Section Description	Proposer Question	KTA Response
				functionally an End of Life (EoL) for Internet Explorer, as modern browser technology will not be supported by IE. The extensive GUI requirements cannot be met for the contract life cycle if IE is to be supported. It is being recommended by Microsoft to upgrade to Chromium-based Edge. Can the Authority change this requirement to be 'Chromium-based browser or equivalent'? https://redmondmag.com/articles/2020/08/17/end-of-support-ie11-and-edgehtml.aspx	“The GUI application shall be compatible with the KTA Approved current version, or immediate prior KTA Approved version of Microsoft Office and releases of the following Chromium-based browsers , including but not limited to, Microsoft Edge and Google Chrome Internet Explorer .” Please see details in Section B of Addendum 3 for specific details on associated changes to the RFP.
161.	Exhibit D-6 RCM	Exhibit D-6 RCM, 1.1.2	Exhibit D-6 RCM, 1.1.2, General Description of Scope of Work	During the KTA-hosted forums, it was described that KTA envisions a cutover where all RTCS locations go live at once. Does KTA have a preference for how the (6) existing ORT locations are handled in the schedule? It seems as if these locations would have to go into individual revenue collection states in order to cover the period of time between the removal of the existing system and the comprehensive go-live of the new RTCS.	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. Please refer to Exhibit A – Project Implementation Schedule for guidance on order and timing of the Existing ORT Gantries.
162.	Exhibit D-6 RCM	Reqt 91	RTCS Functional Req	If the color LPR camera provides a wide field of view of the vehicle, can the uncropped LPR image serve as the overview image?	The overview image should contain the image of the front or rear of the target vehicle and not much more, especially if other vehicles can be seen in the uncropped image.
163.	Exhibit D-6 RCM	Reqt 1034	RTCS Functional Req	Current vehicle detection systems on the market, in practice, do not support this level	No. The Requirement stands as written.

Proposer Questions			Kansas Turnpike Authority (KTA)		
#	Page	Section	Section Description	Proposer Question	KTA Response
				of accuracy, although some may make promotional claims to do so. Please consider relaxing this requirement.	
164.	Exhibit D-6 RCM	REQ 1251	Performance	Please confirm that points will be assessed for going above the threshold and not below.	As stated in Requirement 1251, “the Contractor shall be assessed 1.0 point for each 0.1 percent or portion thereof below the Performance Requirement.”
165.	Exhibit D-6 RCM	Req 1041	Performance	To verify the 0.001% requirement would require 300,000 samples. Will the Authority please confirm the required performance level is correct, or revise the requirement accordingly?	No, KTA does not agree with the Proposer’s assumptions. The Requirement stands as written.
166.	Exhibit D-6 RCM	Req 1246	Performance	The maximum AVI transaction accuracy can only be as high as the accuracies of the applicable subsystems (AVI, AVDC, ICPS) multiplied together. Please confirm that KTA will factor that in when assessing points?	No, KTA does not agree with the Proposer’s assumptions. The Requirement stands as written.
167.	Exhibit D-6 RCM	Req 1248	Performance	The maximum image transaction accuracy can only be as high as the accuracies of the applicable subsystems (AVI, AVDC, ICPS) multiplied together. Please confirm that KTA will factor that in when assessing points.	No, KTA does not agree with the Proposer’s assumptions. The Requirement stands as written.
168.	Exhibit D-6 RCM	Req 183	RCTS Functional Reqs	Can the Authority please explain the intent behind including time stamped events in the transaction record if the system does not require this data?	The Requirement stands as written. If your solution does not support this data, then respond accordingly in the RCM.

Proposer Questions		Kansas Turnpike Authority (KTA)			
#	Page	Section	Section Description	Proposer Question	KTA Response
169.	Exhibit D-6 RCM	Req 224	Exhibit D-6 RCM, 1.2.13.18. Transmitting Data	Can the Authority please provide more detail as to what are considered "failed transactions and exceptions", in the context of this RCM section.	Any transaction that is not properly formed or that is categorized as an exception shall be reported and available to KTA for audit purposes.
170.	Exhibit D-6 RCM	Req 986d and Req 990	Roadway System Testing	Two questions regarding these requirements: 1) "Successful" is not a defined, quantifiable criterion specified in this RFP. Will the Authority please provide a definition for "successful" in the context of the project requirements? 2) If functionality is not affected and the defect is considered cosmetic, would KTA consider a priority structure where this type of low-priority issue does not preclude the start of the next test phase? This is an industry best practice that enables a more efficient schedule where cosmetic issues are closed out concurrently with the next-phase functionality testing.	Requirement 986 has been revised as follows: d) successful closeout of all outstanding pre-test issues; e) successful completed dry run testing with results provided to KTA; Please see details in Section B of Addendum 3 for specific details on associated changes to the RFP. Requirement 990 stands as written. Defect tracking and ranking is Required, and severity rating, categorization, and prioritization shall be part of the Approved Master Test Plan. Please refer to Requirement 982.
171.	Exhibit D-6 RCM	Req 992	Roadway System Testing	There is only one Schedule and one project involved, so the proposer assumes the plural references were not intentional. In terms of configurations, conducting testing with just two comprehensive configurations, "2 lanes + 2 shoulders" and "3 lanes + 2 shoulders" effectively tests all the subordinate configuration options with fewer lanes and shoulders. Please confirm that this would be	Please refer to the response to Proposer Question #107 above.

Proposer Questions			Kansas Turnpike Authority (KTA)		
#	Page	Section	Section Description	Proposer Question	KTA Response
				sufficient to satisfy this requirement. Please also confirm whether the two configurations must be tested in completely separate Factory Acceptance Tests, or if they can be tested during one test that includes a reconfiguration. If the configurations must be completely separate Factory Acceptance Tests, it seems as though the second test would only need to test specific pieces of system functionality related to the lane side configuration change and not repeat all aspects of the first test. Please provide further clarification.	
172.	Exhibit D-6 RCM	Req 1025	Roadway System Testing	“Satisfied” is not a defined, quantifiable criterion specified in this RFP. Please confirm that “satisfied” means that the approved Test Plan has been successfully executed and passed.	Requirement 1025 has been revised as follows: “The RTCS SAT shall be repeated until KTA is satisfied that the RTCS meets the Contract Requirements as set forth in the Contract.” Please see details in Section B of Addendum 3 for specific details on associated changes to the RFP.
173.	Exhibit D-6 RCM	Req 8	RTCS Functional Req	Does this requirement pertain specifically to the operations and maintenance period, or also the implementation period/scope as well? If the latter, please provide detail on such third-party procurement plans by KTA, because they would have an impact on project	The Requirement is applicable for the Contract Term, for both Implementation and Maintenance Phases. There are no current plans for any third-party Equipment purchases specifically, but the KTA shall retain the right to do so.

Proposer Questions			Kansas Turnpike Authority (KTA)		
#	Page	Section	Section Description	Proposer Question	KTA Response
				management planning and the proposed schedule.	
174.	Exhibit D-6 RCM	Req 713	RTCS Installation Req	The proposer requests to add "N/A" to the requirements which are inherently not applicable in the cloud-based solution (including but not limited to RTCS Functional Req #713, as an example) with no penalty in evaluation. Can the authority please reissue the RCM to include "N/A" as a possible selection?	The request to add “N/A” status to the RCM is denied. If the proposed solution does not meet the Requirement, then please use the status selection “Not Provided” and include a comment as directed. Furthermore, with respect to Requirement 713, cloud-based solutions still require configuration instructions, documentation, testing, etc.
175.	Exhibit D-6 RCM	Req 228	Exhibit D-6 RCM	Given the size of the TVL data and its intended use, will KTA consider/allow for a more efficient TVL solution, which performs status processing at the RSS level? As the requirement is worded now, it appears restrictive, limiting the range of competitive solutions.	KTA is currently transmitting the CUSIOP TVL to the existing legacy lanes and intends to continue this practice with the RTCS. As new national interoperability (NIOP) partners are added, alternatives will be considered as part of the Business Rules and System Design workshops.
176.	Exhibit D-6 RCM	Req 231	Exhibit D-6 RCM	If a contractor’s solution performs all rate calculation and assignment at the RSS level, there is no need to send schedules and rates to the ZC. Will KTA reconsider this requirement? As the requirement is worded now, it appears restrictive, limiting the range of competitive solutions.	No, the Requirement stands as written.
177.	Exhibit D-6 RCM	Req 773	Exhibit D-6 RCM, 5.3.3 System Detailed Design Review	“Satisfaction” is not a defined, quantifiable criterion specified in this RFP. Please confirm that this requirement can be accomplished to KTA’s satisfaction through the documentation review process compliant with the RCM	The Requirement stands as written.

Proposer Questions			Kansas Turnpike Authority (KTA)		
#	Page	Section	Section Description	Proposer Question	KTA Response
				requirement 797, as follows: 1) the Contractor submits a preliminary draft and conducts a collaborative walk-through of it with KTA; 2) KTA returns a Comments Log to the Contractor and Contractor implements the corresponding corrections/updates; 3) the Contractor submits the final draft to KTA and conducts a “live” collaborative review of the resolved comments with KTA to close out the review; 4) the Contractor returns the 100 percent final to KTA; 5) KTA returns its updated Comments Log to the Contractor; the contractor incorporates the corresponding updates, thereby closing the review process.	
178.	Exhibit D-6 RCM	Req 780	Exhibit D-6 RCM, 5.3.4. Reports Design Workshop	The “iterative series” is not a defined, quantifiable process specified in this RFP; it is completely open-ended, with no basis for scheduling. Please confirm that this requirement can be accomplished through the following iterative process: 1) Contractor/KTA conduct a preliminary workshop where the Contractor describes the system (including a demo), and the types of reporting, formats and data domains will be available to KTA, to obtain KTA’s selection and buy-in for the required types, formats and	The Requirement stands as written.

Proposer Questions			Kansas Turnpike Authority (KTA)		
#	Page	Section	Section Description	Proposer Question	KTA Response
				domains; 2) The Contractor identifies the available configured/canned reports by submitting the core reports design document to KTA. 3) KTA returns the Comments Log to the Contractor; 4) KTA and the Contractor conduct the final workshop to review the required updates/changes and close out the review.	
179.	Exhibit D-6 RCM	Req 798	Exhibit D-6 RCM, 5.4. Documentation	“Satisfactory” is not a defined, quantifiable criterion specified in this RFP. This requirement, as written, negates the documentation review process in the RCM requirement 797 that outlines the structured process towards KTA’s approval. RCM requirement 797 closes the loop on all comment resolutions towards the 100% document, provided that KTA includes a full comprehensive set of comments in its initial comments log, as opposed to their incremental delivery. Therefore, please confirm that this requirement can be accomplished to KTA’s satisfaction through the documentation review process compliant with the RCM requirement 797, without an unlimited number of incremental interim versions.	The Requirement stands as written.
180.	Exhibit D-6 RCM	Req 617	Exhibit D-6 RCM	During the period between when individual sites are installed and System Acceptance, is	Yes. Please refer to the response to Proposer Question #29 above.

Proposer Questions			Kansas Turnpike Authority (KTA)		
#	Page	Section	Section Description	Proposer Question	KTA Response
				the Contractor required to perform all levels of maintenance, including onsite Level I?	
181.	Exhibit D-6 RCM	Req. 38 and Req 1148	Exhibit D-6 RCM	Based on these two requirements taken together, can the Authority please confirm that KTA is intending to buy directly all the other spares, beyond the minimum inventory quantities listed under Req. 1148 as Contractor responsibility?	No. Per Requirement 1148, the Contractor shall purchase and have on hand the quantities of spare parts listed. Throughout the Maintenance Phase, per Requirement 1149, the Contractor shall purchase the spare parts on behalf of KTA. Per Requirement 38, the KTA is responsible for the costs of replacing these spare parts.
182.	Exhibit D-6 RCM	Req. 1140., Req. 1141., Req. 1142.	Exhibit D-6 RCM	Two questions here: 1) Reqs. 1140 and 1142 indicate that the Contractor is responsible for the purchase and inventory of all spares throughout the project lifecycle, and not just the minimum inventory quantities listed under Req. 1148 as Contractor responsibility. This is in contradiction to Req. 1148. Will the Authority please clarify? 2) Where KTA provides Level I maintenance and is responsible for the safekeeping of the parts, but the Contractor is responsible for inventory, the Contractor will have to rely heavily on KTA personnel support. At a minimum, Contractor personnel would be required to perform periodic inventory audits on-site. Based on Req. 1141, we understand that KTA expects us to conduct quarterly onsite inventory audits. Will the Authority please provide additional clarification on the	The Requirements stand as written. Generally speaking, the Contractor monitors the spare parts inventory, and then orders new parts when required. The KTA uses the spare parts, updates the status in MOMS, and pays the Contractor for the cost of the replenished inventory to maintain at the prescribed levels in Requirement 1148. Requirement 1141 does not Require the Contractor to conduct onsite audits, but to recommend spare part quantities on a quarterly basis.

Proposer Questions			Kansas Turnpike Authority (KTA)		
#	Page	Section	Section Description	Proposer Question	KTA Response
				responsibilities of both KTA personnel and the Contractor.	
183.	Section V, Page 6 of 38	Section V, Terms and Conditions	Section V, subsection 1.6.1.	Please clarify this requirement in the context of KTA's intent to purchase spares directly (per Req. 1148) and perform Level I maintenance directly. There is a perceived contradiction with this warranty provision, as currently worded.	No, the Requirement stands as written. Per Section 7.2.7.1., the Contractor is responsible for purchasing the spare parts on behalf of KTA. KTA will manage the spare parts inventory in coordination with the Contractor inventory level recommendations.
184.	Exhibit D-7 price forms	Exhibit D-7 price forms	Exhibit D-7 price forms, tab 3-2 Backup RTSC Spares, line 113	Line 113 Roadway Support Systems (RSS) specifies "(One Tolling Location)." Given the definition of Tolling Location in the RFP, this cannot apply to the RSS. Please clarify.	Please assume the quantities required to support "One Tolling Location" for the RSS Spare Parts costs.
185.	Exhibit D-6 RCM	Req 877	Project Req	Typically, the only hard copies we are required to print are training documents/manuals. Can the Authority please confirm that this requirement pertains only to training materials supplied for KTA students at training, and not design documentation and other project documentation that is <u>not related to training</u> .	Requirement 877 states "The Contractor shall be responsible for producing an additional quantity of the manuals for the Contractor's use , sufficient to fulfill the Contractor's Requirements under the Contract." This requirement is not asking for the Contractor to provide hard copies of the Manuals in Table 3-2 to KTA, it is requiring that the Contractor produce manuals for the Contractor's own use in order to meet the requirements of the Contract and perform the work.
186.	Exhibit D-6 RCM	Req 603	Roadway System Transition	In order to correctly scope transition at the existing sites, please provide dimensioned details of the existing gantry equipment installation, and electrical details such as conduit and electrical details to assess available conduit space, and power estimates for existing toll equipment to ensure adequate	Please refer to the response to Proposer Question #117 above. The availability of existing spare conduit is unknown at this time. Some limited additional capacity in the existing conduits may be available for use by the Contractor. KTA will provide

Proposer Questions		Kansas Turnpike Authority (KTA)			
#	Page	Section	Section Description	Proposer Question	KTA Response
				power is available. Are there spare conduits available for use for the new tolling equipment? Will KTA add additional conduit from the building to gantry if required? How much space for additional equipment racks is available in the PoP buildings at the existing toll sites?	adequate power to the existing ORT locations. There is space for at least one (1) additional 42u, 19” server rack in the existing PoP Equipment buildings.
(End of Question Set #9)					
187.	75-87	4.1	Installation Program	Will KTA consider RFP responses that don't have an equipment installer?	No. The Contractor is Required to install the RTCS Equipment.
188.	2	1.2	RTCS Scope of Services	Besides the existing gantry structures, is there any existing equipment mounted on them (i.e. cameras, sensors, etc.) that will remain in place? If so, is the new solution expected to interface or utilize any of the existing hardware or software?	No, the Contractor shall not reuse any existing toll equipment. Please refer to the response to Proposer Question #15 above.
189.	3 139	1 7	Work Requirements- Toll System Host Maintenance and Software Support Services	Does KTA want their own environment or are they willing to subscribe to a platform? Is a SaaS solution okay?	Please refer to the responses to Proposer Questions #83 and #84 above. In addition, KTA Requires their own environment such that it is separate (not comingled) with any other toll agency environment.
(End of Question Set #10)					

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

1. Section III, Section I.4.3. PoP Equipment Building, Requirement 284 has been edited on page 36 of 180 (83 of 290 in original RFP PDF file):

284	A 12'-0"L x 8'-0"W x 9'-0"H prefabricated building will be supplied and installed by KTA and will include HVAC, power, and overhead cable trays. The PoP Equipment building shall house the RTCS Equipment provided by the Contractor. All RTCS electronics, devices, servers and associated communications Equipment shall be installed in the Equipment racks and enclosures. The Contractor shall provide the rack space Requirements to KTA for each PoP Equipment building at each Tolling Location. <u>Preliminary drawings of the Pop Equipment buildings are provided in Attachment 14 – Preliminary Point-of-Presence Equipment Building Drawings and are subject to minor changes as the plans are finalized with the building supplier.</u>
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2. Section III, Section 6.2 Factory Acceptance Test (FAT), Requirement 994 has been edited on page 130 of 180 (177 of 290 in original RFP PDF file):

994	The test configuration <u>for the base Project</u> shall be representative of the Contractor's Cashless Tolling solution for <u>the two (2) travel lane, two (2) shoulder each</u> lane configuration as <u>described in Table 3-1</u> required by each of the respective Projects.
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3. Section III, Section 8.1 General Performance Requirements, Requirement 1208 has been edited on page 166 of 180 (213 of 290 in original RFP PDF file):

1208	The Contractor shall Design, implement, M <u>m</u> aintain, and O <u>o</u> perate the RTCS to meet the Performance Requirements specified herein.
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4. Section IV, Section 1.2 Content of Technical Proposal, Item E. Proposal Section 3: Approach to Scope of Work and Requirements, Item 18.d has been edited on page 10 of 19 (239 of 290 in original RFP PDF file):

- d. Plans for conducting the OSIT ~~(also may be referred to as Site Acceptance Test (SAT))~~ for Cashless Tolling facilities.

5. Section II, Defined Terms and Acronyms, term Operations has been edited on page 6 of 15 (29 of 290 in original RFP PDF file):

Operations	Services performed, such as transaction processing and image processing-review , to be furnished under this Agreement.
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6. Section III, Section 1.2.9.3. Image Capture & Processing Systems (ICPS), Requirement 104 has been edited on page 16 of 180 (63 of 290 in original RFP PDF file):

104	In the event communications to the ICPS are lost or any ICPS Hardware becomes non-operational, the Contractor Design shall ensure that no images and/or data are lost and that all images and associated data are transmitted to the RSS <u>once communicated</u> .
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7. Section III, Section 3.3.1. RTCS System Transition Plan, Requirement 625 has been edited on page 73 of 180 (120 of 290 in original RFP PDF file):

625	The Contractor's plan for decommissioning of the existing Equipment (where applicable) and their disposal shall be included .
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8. Section IV, Section 1.2 Content of Technical Proposal, Item E. Proposal Section 3: Approach to Scope of Work and Requirements, Item 15.a has been edited on page 9 of 19 (238 of 290 in original RFP PDF file):

- a. Handling of stop and go, bumper-to-bumper traffic with vehicles that are spaced as closely as ten (10) ~~three (3)~~ feet apart.

9. Section III, Section 2.1.16. Roadway Support System (RSS) Application Software, Requirement 422 has been edited on page 50 of 180 (97 of 290 in original RFP PDF file):

422	The GUI application shall be compatible with the KTA Approved current version, or immediate prior KTA Approved version of Microsoft Office and releases of the following <u>Chromium-based</u> browsers, including but not limited to, <u>Microsoft Edge and Google Chrome</u> Internet Explorer .
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10. Section III, Section 6.1.3. Testing Sequence and Logistics, Requirement 986.d and 986.e has been edited on page 129 of 180 (176 of 290 in original RFP PDF file):

d)	successful closeout of all outstanding pre-test issues;
e)	successful <u>completed</u> dry run testing with results provided to KTA;

11. Section III, Section 6.5. RTCS System Acceptance Test (SAT), Requirement 1025 has been edited on page 135 of 180 (182 of 290 in original RFP PDF file):

1025	The RTCS SAT shall be repeated until KTA is satisfied that the RTCS meets the Contract Requirements as set forth in the Contract.
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