

Addendum No. 3

RFP # 19-10480-8400

Statewide Automated Work Zone Speed Enforcement (AWZSE) Program

Prospective Respondents: You are hereby notified of the following information in regard to the referenced RFP:

REVISIONS

1. Revise pages 30 to 38 of 45 of the original RFP to reflect nomenclature errors within Part III-7.C.5 through the remainder of Part III-7. The entire RFP has been attached to this Addendum #3 2019-0304 with the corrected pages. Page numbers have been revised to reflect this Addendum's Revision #1 and #2 and Addition #1.
2. **Part III, Section III-7.G.1 – Information Security Audits.** Remove entire paragraph and replace with the following: Data Security must always be maintained in Accordance with **Appendix C, Sections 12 and 13.** Annual and periodic audits shall be completed in accordance with audit procedures described in Appendix C, Sections 12 and 13. This revision has been reflected in the attached revised RFP (Revised March 4, 2019, Addendum #3).

ADDITION

1. **Part III, Section III-7.C.1.c. – Speed Detection Equipment.** Add the following at the end of the last paragraph: Speed Detection Units shall be capable of detecting speeds for a minimum of five travel lanes in a single direction. This addition has been reflected in the attached revised RFP (Revised March 4, 2019, Addendum #3).

QUESTIONS AND ANSWERS

Following are the answers to questions submitted in response to the above referenced RFP as of February 25, 2019. All of the questions have been listed verbatim, as received by the Pennsylvania Turnpike Commission.

Proposer Questions		Pennsylvania Turnpike Commission (PTC)			
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#	Page	Section	Section Description	Proposer Question	Commission Response
1.	42	IV-1 A.1	Cost Submittal	Is it correct that the total number of deployments are as follows? 1a=1008 1b=6045 1c=1040 1d=1950 1e=338	As indicated in IV-1.A.1, the number of deployments should be used as assumptions for determining cost and may not be reflective of actual deployment during any of these periods.
2.	44	V-1	Diverse Business (DB) Requirements (Appendix E)	Can the Transportation Agencies provide a list of qualified Disadvantaged Businesses for the Offers to contact?	The transportation agencies do not maintain a list of qualified DB firms. All DB submissions shall be in accordance with Appendix E of the RFP.
3.	24	III-7 C.1.c.	Speed Detection Equipment	Can the Transportation Agencies identify the PA Code Title and Chapter for where to find the list of qualified testing and or calibration labs for annual certifications?	The current list of approved electronic device testing stations is available in the PA Bulletin.
4.	25	III-1 C.1.d	Image Capture Equipment	For the required front facing vehicle photos - do the Transportation Agencies have any privacy concerns regarding the driver and or passengers being potentially visible?	Privacy must always be maintained in accordance with Title 75, Section 102 and Section 3369.
5.	12	I-33	Subcontracting	How do the Transportation Agencies define the key difference(s) between a vendor/supplier vs a sub-contractor?	For the purposes of this RFP, identify subcontractors who will be performing services.
6.	17	III-2	Statement of the Project	Is a Transmittal Letter required in addition to the Statement of the Project?	A transmittal letter is not required.
7.	42	IV-1 A.1	Cost Submittal	Can the Transportation Agencies provide any statistics on the average, minimum, maximum duration for active work zones?	These statistics cannot be provided. Refer to page 23 III-7 C.1.b for requirements related to deployment time frames.
8.	37	III-7 H.2 and H.3	AWZSE Required Advance Warning Signage/Field Deployment On-Site Monitoring Personnel	Can the Transportation Agencies provide any statistics on the average, minimum, maximum number of work zones which are active at any one time?	These statistics are not available. Refer to page 23 III-7 C.1.b for requirements related to deployment time frames.

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9.	5	I-12	Economy of Preparation	If the Offeror includes an appendix with more detail on certain subjects would those pages count towards the 50 page limit for the Technical Submittal?	As indicated in Part III, any information thought to be relevant that does not apply to the enumerated categories should be provided as an appendix to the proposal. The appendices to the proposal do not count towards the 50-page limit. Any topic addressed within Part III and with a set page limit may not be included in an appendix.
10	37	III-7 H.1	Pan-Tilt-Zoom Closed Circuit Television (CCTV) Camera	Approximately how many PTZ CCTV Cameras do the Transportation Agencies expect the offerors to purchase and deploy at one time?	Assume one Pan-Tilt-Zoom Closed Circuit Television (CCTV) Camera for each Mobile Unit.
11	23	III-7 C.1.b.	Work Zone	Will the Transportation Agencies provide a weekly or monthly calendar to the Offeror in advance for the days and hours that each Work Zone is scheduled to be Active? If not, how will this information be communicated and on what frequency?	At a minimum, the Transportation Agencies will provide a weekly calendar to the Offeror in advance for the days and hours that each work zone is scheduled to be active.
12	2	I-1	Purpose	Could the Commission please provide a list of the highways that would be covered by this program, if it is available? Also, if possible, could the Commission indicate which highways are federally-aided?	All highways under Commission jurisdiction are candidate roadways for this program. A list of federal-aid highways under Department jurisdiction is not available, however, it is intended that the program will be focused on limited-access and high classification highways within the Commonwealth.
13	19	III-5.A	Approach	In order to estimate the monthly number of expected events and notices of violation, could the Commission please provide any recent speed violation data that it has on file for the areas that may be part of this program?	This information cannot be made available.

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14	20-41	III-7 to III-10	Requirements	Is there a page limit to the responses within the proposal that are provided for Section III-7 (A-J) and Sections III-8, III-9, III-10?	Sections III-7 to III-10 are program requirements and should be addressed in the proposal as part of the Work Plan described in Section III-5.
15	1	Appendix C	Data Security Provisions	Do the requirements pertaining to "Business Partners" only apply to those business partners having access to Personal Information?	The requirements for Business Partners are consistent regardless of their accessibility to personal information. All Business Partners must meet the requirements set forth in the RFP and its Appendices.
16	5	I-12		<p>Please confirm whether each of the following are included in the page limits:</p> <ul style="list-style-type: none"> a) Title page b) Required forms or attachments 	Per section III-1 of the RFP, the Proposal Cover Sheet is limited to one page and does count towards the 50-page limit. A title sheet separate from the cover sheet is not required and does not count towards a page limit. Per section III of the RFP, any other information thought to be relevant, but not applicable to the enumerated categories, should be provided as an appendix to the proposal. All cost data relating to this proposal and all Diverse Business cost data should be kept separate from and not included in the Technical Proposal. The required forms, including the Domestic Workforce Utilization Form and the Iran Free Procurement Form do not count towards the 50-page limit.

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17	24; 26 of PDF	III-7. Requirements, C) 1) c)	The speed detection equipment shall include radar, laser (i.e. Lidar), or other proven technology that is International Association of Chiefs of Police (IACP) approved for speed measurement within the Commonwealth with an ongoing maintenance record to assure equipment is calibrated and functioning properly.	Would the PTC require the speed detection devices to be PennDOT certified (via eCAMMS) in lieu and place of IACP certification since the ETATS Enforcement Technologies, Advisory Technical Sub Committee was disbanded and no group within the IACP is setting standards for Automated Enforcement Devices anymore?	All speed detection devices proposed for use as part of the Automated Work Zone Speed Enforcement system will need to be approved and certified by a PennDOT-appointed facility prior to deployment as part of a system. As noted in Section III-7.C.1.c of the RFP, the speed detection technology shall be on the approved list within the PA Bulletin by the time of Notice to Proceed.
18	42; 44 of PDF	IV-1. A) 1) a-f)	NOTE: Work zones will be located throughout the Commonwealth of Pennsylvania. The following assumptions should be utilized for determining cost and may not be reflective of actual deployment during any of these periods: a.-f.	Does PennDOT have a schedule of planned work zones throughout the calendar year that you can provide? Pennsylvania is a very large state and understanding the location and the calendar of those deployments is necessary for planning of staff, response time and resources.	See answer to question 11.
19	42; 44 of PDF	IV-1. A) 1) f)	Most deployments will take place in work zones along limited-access highways with 2 lanes of traffic in each direction.	Will most deployments for all 17 systems take place on highways with 2 lane of traffic in each direction or is this just the expectation for the 4 units mentioned in (a)? If not, what is the type of expected roadway in terms of numbers of lanes for the remaining 13? More violations will occur as the number of lanes expand.	Most deployments will take place on highways with two lanes in each direction for all 17 systems throughout the duration of the contract. Refer to additional requirements for Part III, Section III-7.C.1.c. – Speed Detection Equipment included in this Addendum
20	42; 44 of PDF	IV-1. A) 1) f)	Most deployments will take place in work zones along limited-access highways with 2 lanes of traffic in each direction.	Does this mean that the highway will be reduced from a greater number of lanes down to 2 lanes for deployments or is this suggesting the highway is only 2 lanes and may be reduced down to one lane?	Refer to additional requirements for Part III, Section III-7.C.1.c. – Speed Detection Equipment included in this Addendum. The actual conditions present in the field will vary by work zone.

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21	21; 23 of PDF	III-7.; B) 2)	AWZSE Required Advance Warning Signage. The System Administrator may be requested to furnish and deploy of ASE-related advance warning signage.	Why is warning signage priced separately as a supplemental service when it is required legislatively? Will the PTC consider making warning signage a requirement as part of the offerors fixed fee as warning signs are legislatively required?	Proposers shall respond to the RFP as written, with warning signage priced separately as a supplemental service.
22	25; 27 of PDF	III-7.; C) 1) d)	Image Capture Equipment. The image capture equipment shall be capable of recording front and rear images of a vehicle license plate upon a signal trigger from the speed detection equipment.	Will the PTC consider removing the requirement of capturing front images of the vehicle since SB172 prohibits this practice ("No automated speed enforcement system shall be utilized in such a manner as to take a frontal view recorded image of the vehicle...")?	Title 75, Section 3369 is the governing legislation for this program.
23	N/A	N/A	N/A	The RFP does not mention a requirement for Public Awareness to educate the public on the safety benefits that can be realized by implementing automated speed enforcement. Will the PTC consider adding this as an addendum so that each responder can explain their strategy and so that responder will have to account for those costs in their response?	Per Section III-7.D – AWZSE System Administrator Support, the AWZSE System Administrator shall participate in media campaigns, satisfactory to the Transportation Agencies, to provide awareness to residents and visitors of Pennsylvania. In addition, the AWZSE System Administrator may be required to attend public meetings and other venues to assist the Transportation Agencies in demonstrating the AWZSE vehicle and equipment.

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24	3		Calendar of Events	Since the deadline to submit questions and due date for the TPC to respond with answers was each extended by one (1) week, we would respectfully ask the TPC to extend the due date for the response by one (1) week to March 21st at 2:00 pm. The answers that will come back to questions could significantly change an offeror's solution that may require additional time to provide a responsible and accurate response.	No extension to the submission deadline will be provided.
25	42; 44 of PDF	IV-1. A) 1) a-f)	NOTE: Work zones will be located throughout the Commonwealth of Pennsylvania. The following assumptions should be utilized for determining cost and may not be reflective of actual deployment during any of these periods: b. 31 daily weekday deployments (includes nighttime and daytime shifts) 5 days per week, for the months of March through November.	Can you please provide an example of 31 daily weekday deployments? For example, would this be 16 units deployed during the daytime and 15 units deployed during the nighttime?	Refer to section III-7 A.1 of the RFP for requirements related to the number of available mobile units.
26	42; 44 of PDF	IV-1. A) 1) a-f)	NOTE: Work zones will be located throughout the Commonwealth of Pennsylvania. The following assumptions should be utilized for determining cost and may not be reflective of actual deployment during any of these periods: a-f.	How many hours per daytime and nighttime shift will each unit be deployed? What is the expectation for number of enforcement hours per deployment?	Refer to page 23 III-7 C.1.b for requirements related to deployment time frames.

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27	26 of 45	III-7.C.3	AWZSE Program Database	Will any material changes to the database that are requested after the initial design is agreed upon be handled through a change order to address the AWZSE System Administrator's cost for additional work?	All database development and sustainability costs should be included in the cost submittal.
28	36 of 45	III-5.F	Auditing	If the Transportation Agencies secure the services of a third-party accounting/auditing firm to perform any audits, will a Non disclosure agreement protecting the AWZSE System Administrator's confidential and proprietary information be required before the third party has access to the contract related books and records?	Yes.
29	38 of 45	III-8.F	Liquidated Damages	Any notice of violation that is received timely but not approved timely by the State will not be subject to an assessment of liquidate damages, correct?	The AWZSE System Administrator shall comply with all requirements prescribed within this RFP including time frames and deadlines. Liquidated damages shall not be imposed on the AWZSE System Administrator for factors affecting the prescribed deadlines outside of the AWZSE System Administrator's control.
30	45 of 45	Part VI Appendix G	Contract Terms and Conditions	What is the order of precedence between the Part VI Appendix G Contract, the RFP with any addendums, and the submitted proposal?	Appendix G was provided for information only and is a draft version of the contract. The order of precedence will be the (1) final contract agreement, (2) the RFP, and (3) the vendor's proposal.
31	17	Part III	Technical Submittal	Confirm the following items are excluded from page count: confidential letter, forms, tabs, or appendices.	See the response to Question 31.
32	17	III-2	Technical Submittal	Is the transmittal letter / cover page a separate one page section? Where should this letter be inserted in the proposal submittal format?	Per section III-1 of the RFP, the Proposal Cover Sheet is limited to one page and does count towards the 50-page limit.

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33	5 and 17	Parts I and III	Technical Submittal	Confirm the technical submittal document tab layout. For example, shall we include three tabs outlined under Part I, pg. 5, b.1 (technical submittal, appendix L, appendix M) or a tab for each section of the technical submittal (part III, pg. 17, III-2, III-3, etc.)?	It is the proposer's responsibility to determine how best to respond to the RFP.
34	29	C.5		RFP indicates that the Transportation Agency will approve and transfer collection eligible citations to an approved collection agency (ies). Will the Transportation Agency manage collection efforts up to and including any service agreements with the approved collection agency (ies)? If selected will the AWZSE be responsible for managing the collection agency on behalf of the Transportation Agency?	The transportation agencies will manage the collections process, however, the SA will be responsible for coordination with the transportation agencies' collections agencies.
35	32	C.5		RFP indicates that the AWZSE System Administrator is responsible for processing all failure to appear (FTA's) or unpaid cases which were scheduled for trial otherwise directed by the Transportation Agencies. Will the district maditrates court systems by responsible for providing all hearing disposition outcomes or will the court systems need be provided access to the AWZSE System Administrator database for updating hearing dispositions?	The system administrator will be responsible for preparing all pertinent materials for hearings. The system administrator will be responsible for recording and updating their own database with the outcomes of any hearing.
36	32	C.6		Will the Transportation Agency allow for electronic deposits using Check21 Electronic Funds Transfer (EFT)?	Proposer shall detail its procedures as required in Section III-7 C.6.a-k (Payment Processing).
37	32	C.6		What is the anticipated first notice issuance or approval rate? Q What is the anticipated payment rate?	This information is not available.

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38	33	C		RFP indicates the AWZSE System Administrator shall provide on-call support and assistance 24 hours a day, seven (7) days a week for website server software used by the public and the Transportation Agencies to access violations. Is the expectation that the public will be able to use the 24/7 service by directly contacting support services to meet this requirement?	Section III-7 D – AWZSE System Administrator Support – the 24/7 on-call requirement relates to website server software used by the public and Transportation Agencies to access violations. Refer to Section III-7.F (AWZSE Interactive Voice Response System (IVR) and Call Management System) for customer service IVR and call management system requirements.
39	34	C		RFP states that AWZSE System Administrator must provide a list of all employees assigned to the project and are required to perform necessary background checks. Does this include all support staff; customer service, help desk, programmers, etc., if so, does new hire notifications need to be provided to the Agency? RTSI has an already established strict background requirement for all employees as a hiring practice, including our contracted / outsourced staffing.	Per Section III-7.D – AWZSE System Administrator Support, the System Administrator is required to provide a list of all System Administrator employees assigned to this project. This includes any employee in any type of service assigned to this project. This list shall be kept up-to-date to reflect employee departures or new hires. Per the RFP, any new hires are subject to background checks.
40	35	E.14		RFP indicated the System Administrator shall generate and mail outgoing correspondence letters that may include responses to citizen inquiries, notice of NSF's, notice of hearing reschedules, etc. If we receive any of the aforementioned inquiries via email, can the AWZSE System Administrator respond via email to satisfy this requirement?	A formal response letter can be transmitted electronically to inquiries received via email.

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41	35	E.20		RFP indicates that AWZSE shall provide monthly reports on all customer communication and issues with due dates to be determined by the Transportation Agency (ies). Q. Can you elaborate more on this by providing an example of what type of information the Agencies are looking for outside of already requested phone statistics and correspondence scanning?	Information should include, but is not limited to, statistics validating customer service center requirements, statistics of issue resolutions, status of unresolved issues, etc.
42		IV	Cost Submittal 4-1.a-1.f	Cost submittal identifies the deployment volume schedule. Can the Transportation Agency provide statistics on the expected detections per deployment?	This information is not available.
43		IV	Cost Submittal 4-1.a-1.f	Can the Transportation Agency provide statistics on the expected approved/issued citations per deployment?	This information is not available.
44	22	C.b.		The AWSE System Administrator may be responsible for purchasing and deployment of the ASE-related signage; How many signs must be installed with each mobile unit deployed? What is the expected cost for each sign?	Signage requirements for the Automated Work Zone Speed Enforcement system are outlined in Title 75, Section 3369, Part (b). Per the RFP, the proposer is responsible for developing and submitting a cost for the required advance warning signage as a Supplemental Service. Temporary Sign Specifications can be found in Commission Specification 901.
45		IV	Cost Submittal 4-1.a-1.f	Please clarify what is meant by a "deployment" For example, if there are a total of 17 units available for deployment, at least 15 units should be deployed during each shift to equal a total of 31 daily deployments? 16 units deployed during the daytime shift, 15 for the nighttime shift to equal 31?	Refer to section III-7 A.1 of the RFP for requirements related to the number of available mobile units and to Section III-7.C.1.b for deployment details.

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46	18 and 19 of 26	Appendix C 13 c	Conduct of Audit	Can we alternate between a SOC 1 and SOC 2 audit each year?	Per the RFP Section III-7.G.1 - Information Security Audits, a SOC 2 audit is required annually.
47				Knowing that the IACP no longer approves Photo enforcement products due to the complexity of the associated technology and lack of formalized test plans, and the approved products listed on the CPL for LIDARS and RADARS only includes complete standalone RADAR/LIDAR Systems as opposed to speed detection components which are much different than the devices needed for our photo enforcement systems; will more stringent product approval certifications be permitted for submission of these detection devices?	See answer to question 17.
48				It is stated in SB 172 3370 (f) (1) Limitations.-- The following shall apply: No automated speed enforcement system shall be utilized in such a manner as to take a frontal view recorded image of the vehicle as evidence of having committed a violation. Is the requirement for two front images an oversight or is there a specific configuration (i.e field of view, acceptable image composition, etc) needed to meet the requirement and keep in compliance with the above limitation?	Title 75 Section 3369 is the governing legislation pertaining to this program.

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49				What is the minimum interval between the two images (from the same direction i.e. front and/or rear) that would be acceptable to achieve the expected result? Will a failure to capture both images from a single direction with a vehicle visible in the image) be considered a controllable or uncontrollable violation?	Refer to section III-7 C.1.d for Image Capture Equipment requirements.
50				It was noted on page 42 in the pricing section that 'most deployments will take place in work zones along limited-access highways with 2 lanes of traffic in each direction'. IS bi-direction enforcement (from a single deployment location) a requirement or will the system only be required to capture vehicles in a single direction of travel?	The Automated Work Zone Speed Enforcement system is only required to capture vehicles in a single direction of travel.
51				In the RFP the commission reference the desire for mobile vehicles and trailers as potential offerings, will the commission accept other deployment platforms such as portable or relocatable systems that may be more suitable for the anticipated environment unique to workzones?	Field equipment for deployments shall be made in accordance with Section III-7.C.1.
52				The CCTV PTZ camera requirement is a bit unclear, can you provide information on the number of expected systems that can be anticipated ? Or is there a desire to have this capability on each system?	See answer to question 10.

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53				Additionally is this a separate standalone system that would be deployed independently from the enforcement system? Or can the system be integrated into the enforcement system?	The complete and operational CCTV system must be wholly separated from the enforcement system.
54				Is there a desire to integrate this into the current CCTV system currently in use by PennDOT?	The supplemental CCTV do not need to be integrated into PTC or PennDOT's current Video Management systems.
55				The existing CCTV requirement references older technology (i.e. CCD cameras) which have performance limitations which may be detrimental to achieving expected performance. Will the commission consider other technology that achieves or exceeds current system results as related to performance?	The CCTV requirement is a minimum specification. CCTV technology that meets or exceeds specified performance would be considered.
56				Is there a requirements for a certain number of manned (vehicle) vs unmanned (Trailer) systems out of the total population of 17 systems?	There are no requirements for this stated in the RFP.
57		III-7.a.5	Data Feed	For the data feed to the Agencies PA 511 website, does this requirement call for a data feed (i.e. realtime file transfer/updates) or more complex integration with website?	Refer to Section III-7.E – AWZSE Website for additional data feed requirements.
58				In the RFP it is stated that 'the Transportation Agencies may require the System Administrator provide personnel on-site with each ASE unit for the entirety of each deployment'; What is the likelihood of this requirement has an impact on pricing?	Per the RFP, the proposer is responsible for developing and submitting a cost for Field Deployment On-Site Monitoring Personnel as a Supplemental Service.

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59	20	III-7.A.1	Automated Work Zone Speed Enforcement	Would the Commission accept a self-contained portable speed unit as another option that proposers can offer, in addition to a vehicle-based or trailer-based speed unit?	See answer to question 51.
60	24	C.1.c	Speed Detection Equipment	We understand that the most recent IACP Conforming Product List that included Across-the-Road Speed-Measuring Devices and Systems was last published in 2015 and that the IACP has not overseen the speed measurement device testing program as of October 1, 2015. Would the Pennsylvania Turnpike Commission accept solutions that represent the latest in photo enforcement technology, including three-dimensional radar, but are not on the current CPL?	See answer to question 17.
61	25	C.1.d	Image Capture Equipment	In reference to the Commission's requirement for four images with the same stationary object in all four images, would the Commission accept solutions that capture the four required images (with the same stationary object in only two of the images whether front or rear)?	Clarification of Section III-7C.1.d: "...shall produce a minimum of four (4) digital time stamped images, two (2) frontal and two (2) rear images for each violation that include the same stationary object <i>respectively</i> for frontal and rear images near the vehicle."
62	25	C.1.d	Image Capture Equipment	In reference to the four-image requirement, would the Commission accept solutions that capture a set of two images (either a set of frontal images or a set of rear images)?	Refer to Section III-7C.1.d for image capture minimum requirements.
63	30	C.5	Informal Hearing Process	Would the Commission allow the Contractor to have one informal hearing officer who travels between the five hearing facilities and attends the hearings as they are scheduled?	The informal hearing officer will be designated by the Transportation Agencies and will not be provided by the System Administrator. However, the System Administrator will be required to have a representative present at these informal hearings.

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64	42	IV-1.A.1	Cost Submittal	Could the Commission please clarify the total number of deployments that are expected during the contract period?	The proposer should reference IV-1.A.1 for an assumed number of deployments during the program. Additionally, see answer to question 1.
65	42	IV-1.A.1	Cost Submittal	Could the Commission please provide the upcoming construction schedule for the areas where the speed cameras are expected to be deployed?	This information is not available.
66	42	IV-1.A.1	Cost Submittal	For planning purposes, how far in advance will the Commission notify the Contractor of the deployment locations and schedule (e.g. one week in advance)?	See answer to question 11.
67	42	IV-1.A.1	Cost Submittal	Does the Commission foresee any significant gaps in deployment (i.e. winter)?	See answer to question 64.
68	22	C.1.a	AWZSE Field Equipment	What is the maximum distance the Commission will require between the speed camera and the traffic flow?	The distance between the automated speed enforcement unit and the traffic flow will vary depending on conditions present at any given work zone where the system is deployed.
69	22	C.1.a	AWZSE Field Equipment	Does the Commission desire that the Contractor perform site surveys to determine optimal deployment locations?	Site surveys are not a requirement of the AWZSE System Administrator within the RFP.

All other terms, conditions and requirements of the original RFP dated February 5, 2019, Addendum 1 and Addendum 2 remain unchanged unless modified by this Addendum.