



## Rhode Island Turnpike and Bridge Authority

### Request for Proposals (RFP) to Design, Install and Maintain a New All-Electronic Tolling System for the Claiborne Pell Bridge

#### Responses to Questions Received from Respondents By No Later than 11/12/2021

No.	RFP Section	Question	Answer
1.	Section 4.2.2.5. Section IV – Corporate and Financial Information	Whether companies from Outside USA can apply for this? (like, from India or Canada)	Nothing in the RFP precludes this.
2.	Section 8.10.4. Meetings and Reports	Whether we need to come over there for meetings?	During implementation, it would be highly likely in person meetings will be required.
3.	General	Can we perform the tasks (related to RFP) outside USA? (like, from India or Canada)	Nothing in the RFP precludes this.
4.	Section 3. Proposal Submission Process	Can we submit the proposals via email?	Please refer to the RFP for submission requirements.
5.	Section 4.2.2.4.2. Design and Technical Approach  Section 8.10.7.1. Toll Zone Design	Will RITBA provide any drawings of the gantries?	No. Respondents should propose their toll gantry design needs as part of their Conceptual Toll Zone Design. The conceptual design shall conform to the requirements of the RFP.
6.	Section 8.1.3.11.6. Transponder Transaction Processing	This section states, “The TCS shall flag oversize vehicles where dimension limitations are exceeded. Refer to the linked restrictions. Overweight & Overwide   Rhode Island Turnpike and Bridge Authority (ritba.org). The flag will be populated in the Tag Transaction File sent to the BOS for transaction processing.” The referenced link provides weight, height, and width limits	RITBA encourages Respondents to propose solutions to detect the dimensions of over-dimensional vehicles in their Proposals. The TCS is not required to detect weight.



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		for the bridge. Is the TSI responsible for providing and installing the WIM and height/width profiling equipment to identify oversized vehicles?	
7.	Section 8.1.3.6. Image Capture	Can the Authority please confirm that full color images of license plates are required to be captured at night?	Respondents should propose their image capture solution to meet the requirements of the RFP.
8.	Section 8.4. Data Center	This section states that the “TSI shall provide for security scans, tests, and audits performed by an independent, third-party vendor.” Can the Authority please quantify the frequency, scope and number of tests and audits to be performed by the third-party vendor annually?	Respondents should propose a reasonable frequency, scope and number of tests and audits to address the security scan/test/audit requirements of the RFP. The proposed frequency, scope and number of tests and audits should align with technology industry best practices.
9.	Section 8.9.3. KPIs – Accuracy (KPI AC-06)	The service level for this KPI is “70% automated with an accuracy of >99.95%” and the liquidated damages associated with it are “\$1,000 for every 0.10% below the Service Level.” Can the Authority please clarify if the LDs are assessed for either the 70% automation rate or 99.95% accuracy rate being below the service level? In the event that both metrics fell below the service level, would separate LDs be assessed for both?	KPI AC-06 shall be replaced by two new KPIs, KPI AC-06a and KPI AC-06b. The first KPI (KPI AC-06a) will relate to the 70% automation rate of license plate images using OCR results. The second KPI (KPI AC-06b) will relate to the 99.95% accuracy rate of Fully Automated OCR images. The LDs to be assessed for each are as follows and will be reflected in Table 8-4 of the Requirements Conformance Matrix (RCM):



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			<ul style="list-style-type: none"> <li>• For KPI AC-06a: \$1,000 for every 0.50% below the Service Level of 70% Fully Automated license plate image reads (out of the total number of license plate images captured).</li> <li>• For KPI AC-06b: \$1,000 for every 0.05% below the Service Level of 99.95% correct license plate reads (out of the total number of Fully Automated license plate reads).</li> </ul>
10.	Section 8.9.3. KPIs – Accuracy (KPI AC-07)	This KPI reads, “Percentage of vehicles for which the SYSTEM correctly assigns all data captured (tag reads, vehicle height and length, toll collector inputs, etc.) and include it in the recorded transaction.” Is there a requirement for the TSI to capture vehicle height? If so, will the TSI be expected to provide the necessary sensors to determine vehicle height or will this data come from another system?	<p>This KPI shall be revised to say “Percentage for which the SYSTEM correctly assigns all data captured by all SYSTEM subsystems (AVI, AVC, ALPR) and includes the data in the recorded transaction.”</p> <p>Also, see response to Q&amp;A #6.</p>
11.	General  Section 8.10.7.1. Toll Zone Design	Can the Authority please clarify where the new AET zone will be located in relation to the existing toll plaza and ORT zones? Does the Authority envision any overlap where the existing	The new AET zone is anticipated to be approximately 500 feet to 1,000 feet East of the existing toll zone.



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		and new AET zones will both be operational during some period of time, or will there be a hard cut-over?	The Authority envisions a hard cut-over to the new system. The TCS equipment for the existing system will still be in place as installation occurs for the new TCS. RITBA envisions the new AET to be open for testing while the existing toll zone is in operational mode.
12.	Section 6.9. Disadvantaged Business Enterprise Participation	How does the proposer demonstrate in their proposal that a commitment has been made to a qualified DBE? Is listing a qualified DBE along with the associated amount and percentage sufficient?	Please see forthcoming Addendum A2 for the response to this question. RITBA reserves the right to issue any additional addenda by 11/22/2021.
13.	Section 8.7.1. Maintenance Support Services	Does the Tier 2 support apply to the management of a cloud based Toll Host?	Tier 1 and Tier 2 support does not apply to the Toll Host, whether the Toll Host is cloud based or on-site.
14.	Section 8.6. Data Security and Accountability	What constitutes a “change to the SYSTEM” to trigger a penetration test? We understand this to be limited to network and operating system changes only, please confirm.	Network and operating system changes constitute a change to the system requiring the Respondent to perform penetration and degradation testing as well as security scans. A penetration test must be performed at least once per year.
15.	Section 1.1.3. Future All-Electronic Toll Collection System	What will be the approximate width of each travel lane and shoulder at the planned Eastbound and Westbound AET toll zones?	The location and geometry of the new AET zones have not been finalized. The goal is to have 12’ wide travel lanes, 10’ wide outside shoulders, and 4’ wide inside shoulders. The shoulder widths



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			<p>may be reduced based on available widths during the final design.</p>
<p><b>16.</b></p>	<p>Section 1.3.2. Automatic Vehicle Identification (AVI)</p>	<p>Please confirm that GVW based eligibility for E-ZPass discount is determined solely by reading AVI Vehicle Class from E-ZPass transponder. Also, what level of vehicle class verification (in terms of GVW) is required considering, "The TCS shall detect if a transponder is registered to a discount plan and flag those vehicles <u>whose vehicle classification does not match the allowed vehicle classification</u> for that discount plan."</p>	<p>No. The discount plan is transponder specific. The Tag Validation File (TVL) shall contain a Discount Plan code for each transponder (the GVW discount plan code needs to be incorporated into the new TCS-BOS ICD during the design phase). This discount plan field shall be referenced to determine whether the vehicle is eligible for the GVW discount plan rate.</p> <p>If the AVI Vehicle Class from the E-ZPass transponder is different from the GVW discount plan eligible IAG vehicle class codes (which are listed in RFP Appendix A), the vehicle/transaction should be flagged as a GVW discount plan class mismatch.</p> <p>Also, if the AVC class of the vehicle having a RITBA E-ZPass tag enrolled in a GVW plan is greater than RITBA Class 2 (that is, the vehicle has more than 2 axles), the vehicle/transaction should be flagged as a GVW discount plan class mismatch and the vehicle/transaction's</p>



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			Applied Fare shall be the standard E-ZPass fare for the AVC vehicle class in accordance with Business Rule 104.
17.	Section 4.2.1. Proposal Organization	Would RITBA be willing to increase the page count to 75 pages?	Proposals shall adhere to requirements listed in the RFP. However, the schedule, project references, and the Conceptual Toll Zone Design may be excluded from the total page count of the Proposal.
18.	Section 6.14.3. Review Periods  Section 8.10.5.1. Plans and Requirements	During the 15 business days review period will there be comments exchanged as to not have to wait to the end of the review period to address comments.	The review period gives a timeframe during which the Authority is required to review the document; thus, the Authority is not required to provide comments until the end of the review period. However, the exchange of comments incrementally during the review period can be arranged on a case-by-case basis for each deliverable if coordinated ahead of time with the Authority.
19.	Section 8.1.1. General Requirements	Could RITBA provide some additional detail pertaining to the WAN in terms of network topology, bandwidth, etc.?	Due to the confidentiality of the response to this question, any Respondent that would like to see the RITBA Logical WAN Connections diagram please contact <a href="mailto:procurement@ritba.org">procurement@ritba.org</a> .
20.	Section 8.1.3.11.10. Image Based Toll Transaction Handling	Should the AET system have functionality to handle overweight and overwide crossings requiring escort/permit via operator's GUI input?	Functionality for oversized vehicle permitting and escorting is outside the scope of this RFP.



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<b>21.</b>	Section 8.1.3.14. Communications	Please confirm that the TSI must provide a firewall at each WAN connection point.	Yes, the TSI must provide a firewall at each WAN connection point.
<b>22.</b>	General	Are there any plans for the TCS Host to interface with other planned RITBA AET toll zones in the future?	No. The TCS Host shall interface with the Claiborne Pell Bridge AET toll zone only, and, at this time, there are not any plans for the TCS Host to interface with other planned RITBA AET toll zones in the future.
<b>23.</b>	Section 4.2.2.5. Section IV – Corporate and Financial Information	Must respondents submit with the proposal on December 3 any document regarding the ability to obtain a performance guarantee and a maintenance bond? Please confirm.	Yes. Please refer to Section 4.2.2. – Technical Proposal Contents in the RFP.
<b>24.</b>	Section 4.2.2.5.(12) Section IV – Corporate and Financial Information	How are exceptions expected to be presented? Is there any specific form?	Reference the requirements including RFP section number and page number and explain any exceptions, concerns or requested adjustments. There is no specific form.
<b>25.</b>	Section 6.20.2.(a) Licenses	Can you please clarify the need for third parties to distribute the SW. It is our understanding that they should only have access (on a need to know basis) in order to perform their services, e.g., maintenance services. Please kindly clarify.	The subsection (iii) of this Section provides that the Contractor grants a license to the Authority to distribute “copies, reproductions, and derivative works of any and all software and documentation” for purposes of operating the System. This provision is applicable to third parties via Section 6.20.2 (b) to



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			enable the Authority to exercise the license.
<b>26.</b>	Section 8.1.1.1. All-Electronic Tolling (AET) Facilities and Configurations	The requirement mentions the TCS Reports Server located at the Authority’s Data Center. Can the Authority please clarify if the proposed SYSTEM should be integrated with the said TCS Reports Server?	Please refer to Section 8.1.3.17 – Reporting Server in the RFP.
<b>27.</b>	Section 8.1.3.5. Automatic Vehicle Classification (AVC)	Can the TSI propose in-pavement classification methods such as strip treads and/or inductive loops?	Respondents should propose their AVC solution to meet the requirements of the RFP.
<b>28.</b>	Section 8.1.3.7. Digital Video Audit System (DVAS)	Would the Authority please specify the minimum video resolution for DVAS video?	The minimum video resolution for DVAS video shall be 1080p.
<b>29.</b>	Section 8.1.3.7. Digital Video Audit System (DVAS)	DVAS video shall be retained for up to 90 days. After this period, should the video be archived to long-term storage or deleted permanently?	Please refer to Section 8.1.3.16. – Data Storage of the RFP. DVAS video shall be deleted after 90 days, unless the video is evidence of an investigation or the Authority has requested the video to be maintained, in which case the TSI will support the exporting and external saving of such video for the Authority’s use.
<b>30.</b>	Section 8.1.3.11.6. Transponder Transaction Processing	The RFP states that “The TCS shall flag oversized vehicles where dimension limitations are exceeded” based on the restrictions set for Overweight and Overwide vehicles. Considering this	Please refer to Section 8.1.3.5. – Automatic Vehicle Classification in the RFP. Respondents should propose their AVC solution to meet the requirements of the RFP.



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		<p>requirement and an expected axle-based and weight-based vehicle classification, should the proposed SYSTEM include a Weigh-in-Motion system to identify a vehicle’s weight and compare it with the applicable limitations established by the Authority’s discount plans?</p>	<p>Also, see response to Q&amp;A #6.</p>
<b>31.</b>	Section 8.4. Data Center	<p>The RFP states that “Any cloud hosting solution provided by the TSI shall be of a government cloud nature.” Can the Authority please clarify what the government cloud nature implies? Does this requirement apply to all TCS Host environments (e.g., DR; Test, Dev)?</p>	<p>The government cloud has higher security than the public cloud. This applies to both production and disaster recovery environments.</p>
<b>32.</b>	Section 8.5. Data Management, Storage, and Retention	<p>The RFP states that license plate images shall be retained online for a minimum of 3 years. Once this period is up, should the images be moved to long-term storage or permanently deleted?</p>	<p>Retain online in the TCS for a minimum of 3 years then archive to long term storage for at least 6 years.</p>
<b>33.</b>	Section 8.1.3.6. Image Capture	<p>The color overview image of the vehicle should be a side view image (camera mounted on the rear gantry, but that can capture the vehicle’s side and rear) or a rear image. Is there is any preference?</p>	<p>Respondents should propose their image capture solution to meet or exceed the requirements of the RFP.</p>



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<b>34.</b>	Section 8.1.3.10. License Plate Image Review	The RFP states that “The TSI shall flag license plates for which processing problems have been previously identified by the Authority or the BOS (e.g., registered owner errors with DMV, plate type issues, jurisdictions issues, issues/errors with specific characters, etc.)” Will the BOS provide these errors as a part of the transaction reconciliation process?	During the design phase, TSI shall work with the selected BOS Integrator to develop the TCS-BOS ICD for interfacing the TCS Host to the BOS that builds off the existing RITBA TCS-BOS ICD (see Appendix D). Outside of the TCS-BOS ICD, the Authority may request flagging of transactions of specific license plates for review.
<b>35.</b>	Section 8.1.3.16. Data Storage  Section 8.1.3.14. Communications	RFP mentions: “Store lane transactions at the toll zone for a minimum of 90 days” and also “All toll lanes and toll zones shall be capable of operating without any communications for up to 30 days while storing all lane transactions to be processed when communications are restored.” The Zone Controller storage should be 90 days or just 30 days?	The requirements written in Section 8.1.3.16 shall be modified as follows: <ul style="list-style-type: none"> <li>• Store lane transactions at the toll zone for a minimum of 30 days and at the TCS Host in accordance with the Authority’s data retention schedule.</li> <li>• Store images at the lanes and toll zones for a user configurable period of time ranging from 0 seconds (immediate deletion) to 30 days.</li> </ul>
<b>36.</b>	Section 8.1. AET SYSTEM Requirements	“The Authority will provide the gantry(s), conduits, Requirements and concrete bases for roadside enclosures at the AET toll zones.” Can the Authority provide an estimated distance between	The Respondent needs to define the estimated distance based on the cable distance requirements associated with their systems. RITBA prefers if one cabinet base was utilized.



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		<p>the Toll Zone gantry and the roadside cabinet concrete bases? Will each direction (EB and WB) have a dedicated cabinet concrete base or share one?</p>	
<b>37.</b>	Section 8.1.4.2. Hardware	<p>RFP statement: “The Authority will be responsible for bringing power and communications to the roadside enclosures, but electrical work on the gantry is the responsibility of the TSI.” The main power provided by the Authority to the roadside cabinet will be 120V AC, 380V AC, or both?</p>	<p>Respondents shall detail their power requirements in the Toll Zone Design document.</p> <p>RITBA will provide redundant fiber-optic connections to the roadside enclosures.</p>
<b>38.</b>	Section 8.10.10.2. Maintenance/Maintenance Plan	<p>The RFP states that “After System Acceptance, the TSI will not be required to have continuous onsite presence, but will be responsible for administering the maintenance program, including:</p> <ul style="list-style-type: none"> <li>• Monitoring all components of the SYSTEM remotely, including the roadside, TCS Host, and BOS equipment and software using MMS and other monitoring tools as needed....</li> <li>• Performing all necessary system and database administration tasks necessary to keep the roadside, TCS Host, and BOS subsystems</li> </ul>	<p>The Respondents shall monitor that data is exchanged between the TCS and BOS over the TCS-BOS Interface.</p>



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		operating efficiently and accurately...”	
		Can the Authority please clarify if it’s within TSI's responsibility to monitor the BOS subsystems or merely the interface with the BOS CSC?	
<b>39.</b>	Appendix D – Existing RITBA Interface Control Document	Will the TSI be responsible for providing an SFTP server for the BOS interface?	The TSI shall be responsible for providing and maintaining the SFTP server for the TCS-BOS interface. RITBA will provide the WAN, NAT, and firewall connectivity.
<b>40.</b>	General	Would the Authority supply additional information such as roadways drawings, as-builts, etc.?	The Authority will provide as-builts and record plans, where available.
<b>41.</b>	Attachment A – Requirements Conformance Matrix	Would the Authority please provide the RCM in excel format?	The Requirements Conformance Matrix (RCM) will be provided, in both Excel and PDF format, on 11/17/2021 at the latest.
<b>42.</b>	Appendix C – Pricing Proposal Templates	Is RITBA Tax Exempt? And if Yes, should bidders Exclude All Taxes (State, Federal, Local, etc.) from their pricing?	RITBA is exempt from taxation and Respondents should exclude taxes from their pricing.
<b>43.</b>	Section 4.2.2. Technical Proposal Contents	Section 4.2.2 indicates Section III: Narrative Responses has a page limit, but there is none listed in the section requirements. Would the Authority please indicate the limitation?	Narrative Responses count towards the 50-page total limit of the Technical Proposal.
<b>44.</b>	Section 4.2.2.4.1.	Would the Authority change Key Personnel experience requirements to	The Authority will not disqualify a Respondent if they fail to meet this



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	Project Team, Experience and Past Performance	be more in alignment with industry standards by reducing the required years experience by three years in each category and accepting tolling or similar technology or programmatic experience.	requirement, however, it will be factored into the Technical Proposal score.
45.	Section 6.20.2. Licenses	REQ: "The Contractor hereby grants to the Authority, for purposes of operating the SYSTEM, an unlimited, fully-paid-up, royalty-free, perpetual, universal, irrevocable, non-exclusive license: (i) to use, maintain, disclose, modify, adapt, and improve any and all software and other equipment" QUES: Is it RITBA's intent to have TSI provide authorization that allows RITBA to modify 3rd party software?	It is not RITBA's intent to modify 3 <sup>rd</sup> party software. However, all software provided by the Respondent shall meet the requirements of this RFP. If a specific 3 <sup>rd</sup> party software does not meet the RFP requirements and cannot be modified, the Respondent will need to use alternative 3 <sup>rd</sup> party software that meets the RFP requirements.
46.	Section 8.1.1. General Requirements	REQ: The Authority will provide the gantry(s), conduits and concrete bases for roadside enclosures at the AET toll zones.  QUES: Does this include conduits/raceways in the gantry?  Would RITBA further clarify TSI responsibility vs. RITBA responsibility?	Any conduits or raceways in the gantry would be the responsibility of the TSI.  In general, the underground work would be by the Authority and the exposed work would be by the TSI.



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<p><b>47.</b></p>	<p>Section 8.1.1. General Requirements</p>	<p>REQ: The TSI shall provide all the infrastructure required to install the toll equipment in the AET toll zones including mounting brackets and junction boxes.</p> <p>QUES: Does this mean only above ground, conduit-type junction boxes?</p> <p>Or does this include in-ground junction boxes?</p> <p>In addition, if RITBA is installing the conduit, should RITBA also be installing the junction boxes?</p>	<p>Yes, this means only above ground, conduit-type junction boxes. This does not include in-ground junction boxes.</p> <p>RITBA's Civil Contractor will install the junction boxes associated with any underground work.</p>
<p><b>48.</b></p>	<p>Section 8.1.3.5. Automatic Vehicle Classification (AVC)</p>	<p>REQ: Classify every vehicle that passes through a toll lane or toll zone based on a user configurable set of axle-based parameters.</p> <p>QUES: The AVI section specifically called out AVI detection on the shoulders, while it is more vague in the AVC section. Is it RITBA's intent to have AVC on all or some shoulders?</p>	<p>The SYSTEM shall support all-electronic tolling in all travel lanes and shoulders. All travel lanes and shoulders in each toll zone shall be fully instrumented and redundant.</p>
<p><b>49.</b></p>	<p>Section 8.1.3.15. Toll Rate Schedule</p>	<p>REQ: The Authority will provide the concrete base for roadside equipment enclosures which will house the SYSTEM equipment installed at or near</p>	<p>Monitor shall include temperature, humidity, access control, and video.</p>



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		<p>the toll zones. The TSI shall provide, install, monitor and maintain the roadside equipment enclosures, in addition to the Heating, Ventilation and Air Conditioning (HVAC) equipment for all roadside equipment enclosures.</p> <p>QUES: Would RITBA please define 'monitor'? Does "monitor" include more than video/temperature/humidity?</p>	
<b>50.</b>	Section 8.1.4.2. Hardware	<p>REQ: The TSI shall... Provide grounding Systems in accordance with NEC requirements.</p> <p>QUES: Will RITBA be providing a zone ground system that the TSI will connect to?</p>	RITBA's Civil Contractor will install a zone ground system.
<b>51.</b>	Section 8.1.4.2. Hardware	<p>REQ: The TSI shall...Provide surge and lightning protection in accordance with applicable NEC, Authority, UL, and NFPA specifications and standards.</p> <p>QUES: Will RITBA be providing a zone lightning protection system that includes gantry terminals and a ground ring? Or does RITBA expect the TSI to provide the zone lightning protection?</p>	It is anticipated that RITBA will provide the lightning protection and that the surge protection should be provided by the Respondent.



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<p><b>52.</b></p>	<p>Section 8.7. Maintenance</p>	<p>In the second paragraph it states "The TSI shall provide for maintenance coverage during vacations and absences of the Authority's maintenance staff."</p> <p>Would the Authority place confirm maintenance coverage services provided by the TSI will be paid on a T&amp;M basis and therefore should not be included in the pricing for maintenance and operations costs.?</p>	<p>Coverage during Authority maintenance staff vacations and absences will be paid on a T&amp;M basis, based on agreed upon approved hourly contract rates, <b>for issues that require onsite presence only</b>. Any maintenance issues that arise while the Authority's maintenance staff is on vacation or absent that can be handled remotely shall be considered normal maintenance operations and shall be covered under the annual Tier 3 &amp; 4 Hardware Maintenance costs proposed by the selected TSI in their Pricing Proposal.</p>
<p><b>53.</b></p>	<p>Section 8.7. Maintenance</p>	<p>1. Regarding TSI responsibility for maintenance coverage during vacations and absences of the Authority's maintenance staff . Would the Authority please specify the amount of days this coverage would require and how much notice would the Authority provide to TSI?</p> <p>2. Is TSI staff required to provide 24/7/365 monitoring of the system?</p> <p>3. Is TSI staff required to provide 24/7/365 monitoring during vacations</p>	<p>See Q&amp;A #52.</p> <p>System Monitoring is required 24/7/365 to identify any issues related to the System (per RFP Section 8.7.9) regardless of maintenance tier level.</p>



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		and absences of the Authority's maintenance staff?	
<b>54.</b>	Section 8.9. Key Performance Indicators (KPI)	Is the Authority willing to negotiate reasonable limitations on the amount of damages recoverable under the Agreement?	It is always the Authority's intent to act within reason. The Authority has developed the KPIs based on reasonable expectations of the system, TSI and impacts on toll operations if the KPIs are not met. Without evidence or a demonstration that such is unreasonable, a commitment to negotiate limitations would be premature and baseless.
<b>55.</b>	Section 8.9. Key Performance Indicators (KPI)	Is the Authority willing to negotiate reasonable limitations on the types of damages recoverable under the Agreement?	It is always the Authority's intent to act within reason. The Authority has developed the KPIs based on reasonable expectations of the system, TSI and impacts on toll operations if the KPIs are not met. Without evidence or a demonstration that such is unreasonable, a commitment to negotiate limitations would be premature and baseless.
<b>56.</b>	Section 4.2.2. Technical Proposal Contents	"Technical Proposals shall not exceed a total page limit of 50 pages and should include only the items identified in the outline show below."  Are the drawings in "Conceptual Toll Zone Design" included in the page limit?	The Conceptual Toll Zone Design may be excluded from the page limit of the Proposal.



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<b>57.</b>	Section 4.2.2. Technical Proposal Contents	<p>"Technical Proposals shall not exceed a total page limit of 50 pages and should include only the items identified in the outline show below."</p> <p>Are the project references included in the page limit?</p>	Project references will be excluded from the 50 page limit.
<b>58.</b>	Section 4.2.2.4.2. Design and Technical Approach	<p>Respondents shall provide conceptual toll zone design drawings that include the following:</p> <ul style="list-style-type: none"> <li>• Toll gantry configuration type (e.g., Dual, Single, Truss, Monotube) and spacing (the gantries shall span the full roadway, i.e., span both directions of travel).</li> </ul> <p>Does the Authority wish to consider a fully metal-cladding covered gantry like those used in the Middle East (e.g. Qatar Q-Gate)? While providing aesthetics, it does add cost and increase wind-loading.</p>	Respondents should propose their gantry needs to meet or exceed the requirements of the RFP. See Q&A #5.
<b>59.</b>	Section 6. General Terms and Conditions	<p>"The Authority may make changes to the RFP and clarify any of the Requirements, information and/or provisions of this RFP as it deems necessary."</p>	The Professional Service Agreement (Attachment B) was provided with the RFP.



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		Can the Authority confirm if a Sample Contract template will be released through an Addendum?	Attachment B and Section 6 of the RFP will serve together as the Sample Contract language.
<b>60.</b>	Section 6.18.1. Liability of Revenue Loss	<p>"If the Authority includes a loss of revenue as a result of acts or omissions of the Contractor, not otherwise subject to Liquidated Damages, the Contractor shall reimburse the Authority for any lost revenue which the Authority identifies as having been proximately caused by the Contractor."</p> <p>The presence of a Liability for Loss of Revenue clause impacts the TSI's level of risk. Will the Authority provide that information in an addendum before submission date?</p>	The language in the RFP stands as-is. It is not the Authority's intent to subject the TSI to unfettered levels of risk that is not reflected in the KPIs or could not be reasonably contemplated by the operations or failure of the system or TSI. Please review the scope and contract to determine where such liability may be applicable.
<b>61.</b>	Section 6.19. Liquidated Damages	<p>"The Contractor shall be subject to liquidated damages for its failure to meet the KPIs set forth in Tables 8-2, 8-3, 8-4 and 8-5 of this RFP"</p> <p>Will the Authority consider a cap or limitation on the Liquidated Damages?</p>	Liquidated Damages are intended to be a reasonable representation of damages and by its nature functions as a cap on the potential exposure to damages.
<b>62.</b>	Section 7. Payment Milestones	"The Authority will reimburse the Contractor for 80% of hardware costs (based upon the Contractor's Pricing Proposal) upon proof of purchase	The Authority will reimburse the Contractor for the full hardware cost, including a mark-up, which is limited to



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		(manufacturer's invoice, receipt, etc.)"  Is the TSI expected to be paid at cost for all hardware cost? Does the Authority envisaged to allow a mark-up as hardware cost represent a large portion of supply cost?	no more than 10% of the manufacturer's price.
<b>63.</b>	Section 8.1.3.5. Automatic Vehicle Classification	"Automatic Vehicle Classification (AVC) The TCS shall: • Detect all vehicles that pass-through toll lanes and toll zones, including vehicles within travel lanes, or straddling lanes, without degradation or interference and provide sufficient information to allow the TCS to create one (1) and only one (1) UTM per vehicle. • Classify every vehicle that passes through a toll lane or toll zone based on"  Will the authority, permit the use of in-roadbed sensors such as loop arrays?	The Authority permits the use of in-roadbed sensors such as loop arrays. Respondents should propose their AVC solution to meet the requirements of the RFP.
<b>64.</b>	Section 8.1.4.2. Hardware	"The TSI shall follow Authority Requirements for all hardware installed on Authority property. "Is the Authority planning on reusing existing equipment	The Authority will be providing an existing generator. All other equipment shall be new.



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		(CCTV, UPS, etc.)? If yes, can the Authority provide a list of such equipment?	
<b>65.</b>	Section 8.3. Back-up Power	<p>"The TSI shall be responsible for providing and installing an Uninterruptible Power Supply (UPS) at the toll zone, sized to maintain operations for up to 30 min in the event of a power loss to bridge the gap between the power loss and the generator startup."</p> <p>Does the Authority desire a UPS sized to operate a minimum of 30 minutes, or is 30 minutes a maximum not to be exceeded?</p>	Respondents should propose a UPS to meet or exceed the requirements of the RFP.
<b>66.</b>	Section 8.3. Back-up Power	<p>"The Authority will provide a generator to operate the roadside TCS equipment installed at the AET toll zones as backup to power loss."</p> <p>Will the authority, through its construction contractor, provide a transfer switch and an electrical panel which becomes the demarcation point where our work begins?</p>	The Civil Contractor will provide the transfer switch and electrical panel. The electrical panel within the equipment shelter is the demarcation point.
<b>67.</b>	Section 8.7.1. Maintenance	"To better delineate the roles and responsibilities of maintenance of the	The Pricing Proposal Templates have been modified to reflect Tier 3 and Tier 4



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	Support Services	<p>SYSTEM and supporting subsystems, the following maintenance service levels (tiers) have been established" Section 8.7.1 indicates 4 maintenance service levels (tiers) where as the Pricing Proposal Templates indicates only 3.</p> <p>Can you please clarify what is the responsibility of the TSI?</p>	<p>maintenance costs which shall be the TSI's responsibility. Please see the updated <i>Appendix C – Pricing Proposal Templates</i> dated 11/12/2021 and issued on the same day as these responses.</p>
<b>68.</b>	Section 8.10.8.3.1. FAT Site	<p>Tests shall be demonstrated at a closed-course test site provided by the TSI with real vehicles (approved by the Authority) and applicable equipment, simulating real-world traffic patterns driving through the test site.</p> <p>Would the authority be comfortable with the TSI running a FAT Testing on an existing identical system in service in a live traffic environment?</p>	<p>Respondents should propose a FAT Site to meet the requirements of the RFP.</p>
<b>69.</b>	Section 8.10.8.9. Installation	<p>"Electrical work shall be performed by electricians licensed in the State of Rhode Island. All electrical work shall be performed in accordance with the applicable standards and regulations. Appropriate NEC compliance shall be adhered to with all electrical articles for</p>	<p>As-built drawings that, at a minimum, show equipment rack locations, router/switch ports and other labeling as needed are required.</p> <p>PE stamped drawings are required.</p>



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		<p>installation pertaining to wiring, enclosures, and other electrical equipment, including lightning protection. The TSI shall ensure that site grounding and lightning protection meet the stated requirements.”</p> <p>1. What installation drawings will be required from the TSI? 2. Will the TSI need to provide any PE stamped drawings?</p>	
<b>70.</b>	Appendix C – Pricing Proposal Templates (SHEET 3 - AET SYSTEM Software and Hardware Costs)	<p>"The Authority will pay the Contractor 25% of the Hardware and Software Warranty costs after successful Go-Live"</p> <p>Are the aforementioned 25% of Software and Hardware Warranty costs expected to be included in the milestone payment correspondign to Go-Live (sheet 3) or as part of the Warranty lump sum (sheet 4)?</p>	<p>The 25% of the Hardware and Software Warranty costs are to be included in Sheet 4 – Warranty and Maint. Support.</p> <p>In terms of payment, 25% of the Hardware and Software costs will be paid after successful go-live and the remaining 75% paid monthly after system acceptance over 12 months,</p>
<b>71.</b>	Attachment B – Professional Services Agreement (Section 6. Indemnification)	"PROVIDER agrees to defend, indemnify and hold RITBA harmless from and against any liability"	Total liability as related to this section is limited to the contract value.



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		Can you please confirm that, as with most tolling projects, the total liability is limited to the contract value?	
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