

Addendum No. 1

**Pennsylvania Turnpike Commission
Request for Information (RFI)
RFI #04-130-2925
E-ZPass Toll System Technologies**

In accordance with the Pennsylvania Turnpike Commission Request for Information (RFI) No. 04-130-2925, questions concerning this RFI were accepted until close of business on Friday, May 28, 2004.

One of the questions received was a request for clarification, i.e., the correct reference number for the RFI is 04-130-2925; the document on the Turnpike's web site has been amended accordingly.

Other questions received were requests for much more detailed technical, financial, operational, and other specification information than the Turnpike is prepared and/or planning to provide at this time. All interested firms and potential respondents are directed to the language currently in the RFI for direction regarding what the Turnpike is seeking in response to this RFI. There are no further revisions to the RFI at this time.

End of Addendum No. 1

PENNSYLVANIA TURNPIKE COMMISSION

Request for Information (RFI)

RFI No. 04-130-2925

The Pennsylvania Turnpike Commission (PTC) is requesting Technical Information on Toll System Technologies and Toll Plaza configurations that would provide E-Z Pass capabilities on the Pennsylvania Turnpike's Beaver Valley Expressway (James A. Ross Highway), Greensburg By-Pass (Amos K. Hutchinson By-Pass), open portions of the Mon-Fayette Expressways including W. Va. to Uniontown, Route 40 to I-70, and I-70 to S.R. 51, the Findlay Connector portion of the Southern Beltway and the Clarks Summit and Keyser Avenue Interchanges located on the Pennsylvania Turnpike's North East Extension. Responding firms should include innovative proven alternative toll collection technologies and systems that maximize vehicular throughput and customer services while minimizing toll system operations and maintenance costs and capital expenditures.

Based on the information received in response to this Request for Information, the Commission reserves the right, at its option, to short list, conduct interviews, attend off site visits, entertain oral presentations, requests for proposals and/or enter into negotiations with any, all, or none of the respondent firms.

The following information about the Pennsylvania Turnpike Commission's tolling systems is provided for your consideration in responding to this Request for Information.

Vehicle Classification - Axle classification is presumed to be the preferred method of vehicle classification; however, the PTC will consider information, if presented on other viable vehicular classification options.

Lane Services - The Pennsylvania Turnpike Commission currently offers customers the following lane payment capabilities throughout its systems to maximize customer tolling options and vehicular throughput, however not all lane services are available at all locations:

- E-ZPass Dedicated
- Express E-ZPass
- Cash/E-ZPass Mixed Mode
- Cash - Manual
- Cash - Automatic
- PTC Credit Card

Lane Configuration - Information and associated details on suggested lane configuration revisions/alterations is requested for the roadway systems noted above. Typical toll plaza plans; lane configurations and lane services similar to the identified facilities, as well as traffic data, will be available for public inspection at the Pennsylvania Turnpike Commission Administration Building, 700 South Eisenhower Boulevard, Middletown, PA 17057, on or after **May 10, 2004**.

Plaza Configuration – At the discretion of the submitters, two tier (lane/host), three tier (lane/plaza/host), or other possible options from submitters will be welcomed.

Transaction Message Format – It is initially presumed that information received in response to this RFI would utilize the existing PTC transaction message format for processing, at our existing Toll Host Processor/Customer Service Center (CSC). However, other options from submitters will be welcomed.

Violation images – It is initially presumed that information received in response to this RFI would utilize the existing violation image, video format, and transmission protocol and Violation Processing Center (VPC) process. It is also presumed that front and rear digital cameras would be maintained in any information response scenarios. However, other options from submitters will be welcomed.

Equipment – Information and associated details presented in response to this RFI must be E-ZPass Interagency Group (IAG) compliant and will initially use Mark IV tags and readers as currently required by the IAG.

Signing - Information and associated details presented in response to this RFI must suggest the necessary toll lane / zone signing as well as any advance or supplemental signing needed to insure smooth traffic flow into and through the toll lanes or zones.

Maintenance - Information and associated details presented in response to this RFI must suggest and describe an annual maintenance plan as well as an option to transition the installation to our existing mainline toll system maintenance vendor.

Software - Information and associated details presented in response to this RFI must suggest and describe whether the software will be developed or be commercial off the shelf (COTS) and shall describe cost benefits associated with either option proposed including software maintenance, warranty and support plan.

System Integrity, Accuracy and Audit - Information and associated details offered in response to this RFI shall include discussion of system integrity, accuracy and audit capabilities for any system solution proposed.

In addition to the technical response to this RFI, the Commission requests, as a minimum, the following additional Business information from the responding firms.

- Systems integration planning and project management
- Specialized experience and technical competence, and past record of performance
- Ability to develop business rules and functional requirements specification and system design
- Ability to document system development in each of the following areas:
 - System Development Planning,
 - Detailed Requirements Specifications,
 - Acceptance Test Planning, and
 - Detailed Design Document Preparation.
- The ability to integrate all required system components, and provide an operational system passing all required acceptance test procedures that is fully in conformance with the system design.

If the Commission should decide to shortlist or enter into negotiations with one or some of the responding vendors, the evaluation criteria used, as to the responsiveness to this solicitation, will include, however not necessarily limited to, the technical response and the business information provided.

Address these items in a brief yet comprehensive manner in the RFI response.

Questions concerning this RFI should be directed via e-mail to rfp-q@paturndpike.com. Please place the following in the subject line: “RFI # 04-130-2925 – Questions from (insert name of your firm)” Questions will be accepted until close of business on **Friday, May 28, 2004**. All questions and answers will be posted on the website, in the form of a revision or addendum to this RFI. The Commission may revise or cancel this RFI. Firms are responsible to monitor the website to assure the response to the RFI complies with any changes published.

All information submitted in response to this Request for Information shall become the property of the Pennsylvania Turnpike Commission.

Firms interested in performing the above services are invited to submit an Expression of Information and required information to Mr. George M. Hatalowich, Manager, Contract Administration at the **PA Turnpike Commission Administration Building located at 700 South Eisenhower Boulevard, Middletown, PA 17057 (Street address). Our mailing Address is P. O. Box 67676, Harrisburg, PA 17106-7676.**

The Expression of Information and required information must be received by 12:00 PM (noon), Local Time, **Friday, June 11, 2004.** Any Expressions of Information received after this date and time will be time-stamped and returned.

Mitchell Rubin
Chairperson