

Proposer Questions		Tampa Hillsborough Expressway Authority			
		#	RFP Page	RFP Section	RFP Section Description
1.	42 of 45 (PDF 49)	1.21	Phase 2—Price Proposals	The form and instruction for the price proposal is still pending release and the proposed system design, to be described in the Technical Proposal, will have a direct correlation to the price of the proposed solution requiring additional time beyond the Technical Proposal submission. Thus, would THEA consider changing the date of the Price Proposal submission to April 30, 2026 or some other date after the Technical Proposal is due?	See revised Table 1-1: Schedule of Events attached hereto.
2	N/A	T-5525 Addendum 2 - Exhibit C-7 - 12.5.25	Requirements Traceability Matrix	While the header row appears to be filterable, the workbook’s current permissions do not allow users to filter or sort columns. Would THEA be open to modifying the permissions if a 3 <sup>rd</sup> addendum is issued? Furthermore, if such an addendum is issued, would THEA consider adding new requirements at the bottom of the spreadsheet (directly following those from addendum 2)? This would facilitate copying and pasting responses already completed in the version issued with addendum 2.	No, the Authority will not enable permissions for Shortlisted Proposers to modify the sheet. The Authority wants all forms and worksheets to be returned the same for all Shortlisted Proposers to mitigate risks associated with forms being submitted with filters or sorting differently than other Shortlisted Proposers.
3	Req. 282	T-5525 Addendum 2 - Exhibit C-7 - 12.5.25	Requirements Traceability Matrix	In T-5525 Addendum 2 - Exhibit C-7 - 12.5.25, requirement #282 directs the contractor to provide a KPI Guidebook. Can you please elaborate on what the contents of that document should include given the KPI’s are already specified in the RFP?	Refer to Section 4.4.8 Performance Reporting Workshops and Reference Document R_02 – Key Performance Indicators Guidebook.

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4	Req. 339	T-5525 Addendum 2 - Exhibit C-7 - 12.5.25	Requirements Traceability Matrix	In T-5525 Addendum 2 - Exhibit C-7 - 12.5.25, requirement #339 LED indicators shall be provided to assist technicians identify and diagnose issues. Would THEA consider LCD displays as effective as LED indicators from a Requirement compliance standpoint?	Yes. See the revision to Requirement #339 being released with Addendum #5.
5	Req. 935	T-5525 Addendum 2 - Exhibit C-7 - 12.5.25	Requirements Traceability Matrix	<p>In T-5525 Addendum 2 - Exhibit C-7 - 12.5.25, Requirement #935 specifies performance reports including image review performance reports that show how many images were reviewed for the selected criteria and the number of images reviewed by each image reviewer by review status/sub status.</p> <ol style="list-style-type: none"> <li>a. For what reasons</li> <li>b. At what stage</li> <li>c. The errors; and</li> <li>d. The stage the error was identified</li> </ol> <p>Reject reasons is understood, but would THEA please define what is a stage and what types of errors are expected?</p>	<p>An image typically passes through several processing and review stages from the moment it is captured to the point it is displayed within the Customer Service System (CCSS). The exact workflow can differ across systems and will be finalized during the Design phase. Common checkpoints where issues may be detected include stages such as Supervisor Review, Image Quality Audit, or License Plate Corrections from OBOS.</p> <p>The specific error types will also be defined during Design, but they generally fall into two categories:</p> <ul style="list-style-type: none"> <li>• System-related errors, such as an OCR engine misreading a license plate despite reporting high confidence.</li> <li>• Operational errors, such as a manual reviewer incorrectly interpreting the image.</li> </ul>

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6	Req. 936	T-5525 Addendum 2 - Exhibit C-7 - 12.5.25	Requirements Traceability Matrix	In T-5525 Addendum 2 - Exhibit C-7 - 12.5.25, Requirement #936 specifies an ALPR Dashboard in the Image Review System, however most license plate ALPR results will be high confidence and never go to Image Review. Assuming this is needed, would THEA accept this Dashboard to be generated on the Host subsystem?	Yes, the Authority accepts this Dashboard to be generated in any part of the RSS provided it meets the Requirements.
7	Page 127 of 190 (PDF 246)	Section 4	Requirement 981 “For each Toll Zone, the Contractor shall conduct a field inspection prior to commencing installation activities at least eight (8) months prior to first site installation.”	Would THEA please explain why field inspections for each Toll Zone should occur eight (8) months prior to the first site installation?	The intent of the field inspection is to provide the Contractor with the opportunity to evaluate all site conditions at each Toll Zone prior to it being transitioned to the Contractor for installation services. Should any items in a Toll Zone need to be remediated, the Contractor shall be required to coordinate with the Authority and a civil contractor to develop a list for remediation and verify all necessary remediations are complete.
8	Page 127 of 190 (PDF 246)	Section 4	Requirement 981 “For each Toll Zone, the Contractor shall conduct a field inspection prior to commencing installation activities at least eight (8) months prior to first site installation.”	Would THEA please explain how field inspections for each Toll Zone can occur eight (8) months prior to the first site installation, if site access has not yet been granted, especially for new or under construction sites?	Requirement #981 states “at least eight (8) months prior to first site installation.” Eight (8) months represent a minimum Requirement, particularly for existing Toll Zones. The Contractor will be required to coordinate with the Constructor of any Toll Zones to evaluate the Toll Zone prior to handover to the Contractor for toll system installation.

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9	Page 127 of 190 (PDF 246)	Section 4	Requirement 981 “For each Toll Zone, the Contractor shall conduct a field inspection prior to commencing installation activities at least eight (8) months prior to first site installation.”	Would THEA consider modifying this requirement to state “prior to the commencement of the Installation Design Package” or another less strict amount of time since the schedule/sequencing is unknown at this point?	No. The Authority wants to ensure the RTCS Contractor has ample time to review existing conditions and capture all items that need to be corrected (if necessary), as well as provide the Authority and their Constructor(s) time to correct any identified issues, prior to commencement of system installation. This will also provide ample time for the RTCS Contractor to properly prepare their Installation Design Package to reflect field conditions as well as get it approved by the Authority.
10	Page 4 of 40 (PDF 78) And	Section 3,	3.1.3.1 Liquidated Damages and Incentives states “in the event of a delay in completing specified milestones beyond required dates set forth in the Approved Baseline Project Implementation Schedule, ... the Authority may impose liquidated damages” /and/ Requirement 1035 states “The Contractor shall complete installation and bring each New Toll Zone into revenue service within 21 consecutive Business Days from the site being transitioned from the Constructor to the Contractor to begin installation...The	If the Approved Baseline Project Schedule indicates a shorter or longer duration than the 21-business days, which section will govern the assessment of Liquidated Damages for bringing a Toll Zone into Revenue Service?	The durations captured within the individual Requirements of Section 4, Scope of Work and Requirements (e.g. Requirements #1034 and #1035) reflect the maximum amount of time the Contractor has to transition each Existing Toll Zone or bring each New Toll Zone into revenue service. It is expected that the Contractor’s Approved Baseline Project Schedule reflects the durations captured in Requirements #1034 and #1035. The Contractor may be subject to liquidated damages, as specified in the Terms and Conditions, should they not meet the durations as specified in the Requirements.

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			Contractor will be assessed Liquidated Damages in accordance with the Contract Terms and Conditions for any time the New Toll Zone is not fully functional and able to generate Complete Transactions past the specified duration.”		
11	Page 141 of 190 (PDF 260)	Section 4	4.9.5 RTCS OPERATIONAL ACCEPTANCE TEST (OAT), Requirement 1074 “The RTCS shall be observed in live revenue Operations by the Contractor and the Authority for a minimum of two (2) monthly audit cycles.”	For uniformity in development of the Proposal Schedule, should the Operational Acceptance Test (OAT) duration be set as 60-calendar days, based on "minimum of 2 monthly audit cycles"?	The Requirement is for a minimum of two (2) full monthly audit cycles to align with the ongoing monthly audit cycle.
12	Page 9 of 190 (PDF 128)	Section 4	4.2.6 Baseline Project Implementation Schedule, Requirement 29 “The Contractor shall provide and maintain a detailed Baseline Project Implementation Schedule for the Project in Microsoft Project format (Project 365 or higher)”	In order to more efficiently interface and coordinate Milestones, would THEA please consider the use of Oracle/Primavera P6 in lieu of or in addition to Microsoft Project?	No. Due to the Authority staff and consultants only having access to Microsoft Project, Oracle/Primavera P6 is not permitted.

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13	Page 5 of 40 (PDF 79)	Section 3	3.1.3.1 Liquidated Damages and Incentives	Would THEA please confirm that all liquidated damages and incentive clauses assume alignment with “the date set forth in the Approved Baseline Project Implementation Schedule” unless specifically noted otherwise?	Yes, so long as the Approved Baseline Project Implementation Schedule reflects all durations per individual Requirements of Section 4, Scope of Work and Requirements.
14	Document: T-5525 RTCS Change to Schedule of Events - 2.19.26. PDF PAGE 1	N/A	Schedule of Events table	<p>The Deadline for Technical and Price Proposals falls on Good Friday, April 3, the whole week is taken up by the Easter Break for many. Furthermore, from the Deadline for the Authority to Respond to Proposer Round 2 Questions (03/20/26 by 5:00 PM) it's only two (2) weeks to Easter and the current proposals due date.</p> <p>Furthermore, some documents from the RFP package have been delayed as of today, as detailed in questions 2 and 3 below.</p> <p>Please consider postponing the Deadline for Technical and Price Proposals by 2-3 weeks, considering Easter celebrations, considering the still-pending RFP documents, and to give bidders sufficient time to view Q&amp;A responses and adjust their proposals accordingly, given that Q&amp;A responses may potentially necessitate big changes affecting the solution and the pricing.</p>	See revised Table 1-1: Schedule of Events attached hereto.

15	Document: T-5525 RTCS - addendum-2 (clean). PDF PAGE 2	TOC	ROADSIDE TOLL COLLECTION SYSTEM RFP TABLE OF CONTENTS	<p>Please note that as of today, 3/2/2026, the below documents have not yet been posted on the bidder SharePoint of the procurement site:</p> <p>A-2 Draft Roadside Toll Collection System Contract (provided to shortlisted Proposers)</p> <p>B-1 Price Proposal Instructions (provided to shortlisted Proposers)</p> <p>B-2 Price Proposal Forms (provided to shortlisted Proposers)</p> <p>When do you anticipate releasing the documents?</p>	<p>Price proposal instructions and forms have been provided to Shortlisted Proposers. The draft Roadside Toll Collection System Contract will be provided prior to Price Proposals being due. However, all Contract terms and conditions are stated in the RFP.</p>
16	Document: T-5525-RTCS-QAs-Final. PDF PAGE 29	N/A	Q&A #88	<p>THEA Response to question 88: "This ICD will be furnished to the shortlisted Proposers."</p> <p>Question: The ICD document has not been released. When can we expect it?</p>	<p>This ICD was provided to Shortlisted Proposers on 3/11/2026.</p>
17	Document: T-5525 RTCS Addendum 2 - Clean 12.5.2 5.pdf. PDF	1.20.2.1	Technical Proposal Scored Criteria,	<p>The Section C. Proposal Section 1: Proposer Experience and Qualifications, Subsection 3 in 1.20.2.1 states, "Complete the List of Subcontractors Form from Exhibit C, Form C-2 which includes the Subcontractor name, address, work to be performed and estimated percentage of total work value to be performed. Include the completed form in Section 7 of the Technical Proposal as a PDF."</p> <p>Question: What does the Authority want the Proposer to write in this designated section</p>	<p>For 1.20.2.1 TECHNICAL PROPOSAL SCORED CRITERIA, C - Proposal Section 1: Proposer Experience and Qualifications #3:</p> <p>All that is required for #3 in this section is to include a completed Exhibit C, Form C-2 as noted in the RFP. Shortlisted Proposers can refer to this form (Section 7 of the proposal) for #3 in this section.</p>

	PAGE 36			"C. Proposal Section 1: Proposer Experience and Qualifications, Subsection 3 if this form will be attached in Section 7 of the proposal?"	
18	Document: T-5525 RTCS Addendum 2 - Clean 12.5.2 5.pdf. PDF PAGE 37	1.20.2.1	Technical Proposal Scored Criteria	Section E. Proposal Section 3: Approach to Scope of Work and Requirements, bullet 1.d in 1.20.2.1 states, "Identify all RTCS Equipment and their connectivity, including servers and/or cloud systems, with the aid of diagrams. Include details of each of the subsystems."  Question: Please clarify if these equipment drawings are part of the 80-page count designated for proposal sections 1-5, or if they can be provided in a new Appendix 7 to reserve space for written technical content.	See the revision being released with Addendum #5. The page limitation for Technical Proposal Sections 1 through 5 has been increased from 80 pages to 100 pages  Unless otherwise noted, the drawings required in this section will be a part of the page count for this section.
19	Document: T-5525 RTCS Addendum 2 - Clean 12.5.2 5.pdf. PDF PAGE 44	1.20.2.1	Technical Proposal Scored Criteria	Section G Proposal Section 5: Approach to Operations and Maintenance, Subsection 4 Staffing Model in 1.20.2.1 states, "Discuss Proposer's staffing model and how all required Operations and Maintenance functions will be staffed with the intended level of effort identified. Include location of staff, headcounts, and FTEs. Provide details regarding daily work hours and coverage schedules. Discuss how the Proposer intends to cost-effectively support Maintenance considering the need for on-site Maintenance and 24x7 Operation. In addition, provide an organizational chart that details this information and that is consistent with the pricing and staffing provided in the Price	See the revision being released with Addendum #5. The page limitation for Technical Proposal Sections 1 through 5 has been increased from 80 pages to 100 pages.  Unless otherwise noted, the information required in this section will be a part of the page count for this section.

				<p>Proposal."                  Question: This required information is dense and will require multiple tables. Can we submit an excel version of this information as an Appendix, rather than use valuable space within the 80-page count that is mostly designated for the technical approach and main proposal content?</p>	
20	<p>Document: T-5525 RTCS Addendum 2 - Clean 12.5.25.pdf. PDF PAGE S 45-46</p>	1.20.2.1	<p>Technical Proposal Scored Criteria</p>	<p>Section I. Proposal Section 7: Forms and Submittals, Table 1-5 Forms and Submittal Checklist in 1.20.2.1 requests the C-7 Requirements Conformance Matrix to be included in Technical Proposal Section 6. However, the instructions for the Proposal Section 7: Forms and Submittals states, "The Proposer shall submit the following materials in the form of Proposal Appendices within forms required to be submitted as part of the RFP in Proposal, unless otherwise specifically directed."                  Question: Please clarify and confirm that the Requirements Conformance Matrix should be included in Section 6, and that no reference should be made, and that the Matrix should not be dually included in Section 7 Forms and Submittals.</p>	<p>The Requirements Conformance Matrix should only be included in Section 6 of the Shortlisted Proposer's Proposal, and the matrix should not be dually included in Section 7 Forms and Submittals.</p>
21	<p>Document: T-5525 RTCS Addendum 2 - Clean</p>	1.20.2.1	<p>Technical Proposal Scored Criteria, Proposal Section 7: Forms and Submittals, Table 1-5 Forms and Submittal Checklist</p>	<p>Please confirm the Proposer should re-submit the C-4 Company Reference Forms which have been previously submitted in the ELOR Package phase in this Phase 2 for the Technical Proposal, even if there are no changes to the form(s).</p>	<p>Yes, the C-4 Company Reference Forms must be provided in accordance with the instructions in the RFP.</p>

	12.5.2 5.pdf. PDF PAGE S 45- 46				
22	Docum ent: T- 5525 RTCS Adden dum 2 - Clean 12.5.2 5.pdf. PDF PAGE 120	Section 4: SOW	4. APPLICABLE DOCUMENTS	Please confirm if the Proposer is required to comply with FDOT’s R&B Construction specifications 996-3.3 for proposed Layer 3 switches, as these switches will not be intended to form part of FDOT’s communications network. If THEA requires compliance, please confirm if the specification 996-3.3.8 must be also be complied with for the Layer 3 switches installed inside air-conditioned cabinets. Please be aware that it can be difficult to comply with all the specifications in 996-3.3, and the products currently included in FDOT’s APL do not comply with 996-3.3 specifications.	The APL does not apply to this procurement. See previous response to Question #111 of questions round 1.  The RTCS is not considered an intelligent transportation system and section 996 does not apply as a blanket Requirement. However, individual FDOT Standard Specifications for Road and Bridge Construction Requirements are called out in the SOW and are applicable as individually called out.
23	Docum ent: T- 5525 RTCS Adden dum 2 - Clean 12.5.2 5.pdf. PDF	Section 4: SOW	4.7.13.1.4	In accordance with requirement ID#670, an offline backup solution is required in two (2) physically diverse locations. Please confirm that, in the case the Proposer uses a cloud-based solution, it will be sufficient to perform an offline backup in another cloud zone or region using the cloud provider's native backup services.	If the Shortlisted Proposer is proposing a cloud-based solution, performing a backup in another cloud zone or region using the cloud provider's native backup services is permissible provided there are backups in two physically and logically diverse cloud zone(s) or region(s).

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24	Docum ent: T- 5525 RTCS Adden dum 2 - Clean 12.5.2 5.pdf. PDF PAGE 123	Section 4.1.2	Information Technology (IT)	Please confirm the Proposer's scope requirement to comply with the IT requirements includes alignment with the controls required in the referenced regulation and NIST via a risk assessment to provide evidence of the application of controls.	The Contractor shall comply with all applicable IT standards required to successfully pass a System and Organization Controls (SOC)-2 Type 2 audit.
25	Docum ent: T- 5525 RTCS Adden dum 2 - Clean 12.5.2 5.pdf. PDF PAGE 123	Section 4.1.2	Information Technology (IT)	Please confirm that the SOC 2 type 2 audit will be performed and paid for by THEA and that Proposers do not need to include the cost for this audit in their proposals.	Yes, confirmed.

26	Document: T-5525 RTCS Addendum 2 - Clean 12.5.2 5.pdf. PDF PAGE 196	4.7.3.6	Security Monitoring System	Do the Proposers have to implement a security incident detection and response managed service 24x7 (MDR/SOC) or is this service provided by THEA or another other third party. If it is provided by THEA or a third party, will the Proposers need to integrate with them?	<p>The Contractor is expected to provide continuous security monitoring using systems and tools as outlined in the Requirements.</p> <p>The contractor must ensure that monitoring is active and effective, and they are responsible for taking mitigation actions during maintenance if any security issues are identified.</p>
27	Document: T-5525 RTCS Addendum 2 - Clean 12.5.2 5.pdf. PDF PAGE 194	4.7.3.6	ACSMS: ID# 511	<p>Please clarify if the Proposer, instead of installing cameras inside the cabinets, can propose to install the cameras outside of the cabinets. They would be installed on the gantry itself, with one (1) installed pointing at the upper cabinet and another at the gantry pad.</p> <p>We believe this is better approach since it covers a wider field of view and allows us to see if someone approaches or vandalizes the enclosures without having to open the door.</p>	<p>In accordance with Requirement #511, providing video monitoring inside each toll Equipment cabinet and toll Equipment building is preferred so as to record the face of any person opening the cabinet or building doors.</p>
28	Document: T-5525 RTCS Addendum 2 - Clean 12.5.2 5.pdf.	4.7.3.6	ACSMS: ID# 511	<p>Regarding cabinets inside buildings, will the ACSM be covered by the building's RFID? Or, alternatively will THEA provide additional CCTV cameras around the building?</p>	<p>The Contractor is expected to provide the RFID system for toll Equipment buildings, see Requirement #508, updated in Addendum 3 for clarity. The Contractor is expected to provide the RFID system for toll Equipment cabinets (TECs) and toll Equipment buildings (TEBs) and to</p>

	PDF PAGE 194				integrate with the RFID system to monitor and record access (see Requirement #510).
29	Docum ent: T- 5525 RTCS Adden dum 2 - Clean 12.5.2 5.pdf. PDF PAGE 186	4.7.2.1	TABLE 4-1	Please confirm that "X" in the MP column means that is a site/ID where there will be a toll building.	No, the "X" indicates the location is a mainline plaza.
30	Docum ent: . 1 to 6		Exhibit A - Payment Schedule	"Exhibit A - Payment Schedule" lists the toll zones to be installed, sorted as per THEA criteria. Is this sorting criteria mandatory? Facing the test gantry after the first installation and OSIT (toll zone 65), shall enable us to show and test enhanced features, such as AVCS on gantry. In addition, proceeding with gantries of the SSCP affected area could speed the implementation phase, with less risk and interference. Please advise.	No. The sorting criteria is mandatory. The sequencing of Toll Zones as shown in Exhibit A – Payment Schedule shall not be interpreted as the actual sequencing of installation events. The sequencing of installation events is currently unknown. However, for the purpose of developing an initial schedule, Shortlisted Proposers may use the sequencing as shown in Exhibit A – Payment Schedule.

<p>31</p>	<p>Document: T-5525-Roadside-Toll-Collection-System-RFP-10.13.25.PDF PAGE 215</p>	<p>10.12.2</p>	<p>10.12.2 TOLL EQUIPMENT CABINETS</p>	<p>Please confirm that the air conditioning (HVAC) requirement is not mandatory for those cabinets that do not include servers or batteries, where fans are therefore enough.</p>	<p>HVAC is mandatory for all toll Equipment cabinets.</p> <p>Due to the temperatures often seen in the Tampa area during the summer months, the Authority encourages the RTCS Contractor to include HVAC on all enclosures. However, should the RTCS Contractor choose not to include HVAC on any enclosure, the RTCS Contractor shall be responsible for replacing any Equipment that fails or malfunctions due to extreme temperatures and adding HVAC to the enclosure in the future (if necessary) at the RTCS Contractor’s cost. Additionally, the RTCS Contractor shall not be provided any relief on Performance Requirements or lost toll revenue as a result of Equipment failure resulting from any Equipment placed in enclosures without HVAC.</p>
<p>32</p>	<p>Document: T-5525 RTCS - addendum-2 (clean). PDF PAGE 10</p>	<p>1.1.2</p>	<p>1.1.2 DESCRIPTION OF WORK</p>	<p>RFP states: "An existing portion of the facility is expected to be reconstructed via a separate project called the South Selmon Capacity Project (SSCP) prior to the RTCS deployment. The SSCP will widen the Selmon Expressway from west of Himes Avenue to east of Morgan Street, providing an additional travel lane in each direction. Construction of the SSCP will require construction of new mainline and ramp gantries and other tolling civil infrastructure at several locations to facilitate the new tolling equipment to be provided via the Contract. The New Toll Zones to be installed</p>	<p>The SSCP has not yet been completed. An updated schedule will be provided to the Contractor after award of the RTCS Contract.</p>

				<p>under the SSCP are identified as:</p> <ul style="list-style-type: none"> <li>• 20 – West Main Plaza WB</li> <li>• 25 – West Main Plaza EB</li> <li>• 30 – Plant Ave WB Off-Ramp"</li> </ul> <p>Question: Have you finished this work yet? If not, then when? Please provide a copy of the constructor’s construction schedule.</p>	
33	<p>Document: T-5525 RTCS - addendum-2 (clean). PDF PAGE 10</p>	1.1.2	1.1.2 DESCRIPTION OF WORK	<p>RFP states: "In addition to the SSCP, the existing East Main Plazas (60 Westbound and 65 Eastbound) will be relocated to a new gantry location adjacent to the existing. This is referred as the East Mainline Relocation (EMR) project. Once the new toll plazas are Commissioned into revenue service, one of the existing gantries (at East Main Plaza EB) will be repurposed into a test gantry while the East Main Plaza WB will be an option for the Authority to repurpose into a test gantry.</p> <ul style="list-style-type: none"> <li>· 60 – East Main Plaza WB (at new EMR gantry location)</li> <li>· 65 – East Main Plaza EB (at new EMR gantry location)"</li> </ul> <p>Question: Is this work done or will it be done before we install? As this turns East Main Plaza EB into a test gantry, will we be able to install there first so we can prove out the all-overhead AVDC system?</p>	<p>The EMR Toll Zones have not yet been completed. An updated schedule will be provided to the Contractor after award of the RTCS Contract.</p> <p>The sequencing of installation events is currently unknown. However, the Contractor shall be required to complete the Implementation Phase Acceptance by no later than 548 Calendar Days from NTP or the Contractor may be subject to liquidated damages per Section 3.1.3.1 of the RFP.</p>
34	<p>Document: T-5525 RTCS - addendum</p>	1.1.2	1.1.2 DESCRIPTION OF WORK	<p>RFP states: "In addition to the SSCP, the existing East Main Plazas (60 Westbound and 65 Eastbound) will be relocated to a new gantry location adjacent to the existing. This is referred as the East Mainline Relocation (EMR) project. Once the new toll plazas are</p>	<p>The relocated East Main Plaza gantry drawings are denoted in R_04 in the “New Toll Zones (EMR)” section as “East Main Plaza” and have plaza ID’s 60 and 65.</p> <p>The gantry drawing for the existing East</p>

	<p>um-2 (clean) . PDF PAGE 10</p>			<p>Commissioned into revenue service, one of the existing gantries (at East Main Plaza EB) will be repurposed into a test gantry while the East Main Plaza WB will be an option for the Authority to repurpose into a test gantry. · 60 – East Main Plaza WB (at new EMR gantry location) · 65 – East Main Plaza EB (at new EMR gantry location)" Question: Where is the exact location of the relocated East Main Plazas? If you have an as-built or a plan sheet for this project, please consider releasing it to the bidders.</p>	<p>Mainline gantry that will become the test gantry is denoted in R_04 in the “Existing Toll Zones” section as “Test Gantry East Main Plaza” with plaza ID “TBD”.</p>
<p>35</p>	<p>Document: T-5525 RTCS - addendum-2 (redlined). PDF PAGE 44</p>	<p>1.20.2.1, subsection F</p>	<p>F. Proposal Section 4: Approach to Project Management and Implementation</p>	<p>1. Provide a preliminary Project Implementation Schedule that has been developed using MS Project, in both MS Project and PDF file formats, that meets the schedule guidelines set forth above. The schedule shall be resource loaded, display the critical path with identified predecessor and successor tasks, identify each milestone separately, and utilize “finish no later than” constraints. The Project Schedule shall not contain hidden lag durations and must display available slack. Do not include Gantt chart bars in the PDF version of the schedule. All major elements of the Project Requirements shall be addressed in the preliminary Project Implementation Schedule, including draft submissions, review cycles, and final Approvals. Include the preliminary Project Implementation Schedule PDF in Proposal</p>	<p>Per the RFP, the preliminary Project Implementation Schedule shall be resource loaded. Shortlisted Proposers may provide resource loading at the entity level (e.g. the Authority, Constructor, RTCS Contractor, OBOS Contractor, etc.). In MS Project, resources are input into a “Resource Names” column that can be displayed in the PDF version.  Please also note both the PDF and MS Project version are required in accordance with F. Proposal Section 4: Approach to Project Management and Implementation in Section 1.20.2.1.</p>

				<p>Appendix 6 and note in your response to this item that it was provided in Proposal Appendix 6.</p> <p>Question: Please confirm that the resource-loading is required or not required in the proposal version of the schedule. If yes, how would you like to see resource-loading reflected in the PDF version of the schedule? That is, MS Project view are we required to PDF and submit with the proposal?</p>	
36	<p>Document: T-5525 RTCS - addendum-2 (clean). PDF PAGE 39</p>	<p>1.20.2.1, subsection E</p>	<p>E. Proposal Section 3: Approach to Scope of Work and Requirements</p>	<p>RFP: "j. The Authority requires initial installation of an in-pavement AVDC solution, however the Authority is interested in an all-overhead AVDC solution if benefits to cost and accuracy can be realized. The Contractor may propose to replace the in-pavement AVDC solution with an all-overhead AVDC solution after demonstrating the all-overhead solution's accuracy and ability to meet KPIs using the THEA test toll gantry. Following this large-scale demonstration the Contractor may propose to provide the all-overhead AVDC solution for any remaining Toll Zone installations and potentially to replace the installed in-pavement AVDC of previously installed Toll Zones when circumstances allow, e.g. during a mill and resurfacing project at a previously installed Toll Zone or if significant maintenance cost benefits or other benefits can be realized. The choice to permit installation of any all-overhead AVDC will remain the Authority's sole decision."</p>	<p>Question 1: No. The Authority wants to install a proven system that can meet Performance Requirements, correctly capture and classify vehicles and accurately collect revenue before installing a solution that may take longer to meet Contract Requirements.</p> <p>Question 2: The test gantry and optional test gantry are expected to be full gantries with all gantry subsystems and functionalities including in-pavement AVDC. The pricing for the test gantry is entered in Price Proposal forms sheet 2-1d. The pricing for the optional test gantry is populated automatically on Price Proposal forms sheet 8 from sheet 2-1e. Test gantries will not be integrated with the Authority's OBO.</p> <p>If Shortlisted Proposers are proposing an all-overhead solution, the optional all-overhead AVDC solution pricing is entered separately on sheet 8 as well. The pricing for the all-overhead AVDC solution should include all pricing necessary to substitute</p>

				<p>Question 1: Instead of the additional expense of equipping a test gantry with an overhead system, please consider having the integrator install an all-overhead system in the first live gantry in the schedule and prove it in a live gantry operation before moving on to subsequent gantries.</p> <p>Question 2: In the test gantry, is the proposer expected to price the test gantry installation as a full gantry system, with all gantry subsystems and functionalities: all-overhead AVDC, ALPR, AVI, Zone Controller, network, connection to the host and integration with the THEA OBO? Or should the test gantry only have the AVDC, the overview camera and the zone controller to collect its AVDC output and the overview camera footage locally?</p> <p>Question 3: How will the test gantry performance be evaluated? By comparing collected transactions with what?</p>	<p>the all-overhead AVDC subsystem for the in-pavement AVDC subsystem for a Type D Toll Zone.</p> <p>Question 3: Because the Authority may elect to have the RTCS Contractor install the all-overhead solution in production Toll Zones, the test gantry(ies) will be measured against Contract Performance Requirements, as well as transactions captured at the EMR gantries that are directly upstream and downstream of the test gantry. Additionally, it is anticipated that the Equipment/solution installed on the test gantry(ies) will undergo audits to verify transaction collection (e.g. comparing transactions collected in each lane compared to what is sent to the host), comparing captured vehicle class against DVAS and/or manual/visual audits, etc.</p>
37	26 of 45 in Amendment 3 Redline	1.20.2	TECHNICAL PROPOSAL CONTENT	<p>Would the Authority please consider increasing the page limitation to a combined total of 100 pages for Technical Proposal Sections 1 through 5? We would like to make sure we can provide the required level of detail including the required drawings and diagrams.</p>	<p>See the revision being released with Addendum #5. The page limitation for Technical Proposal Sections 1 through 5 has been increased from 80 pages to 100 pages.</p>
38	N/A	N/A	Question based on Site Visit	<p>Due to the current conditions of the asphalt and the loops in the roadway, will THEA be responsible for repaving the roadways or will that be the responsibility of the vendor?</p>	<p>Refer to Requirements #606 and #607.</p>

39	N/A	N/A	Question based on Site Visit	<p>At the toll sites that have concrete roadway, is there rebar in those sections? If so, what are the specifications (diameter, spacing, distance below surface, etc.)?</p>	<p>The following Toll Zones (by plaza ID) have concrete pavement in the Toll Zone: 01, 02, 05, 70, 75.</p> <p>For Toll Zones 01, 02, and 05, the Toll Zone concrete is glass fiber reinforced and there is no rebar in the Toll Zone areas.</p> <p>For Toll Zones 70 and 75, the Toll Zone concrete is glass fiber reinforced and there are glass fiber polymer reinforced rebar and dowels/tie-rods in the Toll Zone areas.</p>
40	FORM	Exhibit C-6	Exhibit C-6 Key Personnel Reference Form	<p>Since some of our key personnel may typically hold project roles that are not customer-facing, there may be cases in which very few agency personnel are directly familiar with their performance. Would THEA consider relaxing the requirement in the Personnel Reference Form to include references from previous employers, and remove the need for a secondary contact?</p>	<p>No change.</p>
41	31 of 46	1.20.2.1.E.1.c	Equipment Layout Drawings	<p>May we provide the required drawings in an Appendix? And may we use 11x17 format for the drawings in order to provide sufficient detail?</p>	<p>See the revision being released with Addendum #5. The page limitation for Technical Proposal Sections 1 through 5 has been increased from 80 pages to 100 pages</p> <p>Unless otherwise noted, the drawings required in this section will be a part of the page count for this section.</p> <p>11x17 format may be used for drawings in order to provide sufficient detail.</p>

42	169	4.11.2	Performance Measurement	<p>Section 4.11.2, Table 11-2 states the Vehicle Detection Accuracy shall be 99.99% or greater.</p> <p>Typical industry accuracy for vehicle detection is 99.90% and the leading AVDC systems in the industry cannot achieve 99.99% detection, which will drive costs for all vendors. We respectfully suggest that you reduce the detection accuracy to 99.90% to be more in-line with today's leading AVDC systems.</p>	<p>The Authority assumes this question is regarding Table 4-2 RTCS Performance Requirements, Performance Requirement #6, Vehicle Detection Accuracy.</p> <p>Please note that the Performance Requirement pertains to Vehicle Detection and transaction creation only and not to classification. No change will be made to this Performance Requirement.</p>
43	188	4.13.1	RTCS Business Continuity Solution	<p>Section 4.13.1, Requirement 1321 (c) states the Contractor RTCS Business Continuity Solution shall require a generator to provide power.</p> <p>Please clarify the generator fuel type requirements and if there is a required run-time without refueling.</p>	<p>As noted in Requirement #1319: <i>The RTCS Business Continuity Solution shall consist of a portable equipment mounting device and necessary Hardware to provide for the temporary use of cameras, AVI equipment, and other associated equipment related to a Toll Zone in the case of catastrophic damage to the toll gantry at that site.</i></p> <p>The generator needed to supply power to the Equipment must be portable, and the fuel type can be at the Shortlisted Proposer's option so long as it meets the Requirements of the solution and can, with refueling, run 24x7 without interruption. There is no required run-time without refueling, but it must meet the Requirements detailed in Section 4.13.1.</p>

44	188	4.13.1	RTCS Business Continuity Solution	<p>Section 4.13.1, Requirement 1321 (j) states the equipment for the Business Continuity Solution shall be taken from spares as applicable.</p> <p>Vendors will have more flexibility with a custom designed system, with a generator and UPS, since it must be deployed within 24 hours of securing a proper MOT. Would the Authority consider utilizing dedicated parts for this system and not spares?</p>	<p>Yes, Shortlisted Proposers may propose a solution using dedicated Equipment as long as it can meet the Requirements of Section 4.13.1.</p> <p>Please see the update to Requirement #1321j being released with Addendum #5.</p>
45	188	4.13.1	RTCS Business Continuity Solution	<p>A Business Continuity Solution that includes side-fire equipment would have performance limitations, especially for the AVI system. Please confirm that the Business Continuity Solution’s portable equipment mounting structure can extend over the roadway.</p>	<p>Yes, confirmed.</p>
46			Follow-up Q&A # 34	<p>The answer to Question #34 clarifies that the All-Overhead AVDC Solution would require overhead axle counting equipment and should meet the 99.80% classification accuracy of the in-pavement AVDC system.</p> <p>Most overhead axle counters currently cannot achieve a 99.80% axle counting classification accuracy. Existing overhead axle counting equipment can meet 98.00%. To improve pricing from all vendors, would the Authority consider reducing this axle</p>	<p>The Authority is unwilling to relax this Performance Requirement. The Authority is only interested in the optional all-overhead AVDC solution if it can meet existing Performance Requirements.</p> <p>The all-overhead AVDC solution is not required, and Shortlisted Proposers should only provide pricing for the optional all-overhead AVDC solution if they intend to pursue installing all-overhead AVDC in the future once approved by the Authority.</p>

				classification accuracy for the All-Overhead AVDC Solution?	
47	131	4.8.9	Maintenance of Traffic Requirements	<p>Section 4.8.9, Requirement 1034 states the maximum Existing Toll Zone downtime for a 3 lane plus shoulders configuration is 10 consecutive days.</p> <p>Given the complexity of the Reversible Express Lane Toll Zone, which is 3 lanes plus shoulders, we suggest that you reevaluate the allowable downtime to ensure a high quality installation at a reasonable cost.</p>	No change to the stated Requirement.
48	127	4.8.4	Field Inspection	<p>Section 4.8.4, Requirement 981 states the Contractor shall conduct a Field Inspection at each Toll Zone at least 8 months prior to the first site installation.</p> <p>Please confirm that this Requirement applies to existing Toll Zones only.</p>	Requirement #981 states “at least eight (8) months prior to first site installation.” Eight (8) months represent a minimum Requirement, particularly for existing Toll Zones. The Contractor will be required to coordinate with the Constructor of any Toll Zones to evaluate the Toll Zone prior to handover to the Contractor for toll system installation as required in Requirements #64 and #65.
49	All	Exhibit A	Payment Schedule	Please provide the preferred order for the Toll Zone installations.	The sequencing of installation events is currently unknown. The sequencing of Toll Zones as shown in Exhibit A – Payment Schedule shall not be interpreted as the actual sequencing of installation events. However, for the purpose of developing an initial schedule, Shortlisted Proposers may

					use the sequencing as shown in Exhibit A – Payment Schedule.
50	35	1.20.2.1	Technical Proposal Scored Criteria	<p>Section F discusses the overall scheduling expectations during the installations by the Contractor.</p> <p>For a bidder to commit to handle all possible externally driven schedule delays, they will have to cost in considerable risk. For the purpose of pricing can we assume a maximum of two simultaneous installation crews?</p>	<p>Shortlisted Proposers should base their price on the various constraints outlined with the Scope of Work and Requirements and Contract documents.</p> <p>While the Authority may allow the Contractor to use two simultaneous installation crews, as per all closures, prior approval by the Authority will be required and approval will be based on a number of factors, including, but not limited to: targeted sites/Toll Zones, special events, holidays and lane closure restrictions as noted within the RFP, as well as the restrictions noted in R_09 – Traffic Control Restrictions.</p>
51	27	1.20.2	Technical Proposal Content	<p>Technical response is “Limited to a combined total of 80 printed pages excluding all table of contents, table of tables, or table of figures).”</p> <p>Would the Authority consider excluding roadside diagrams and organizational charts from this limit?</p>	<p>See the revision being released with Addendum #5. The page limitation for Technical Proposal Sections 1 through 5 has been increased from 80 pages to 100 pages</p> <p>Unless otherwise noted, the drawings required in this section will be a part of the page count for this section.</p>
52	Page 7 of 46	Section 1	1.2.3 Current Schedule of Events	Based upon the delay in the Board Approval of Shortlist and Authority Notification, of Shortlisted Proposers, please confirm that the dates in Table 1-1: Schedule of Events will be extended at least day for day.	See revised Table 1-1: Schedule of Events attached hereto.

53	Page 7 of 46	Section 1	1.2.3 Current Schedule of Events	<p>Based upon the delay in the Board Approval of Shortlist and Authority Notification, of Shortlisted Proposers, please confirm that the Deadline for Proposers to Submit Round 2 Questions to the Authority will be extended beyond February 2, 2026.</p> <p>Proposers will need at least two (2) weeks to develop questions on the final procurement instructions, revision to the RFP and <b>review of the Price Forms.</b></p>	See revised Table 1-1: Schedule of Events attached hereto.
54	Page 119 of 188	Section 4 Scope of Work Requirements	<p>10.13.4 Image Review System and Image Review Services</p> <p>ID # 913</p> <p>The Contractor shall deliver a fully integrated image review System and perform image review Services in order to provide fully formed transactions, which are ready for processing by the OBOS, and which meets the Performance Requirements.</p>	<p>Please confirm that the Proposer is required to utilize their own and/or 3<sup>rd</sup>-party Manual Image Review System/Software to perform Image Review Services and that it will not be provided by THEA.</p>	<p>Please refer to Requirements #913 and #1085. The Contractor shall deliver a fully integrated image review System and perform image review Services in order to provide fully formed transactions.</p>

<p>55</p>	<p>Page 119 of 188</p>	<p>Section 4 Scope of Work Requirements</p>	<p>10.13.4 Image Review System and Image Review Services ID # 913</p>	<p>The Contractor shall deliver a fully integrated image review System and perform image review Services in order to provide fully formed transactions, which are ready for processing by the OBOS, and which meets the Performance Requirements.</p> <p>If THEA plans to provide the Manual Image Review System/Software, can you please identify it and provide the average hourly throughput for a seasoned Image Review Clerk?</p>	<p>Please refer to Requirements #913 and #1085. The Contractor shall deliver a fully integrated image review System and perform image review Services in order to provide fully formed transactions.</p>
<p>56</p>	<p>Exhibit D</p>	<p>Exhibit D, Insurance Requirements, Coverages and Limits</p>	<p>A, Insurance Requirements, paragraph 19:</p>	<p>All insurance minimum coverage limits extend to any subcontractor and the Prime INSUIRED is responsible for all subcontractors.</p> <p>Several of the minimum insurance requirements are financially onerous for subcontractors and some of the specific coverage requirements do not apply.</p> <p>Example 1: The Commercial General Liability Insurance minimums of \$15,000,000 are excessive for a subcontractor only providing cable and conduit.</p> <p>Example 2: The Network Security (Cyber) Liability Insurance would not apply to a subcontractor providing Maintenance and Protection of Traffic (MOT) services.</p>	<p>The Authority will look to the Contractor to meet all insurance Requirements. Subcontractor insurance Requirements are the Contractor's choice and responsibility. We have removed Requirement #19 in the Insurance Requirements Exhibit D.</p>

				<p>We request that required insurance coverages for subcontractors be limited to the work they are performing and that following adjustments are made to the subcontractor minimum amounts:</p> <p>Commercial General Liability Insurance: reduced from \$15,000,000 to \$2,000,000</p> <p>Professional Liability Insurance: reduced from \$5,000,000 to \$1,000,000.</p>	
57	General 1	General	AVI	<p>It is noted that some of the shortlisted vendors are leading AVI providers for the tolling industry.</p> <p>To mitigate competitive advantage and ensure the best overall value for THEA in the price proposals, it is suggested that THEA procure any AVI equipment directly from the shortlisted vendors.</p>	<p>The Authority desires for Shortlisted Proposers to provide a complete, efficient and cost-effective RTCS. The Authority does not intend to procure portions of the RTCS outside of this Procurement.</p>
58	8	1.2.3	Current Schedule of Events	<p>Given the short timeframe between the March 20 responses to questions and the April 3 bid due date, as well as the pricing sheets issued on March 4, we request a two-week extension of the submittal date to April 17. This additional time will allow for incorporation of any material clarifications and related pricing into a complete and accurate submission.</p>	<p>See revised Table 1-1: Schedule of Events attached hereto.</p>

59	62 of 190	SOW	<p>4.7.1.9 Environments</p> <p>#378 Pre-production Test Environment</p>	<p><i>378 The Contractor shall set up and maintain this pre-production test environment for integration testing of the Software package delivered, including end-to-end test transaction flow (including interactions with OBOS pre-production environment) and all functionalities. The Pre-production Test Environment shall be identical configuration with production. All formal tests shall be conducted in the Pre-production Test Environment. Access to the Authority required.</i></p> <p>Question :- Please confirm that the preproduction and training environments can have the same components and configuration as production, but with a lower infrastructure configuration (e.g., use 1 server instead of a redundant setup). Or does Authority need a completely identical production setup in the test environment?</p>	<p>Yes, the Pre-production and Training Environments must be identical in components, software, configuration, etc., but may have lower infrastructure configurations as they are not expected to support full Production throughputs.</p> <p>However, the Pre-production Environment should include redundancy if necessary for testing of failover and other resiliency functions. The Training environment is exempt from redundancy.</p>
60	62 of 190	SOW	<p>4.7.1.9 Environments</p> <p>#379 Training Environment</p>	<p><i>379 The Contractor shall set up and maintain this Training environment to facilitate Training. The Training Environment shall be identical configuration with production. The Training Environment shall be regularly refreshed from backups of the production system so as to always be available to train new employees and Authority staff. Access to the Authority required.</i></p>	<p>Yes, the Pre-production and Training Environments must be identical in components, software, configuration, etc., but may have lower infrastructure configurations as they are not expected to support full Production throughputs.</p> <p>The Authority requires the training environment hardware to be physically separate hardware except that virtual</p>

				<p>Question :- Please confirm that the preproduction and training environments can have the same components and configuration as production, but with a lower infrastructure configuration (e.g., use 1 server instead of a redundant setup). Or does Authority need a completely identical production setup in the training environment? Can the training environment share some underlying hardware with the test environment however still be isolated enough.</p>	<p>machines may share an underlying cluster or cloud environment.</p>
61	33 of 45	Section 1	1.20.2.1 Technical Proposal Scored Criteria	<p>Section E. (5) (7) states to provide a response on how the initial spare parts quantities have been derived. The Price Proposal Forms, Sheet 6, indicates we shall provide spares to cover two full Type C Toll Zones.</p> <p>Please clarify if the Contractor should provide a recommended quantity of spares, to be detailed on the provided BOM, or provide spares to cover two full Type C Toll Zones per the pricing forms.</p>	<p>The Shortlisted Proposer should include recommended spare parts quantities in the Preliminary BOM, and in answer to Section E. (5) (7) should discuss their approach to spare parts, including how the quantities in the Preliminary BOM were derived.</p> <p>In sheet 6 of the Price Proposal Forms, the Shortlisted Proposer should provide spare parts quantities to cover two full Type C Toll Zones for price evaluation purposes.</p>
62		Exhibit B-2	Price Proposal Forms	<p>Pricing sheet '2-1e Backup Roadside Type E' includes a 3 lane and 2 shoulder Toll Zone configuration which should match the East Main Plaza Toll Zones. The sheet indicates the Contractor would provide a Toll Equipment Cabinet with HVAC unit(s).</p> <p>Please confirm the East Main Plaza locations will utilize a Toll Equipment Building and the Contractor is not required to provide and</p>	<p>Confirmed, the relocated East Main Plaza locations will use a Toll Equipment Building.</p>

				include the price for a TEC and HVAC unit(s).	
63		Exhibit B-2	Price Proposal Forms	Please check and confirm the price mapping on sheet '4 Roadside Sys Hdw SW Maint', cell C4. It appears the Excel formula in cell C4 names C17 but should be C18.	This issue has been corrected with the Price Proposal forms provided on 3/12/2026.
64		Exhibit B-2	Price Proposal Forms	<p>Section 1.1.2.1, Summary of Project Phases, states the O&amp;M Phase will start with the RSS and first Toll Zone Go-Live. Year 1 of Maintenance (Warranty Period) may therefore be staggered in different months as each Toll Zone goes live.</p> <p>Sheet '4 Roadside Sys Hdw SW Maint' for the Maintenance Year 1 (Warranty Period), indicates 18 Toll Zones will be used for the calculation.</p> <p>Please confirm if this pricing input for Maintenance Year 1 should assume all 18 Toll Zones have reached Go-Live.</p>	Yes, confirmed.
65			General Question	<p>Section 1.1.2 states that the SSCP and EMR Toll Zones will include new gantries and associated infrastructure.</p> <p>Please confirm when each of the SSCP and EMR Toll Zones (#60, #65, #20, #25, #30) are expected to be turned over to the Contractor for installation activities. This is needed to develop the preliminary Implementation Schedule.</p>	The sequencing of installation events is currently unknown. For the purpose of developing an initial schedule, Shortlisted Proposers may use the sequencing as shown in Exhibit A – Payment Schedule.

66			General Question	<p>During the site visit it was noted that the Toll Zone #35 (Plant Ave On-Ramp EB) Toll Equipment Cabinet is currently located above on the West Main Plaza median.</p> <p>Please confirm if this cabinet will stay located in the West Main Plaza median.</p>	<p>The cabinet currently located in the West Main Plaza median will be moved under the overpass by the Constructor.</p>
67		Exhibit B-2	Price Proposal Forms	<p>Please clarify if equipment refreshes that would occur during the option years are expected to be included in the base contract, maintenance pricing sheet 4-1, or would this be treated as a future change order?</p>	<p>Yes, any Equipment refresh anticipated for the option years shall be included in the base contract, maintenance pricing sheet 4-1.</p>
68	56	Section 4	Hardware and Software General Requirements	<p>Section 4.7.1.1, Requirement 328 states supplied hardware should have a 7-year service life. The answer to question #124 states to include refresh cost deemed necessary during the 8-year base contract,</p> <p>UPS batteries and HVAC units would typically fall under this 7-year service life. Please confirm the Contractor should include a refresh in the maintenance pricing sheet 4-1.</p>	<p>Yes, confirmed, if the Shortlisted Proposer believes that a refresh of the Shortlisted Proposer’s Equipment will be needed during the 8-year base contract then this cost should be included in pricing sheet 4-1.</p>
69	56	Section 4	Hardware and Software General Requirements	<p>Section 4.7.1.1, Requirement 328 states supplied servers should have a 5-year service life. The answer to question #124 states to include refresh cost deemed necessary during the 8-year base contract.</p> <p>Please confirm the Contractor should include a Zone Controller server refresh in the</p>	<p>Yes, confirmed, if the Shortlisted Proposer believes that a refresh of the Shortlisted Proposer’s Equipment will be needed during the 8-year base contract then this cost should be included in pricing sheet 4-1.</p>

				<p>maintenance pricing sheet 4-1, or would this be treated as a future change order?</p>	
70	56	Section 4	Hardware and Software General Requirements	<p>Section 4.7.1.1, Requirement 328 states supplied hardware should have a 7-year service life. The answer to question #124 states to include refresh cost deemed necessary during the 8-year base contract.</p> <p>Network switches typically have an EOSL after 7 years. Please confirm if the Contractor should include a network device refresh in the maintenance pricing sheet 4-1, or would this be treated as a future change order?</p>	<p>Yes, confirmed, if the Shortlisted Proposer believes that a refresh of the Shortlisted Proposer’s Equipment will be needed during the 8-year base contract then this cost should be included in pricing sheet 4-1.</p>
71		Exhibit B-2	Price Proposal Forms	<p>Pricing sheet ‘8 Options’ includes the price for the Business Continuity Solution option.</p> <p>Please clarify if pricing should be included for all the equipment required to implement this solution including cameras, sensors, UPS, generator, etc.</p>	<p>Pricing should be included for all the Equipment and Software required to implement this solution.</p>
72		Exhibit B-2	Price Proposal Forms	<p>Pricing sheet ‘8 Options’ includes the price for the Business Continuity Solution option.</p> <p>Please clarify if pricing should be included for any MOT required to deploy this solution per Requirement 1321 (g).</p>	<p>Pricing should be included for all the Equipment and Software required to implement this solution.</p> <p>Do not include MOT costs.</p>

73		Exhibit B-2	Price Proposal Forms	<p>Pricing sheet ‘8 Options’ includes the price for the Business Continuity Solution option.</p> <p>Please clarify if pricing should be included for the resources required to deploy this solution one time only or for multiple times. How often and how long (days or weeks) is this solution expected to be deployed?</p>	<p>This pricing should include providing the Business Continuity Solution only. The labor costs in sheet 8 ‘Options’ are intended to capture the costs to supply the BCS as a fully functioning physical item.</p>
74		Exhibit B-2	Price Proposal Forms	<p>Pricing sheet ‘8 Options’ includes the price for the All-Overhead AVDC option.</p> <p>Please clarify if the pricing should include the AVDC hardware and licensing for all 18 Toll Zones. Please clarify if only the AVDC specific equipment/pricing is expected to be shown?</p>	<p>If the Shortlisted Proposer is proposing an all-overhead AVDC solution, the pricing for the all-overhead AVDC solution should include all pricing necessary to entirely substitute the all-overhead AVDC subsystem for the in-pavement AVDC subsystem for a Type D Toll Zone (the section 3 AVDC System in sheet 2-1d.)</p>
75		Exhibit B-2	Price Proposal Forms	<p>Pricing sheet ‘8 Options’ includes the price for the All-Overhead AVDC option.</p> <p>Please clarify if the pricing should include the installation of the All-Overhead AVDC to all 18 Toll Zones.</p>	<p>If the Shortlisted Proposer is proposing an all-overhead AVDC solution, the pricing for the all-overhead AVDC solution should include all pricing necessary to entirely substitute the all-overhead AVDC subsystem for the in-pavement AVDC subsystem for a Type D Toll Zone (the section 3 “AVDC System” in sheet 2-1d.) Installation costs should be included to the extent that the in-pavement AVDC subsystem section (section 3 “AVDC System”) includes these costs.</p>

76		Exhibit B-2	Price Proposal Forms	<p>Pricing sheet ‘8 Options’ includes the price for the All-Overhead AVDC option.</p> <p>Please clarify if the pricing should include the MOTs required to deploy the All-Overhead AVDC to all 18 Toll Zones.</p>	<p>If the Shortlisted Proposer is proposing an all-overhead AVDC solution, the pricing for the all-overhead AVDC solution should include all pricing necessary to entirely substitute the all-overhead AVDC subsystem for the in-pavement AVDC subsystem for a Type D Toll Zone (the section 3 AVDC System in sheet 2-1d.) Separate MOT costs should not be included.</p>
77		Exhibit B-2	Price Proposal Forms	<p>Pricing sheet ‘8 Options’ includes the price for the All-Overhead AVDC option.</p> <p>Please clarify if the pricing should include testing and what are the specific testing requirements for each Toll Zone? For example, is a full Installation and Commissioning Test required for each installation?</p>	<p>If the Shortlisted Proposer is proposing an all-overhead AVDC solution, the pricing for the all-overhead AVDC solution should include all pricing necessary to entirely substitute the all-overhead AVDC subsystem for the in-pavement AVDC subsystem for a Type D Toll Zone (the section 3 AVDC System in sheet 2-1d.) Separate testing costs should not be included.</p>
78		Exhibit B-2	Price Proposal Forms	<p>Pricing sheet ‘8 Options’ includes the price for the All-Overhead AVDC option.</p> <p>The Contractor may be able to utilize overhead equipment from the in-pavement solution and provide cost efficiencies.</p> <p>Should the Contractor include only the additional hardware price required to deploy the All-Overhead AVDC to the 18 Toll Zones? If not, should the Contractor assume the in-pavement AVDC system was never installed, and include the price to implement</p>	<p>If the Shortlisted Proposer is proposing an all-overhead AVDC solution, the pricing for the all-overhead AVDC solution should include all pricing necessary to entirely substitute the all-overhead AVDC subsystem for the in-pavement AVDC subsystem for a Type D Toll Zone (the section 3 AVDC System in sheet 2-1d.) The Shortlisted Proposer should not assume there is a pre-existing in-pavement AVDC already installed.</p>

				<p>the full All-Overhead AVDC solution to all 18 Toll Zones?</p> <p>Note that there may be significant cost efficiencies if the initial in-pavement solution was already installed, and the Toll Zone only requires the full-overhead AVDC transition.</p>	
79		Exhibit B-2	Price Proposal Forms	<p>Pricing sheet ‘8 Options’ includes the price for the All-Overhead AVDC option.</p> <p>Please clarify how the Contractor should incorporate any maintenance pricing adjustments for the All-Overhead AVDC at the 18 Toll Zones.</p>	<p>If the Shortlisted Proposer is proposing an all-overhead AVDC solution, Maintenance costs for the all-overhead AVDC solution are not required.</p>
80	Exhibit B-2	Price Proposal Forms	Exhibit B-2, Sheet 3-1 Backup, Roadway Support System Cost	<p>It is suggested that Excel rows be added on Sheet 3-1 Backup, Roadway Support System Cost, for the <u>Implementation</u> costs associated with Manual Image Review (e.g. file integration, staff training, etc.). This relates to the unit pricing requested on Sheet 7, Manual Image Review Transaction Processing Costs.</p>	<p>See the revised Price Proposal forms provided on 3/12/2026, as additional rows have been added.</p>
81	Exhibit B-2	Price Proposal Forms	Exhibit B-2, Sheet 3-1 Backup, Roadway Support System Cost	<p>It is suggested Sheet 3-1 Backup, Roadway Support System Cost, that the section beginning on Excel row 244, <u>End of Contract Transition</u>, be removed and placed on its own sheet. Two reasons: 1) by including End of Contract Costs on this sheet it distorts the Implementation price. 2) footnote #3 on Excel row 262 states that costs are Year 2026. However, the End of Contract Transition will take place at least 7 years</p>	<p>The End of Contract Transition pricing has been removed from the Pricing Proposal form sheet 3-1 being released with Addendum #5.</p>

				afterward and will need to be adjusted for CPI.	
82		Exhibit B-2	Price Proposal Forms	<p>Sheet '2 Roadside Eval', Note 2 indicates that pricing assumes travel lanes are between 12' and 16' in width. The largest lane width identified in Table 4-1 is 15'-2".</p> <p>A 16' width lane may require additional equipment and need to be treated as two 8' lanes. Please confirm 15'-2" is the largest anticipated lane width.</p>	Assume a 16' maximum lane width for pricing.
83			General Question	Please clarify if equipment used in the FAT can roll into production spares. If so, how should the Contractor account for this in the pricing sheets.	As clarified in Addendum #3, 3.1.1 term 8, upon Contract award, the Authority intends to negotiate the actual initial spare parts quantities. The FAT Equipment can be a consideration in this negotiation.
84	Section 1, page 26	Format of Technical Proposal	1.20.1/(2)	Clarification: Thank you for amending the page presentation to allow 11x17 formatting for the schedule, requirements conformance matrix, and price proposal forms. To aid readability for the reviewers, would the Authority extend this allowance to the equipment connectivity diagrams and gantry drawings?	Yes, see the revision being released with Addendum #5.

85	Section 4, page 63	Security and Encryption	4.7.1.11	<p>Clarification: Would the Authority please revise requirement 391 to read: "The Contractor shall provide the Authority with complete administrative control over all encryption keys, including the ability to create, manage, rotate, enable, disable, and delete keys. The Authority will maintain sole authority over key policies, access controls, and lifecycle management. All key usage will be logged and auditable by the Authority."</p>	No change will be made.
86	Section 4, page 92	Roadway Support System Backup Requirements	4.7.13.1.4	<p>Would the Authority please revise requirement 671 to read: The Contractor shall provide data backup Software (and Hardware for non-cloud backup solutions) that allows remote full and incremental offline backup of RSS data and applications/configuration without manual intervention. In this context, "local" refers to backups stored in the same region at the same site as the servers being backed up, and "off-site" refers to backups stored in another region at a remote location from the servers being backed up. The Contractor shall provide for the following server and database backups (full backups may be substituted for Incremental backups): a) incremental (daily); b) full (weekly); c) two (2) most recent full local backups retained at all times; and, d) two (2) most recent full off-site backups retained at all times.</p>	The Authority will equate the same cloud region to be equivalent to a local site. No change will be made to the Requirement at this time.

87	Section 1, page 27 of 45	Proposal Page Limitations	Table 1-4	Clarification: To provide a compliant response to the ten page proposal contents outline, including the new spares section added in addendum 3, Would the Authority please increase the page count for sections 1 through 5?	See the revision being released with Addendum #5. The page limitation for Technical Proposal Sections 1 through 5 has been increased from 80 pages to 100 pages.
88	Document: T-5525 RTCS Addendum 2 - Clean 12.5.2 5.pdf. Page 21 of 190	Section 4	4.5.1 GENERAL DOCUMENTATION REQUIREMENTS	Please confirm whether the required review days apply to the approval of reports and approvals (for example, the ICT Report, FAT, Go-Live) or if they are solely applicable to documents (for example, the SDDD).	The stated review periods in Requirement #138 apply to all documents as required in this Contract.
89	Document: T-5525 RTCS Addendum 2 - Clean 12.5.2 5.pdf. Page 132 of 190	Section 4	4.9.1 RTCS TESTING CONCEPT	Please confirm whether the ICT tests will be conducted over live traffic, thereby eliminating the need for lane closures.	ICT tests will be carried out in accordance with the Requirements of the Approved Master Test Plan and detailed testing procedures. To validate performance against all Requirements in Section 4.9.4, the Contractor may need, and the Authority may require, lane closures for some or all Installation and Commissioning Tests.

90	Document: T-5525 RTCS Addendum 2 - Clean 12.5.2 5.pdf. Page 132 of 190	Section 4	4.8.9 MAINTENANCE OF TRAFFIC REQUIREMENTS	Please confirm, for the established downtime period, the criteria for a gantry to be considered ready for revenue collection (and therefore finalizing the defined downtime).	Refer to Section 4.8.8 Requirement #1019. Transition to Revenue Collection.
91	Document: T-5525 RTCS Addendum 2 - Clean 12.5.2 5.pdf. Page 130 of 190	Section 4	4.8.8 TRANSITION TO REVENUE COLLECTION	Please confirm, for the following approvals, the duration of the review time required by THEA: e) The ICT has been completed and Approved at applicable Toll Zones; and f) Written Approval to Go-Live has been obtained.	The Authority's review time may vary from site to site depending on a number of factors. The time the Authority takes to review the ICT Report and provide written Approval to Go-Live will not count against the Contractor's downtime for transition.
92	Document: T-5525 RTCS Addendum 2 - Clean 12.5.2 5.pdf.	Section 4	4.8.9 MAINTENANCE OF TRAFFIC REQUIREMENTS	Please confirm if the downtime is applicable to the gantries marked as SCCP and EMR, as they are considered to be a new installation.	SSCP and EMR gantries are considered new installations. Requirement #1034 applies to Existing Toll Zone installations and Requirement #1035 applies to New Toll Zone installations.

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93	Document: T-5525 RTCS Addendum 2 - Clean 12.5.2 5.pdf. Page 124 of 190	Section 4	4.8.1 RTCS IMPLEMENTATION OVERVIEW	Regarding the OSIT, please confirm whether there are any limitations on when the installation of the subsequent gantries may begin, and whether it is acceptable to start installing the following gantries immediately after completing the installation of the OSIT gantry.	Refer to Requirement #960.
94	Document: Attachments. PDF PAGES 1123-1135	Reference Document R_04	Reference Document R_04 Gantry Site Drawings	Will the gantries come with the U-shaped brackets indicated in the Reference Document R_04 Gantry Site Drawings, already pre-installed by the civil contractor? Will the integrator have a chance to give THEA's civil contractor an alternative bracket design (either a different shape/design or a different u-shaped bracket design) that the civil contractor will then incorporate into its gantry design and delivery?	Yes, the gantries will be equipped with U-shaped brackets pre-installed by the Constructor and existing gantries have U-shaped brackets as observed on the site visit.  There will not be time for the Contractor to provide alternate designs to the Authority's Constructor.

95	Document: Attachments. PDF PAGE S 1123- 1135	Reference Document R_04	Reference Document R_04 Gantry Site Drawings	If the gantry design, including brackets have already been finalized exactly as in the Reference Document R_04 Gantry Site Drawings and cannot be changed by the civil contractor, will the tolling integrator be allowed to manufacture its own brackets and completely replace the existing u-shaped brackets on the gantry with a different shape/design? (Or, if the the U-shaped bracket look is required, replace them with our own u-shaped brackets that better suit our needs?)	The gantry design, including brackets, is finalized. The selected Contractor may replace the U bracket or other elements so long as the new design is Approved by the Authority, and signed/sealed in accordance with Requirement #196. All costs for such would be borne by the Contractor.
96	Document: T-5525 RTCS Addendum 3 - redline 3.4.26. pdf. PDF PAGE 203	Section 4: SOW	4. 7.12.2 TOLL EQUIPMENT CABINETS	In the previous round we already asked, but we believe that the answer and the Addendum is not clear and we still have doubts if "Toll Equipment Building" and "Shelter" mean the same thing. Could you please confirm at which toll sites (ID) there is or will be toll equipment building?	The following Toll Zones, by plaza ID, will share a single Toll Equipment Building:  Plaza IDs 60 and 65.
97	Document: . PDF PAGE			Confirm that Toll Points 01, 02, 20, 25, 60, 65, 70 and 75 currently have or will have at the moment of the project execution an air conditioned building or shelter that can be used by the project to host network electronics, and that currently are connected or will be connected at the moment of the	Only plaza IDs 60 and 65 will share a Toll Equipment Building.  A minimum 12 fiber optic cable drop will be provided to this building. Please refer to responses to Questions #84 and #114 in the round 1 questions related to this topic.

				project execution to the existing fiber backbone with 12 FO drop cable that can be used by the project.	
98	Document: Addendum 3 . Excel file	RTCS Exhibit B-2 Price Proposal Forms 3.4.26.xlsx	4 Roadside Sys Hdw SW Maint	We have identified an error in the file 'Exhibit B-2 Price Proposal Forms 3.4.26'. In the formula on the tab '4 Roadside Sys Hdw SW Maint', cell C4 is currently referencing cell 4-1 Backup RS Hdw Maint C17, but it should be referencing cell B18 on the same tab. We kindly request that this be corrected and that the updated file be published again for use by the bidders.	This issue has been corrected with the Price Proposal forms provided on 3/12/2026.
99	Document: N/A. Page: N/A	N/A	N/A	Confirm, in as many locations as possible, that the cabinets and shelters are installed in the following ways: One for each direction of travel One serving both directions of travel	Plaza IDs 60 and 65 will share a Toll Equipment Building.  All other locations will have a toll Equipment cabinet serving each direction.
100	Document: N/A. Page: N/A	N/A	N/A	Confirm whether the arms and brackets currently installed on the gantries can be repositioned, and assess their overall condition.	The Contractor may reposition arms and brackets installed on the gantry.  There are no condition assessments available for the arms and brackets.
101		N/A	N/A	Confirm the condition of the conduits.	There are no condition assessments available for the conduits.

102		R_04	Gantry Drawings	At Plaza ID 1 and Plaza ID 2 (Mainline Plaza E.B. and Mainline Plaza W.B), confirm the location of a shelter, as the information provided indicates a shelter should be present, but it is not visible.	There are toll Equipment cabinets at plaza ID 1 and 2, not a toll Equipment building.
103		R_04	Gantry Drawings	<p>Confirm that the locations marked as MP (Main Plaza) correspond to those that have a shelter, specifically:</p> <p>ID 20 – SSCP West Main Plaza WB                      ID 25 – SSCP West Main Plaza EB                      ID 1 – Existing Mainline Plaza EB                      ID 2 – Existing Mainline Plaza WB                      ID 60 – EMR East Main Plaza                      ID 65 – EMR East Main Plaza                      ID 70 – Existing Reversible Express                      ID 75 – Existing Reversible Express                      TBD – Existing – Test Gantry East Main Plaza (Option)                      TBD – Existing – Test Gantry East Main Plaza</p>	<p>Plaza IDs 60 and 65 will share a toll Equipment building.</p> <p>All other locations will have a toll Equipment cabinet serving each direction.</p>
104		N/A	N/A	Confirm the condition of the equipment and, as far as possible, the number of years it has been in operation.	The Contractor should not re-use Equipment other than infrastructure items such as pull boxes, raceways, conduits, brackets, etc., as clarified previously in the response to Question #153 of the first round of questions. Please refer to Requirement #983.

105		R_04	Gantry Drawings	Confirm the position of the in-ground sensors, and determine whether the new ones could be installed without affecting the existing ones.	The Authority cannot confirm this question.
106		R_04	Gantry Drawings	Confirm the position of the existing equipment, and determine whether the new ones could be installed without affecting the existing ones.	The Authority cannot confirm this question.
107				Confirm that Toll Points 01, 02, 20, 25, 60, 65, 70 and 75 currently have or will have at the moment of the project execution an air conditioned building or shelter that can be used by the project to host network electronics, and that currently are connected or will be connected at the moment of the project execution to the existing fiber backbone with 12 FO drop cable that can be used by the project.	See response to question #97.
108	Document: T-5525 RTCS Addendum 2 - Clean 12.5.2 5.pdf. Page 123	Section 4.1.2	Information Technology (IT)	Please confirm the Proposer's scope requirement to comply with the IT requirements includes alignment with the controls required in this regulation and NIST via a risk assessment to provide evidence of the application of controls.	See response to question #24.

<p>109</p>	<p>Document: T-5525 RTCS Addendum 2 - Clean 12.5.2 5.pdf. Page 196</p>	<p>4.7.3.6</p>	<p>Security Monitoring System</p>	<p>Does the Proposer have to implement a security incident detection and response managed service 24x7 (MDR/SOC) or is this service provided by THEA or another other third party. If it is provided by THEA or a third party, we the Proposer need to integrate with them?</p>	<p>See response to question #26.</p>
<p>110</p>	<p>Document: T-5525 RTCS Addendum 2 - Clean 12.5.2 5.pdf. Page 123</p>	<p>Section 4.1.2</p>	<p>Information Technology (IT)</p>	<p>Please confirm if the SOC 2 type 2 audit will be addressed by THEA or if the Proposer needs to include the cost for the audit in our proposal.</p>	<p>Yes, confirmed.</p>

**T-5525 Roadside Tolling Collection System  
Schedule of Events  
March 20, 2026**

<b>Date and Time (all times Eastern)</b>	<b>Description</b>	<b>Location</b>
10/13/2025 by 5:00 PM	Advertisement Published	Authority Website and DemandStar
10/24/2025 @ 10:00 am	Mandatory Pre-Proposal Meeting	<u>In-person attendance:</u> Authority's Office: 1104 East Twiggs Street Tampa, Florida 33602.
11/07/2025 by 5PM	Deadline for Proposers to Submit Round 1 Questions to the Authority	Email to <b>Procurement@tampa-xway.com</b>
11/21/2025 by 5:00 PM	Deadline for the Authority to Respond to Proposer Round 1 Questions	Authority Website and DemandStar
12/12/2025 by 5:00 PM	Deadline for Submitting Expanded Letters of Response (ELOR) Packages	Uploaded to Proposer's assigned SharePoint folder to be provided by the Authority.
01/08/2026 by 5:00 PM	Deadline for Evaluation Committee to Submit Scoring to Procurement Office	Email to <b>Procurement@tampa-xway.com</b>
01/09/2026 at 10:00 AM	Evaluation Committee Meets to Confirm Scoring and Recommend Proposers for Shortlisting	In-person Meeting Authority's Office: 1104 East Twiggs Street, Suite 300 Tampa, Florida 33602.
01/09/2026 by 5:00 PM	Posting of Notice of Intended Shortlist	Authority Website and DemandStar
01/12/2026 at 1:30 PM	Board Approval of Shortlist	Authority's Office: Authority Board Room 1101 E. Twiggs Street Tampa, FL 33602
01/14/2026 by 5:00 PM	Authority Procurement Office Contacts Shortlisted Proposers	Notification Sent to Proposer's Email Address
03/02/26 and 03/03/26	Mandatory Site Visit	In-person attendance. Location will be provided for shortlisted Proposers.
03/09/2026 by 12:00 PM	Deadline for Proposers to Submit Round 2 Questions to the Authority	Email to <b>Procurement@tampa-xway.com</b>
03/20/2026 by 12:00 PM	Extended Deadline for Questions on Revised Price Proposal Forms & Instructions	Email to <b>Procurement@tampa-xway.com</b>

**T-5525 Roadside Tolling Collection System  
Schedule of Events  
March 20, 2026**

<b>Date and Time (all times Eastern)</b>	<b>Description</b>	<b>Location</b>
03/20/2026 by 5:00 PM	Deadline for the Authority to Respond to Proposer Round 2 Questions	Authority Website and DemandStar
3/26/2026 by 5:00 PM	Deadline for the Authority to Respond to Proposer Price Proposal Form Questions	Authority Website and DemandStar
04/03/2026 by 5:00 PM	Deadline for Technical Proposals	Upload to Authority-designated SharePoint folder
04/08/2026 by 5:00 PM	Notice of Invitation to Demonstration and Interview	Notification Sent to Proposer's Email Address
4/20/2026 by 5:00 PM	Deadline for Price Proposals	Upload to Authority-designated SharePoint folder
04/22/2026 – 04/24/2026	Demonstration and Interview	In-person <u>Meeting</u> Authority's Office: 1104 East Twiggs Street Tampa, Florida 33602.
05/01/2026 by 5:00 PM	Deadline for Evaluation Committee to Submit Scoring to Procurement Office	Email to <b>Procurement@tampa-zway.com</b>
05/05/2026 by 1:00 PM	Evaluation Committee Meets to Confirm Scoring, Open Price Proposals and Determine Ranking	In-person Meeting Authority's Office: 1104 East Twiggs Street, Suite 300 Tampa, Florida 33602.
05/06/2026 by 5:00 PM	Posting of Notice of Intended Final Ranking	Authority Website and DemandStar
05/18/2026 by 1:30 PM	Board Approval of Final Ranking and Award of Contract	Authority's Office: Authority Board Room 1101 E. Twiggs Street Tampa, FL 33602
05/19/2026 by 5:00 PM	Posting of Notice of Decision	Authority Website and DemandStar