Cashless Tolling
Informational Meeting

August 7, 2018
Agenda

- Brief Description of Project
- RFQ
- Gantry Locations
  - Exits - 23, 24, 25, 25A, 34A, 36, 39, 45, 46, and 47
  - Terminus locations –Woodbury, Canaan, Williamsville, Lackawanna, and Ripley
    - Example:
      - Tandem Lots at Interchanges
    - Example:
- Toll in place locations (36 Exits)
  - Work by others
    - Design-Builders responsibility
    - Example
    - Tandem Lots
- Misc. Work
  - Exit 35
  - Exit 16 - Harriman
- Third party Involvement
  - Kapsch
  - Adesta
  - Utilities
  - Work Scope
  - Incentives/Disincentives
- Firms Conflicted Out
- Questions
RFQ

- RFQ scheduled to be released in 2 weeks from today. SOQs shall be required to be returned approximately 4 weeks after.
- Depending on # of respondents, that will determine amount of evaluation time.
- Thruway anticipates one month for announcement of Short-List
- Typical type of RFQ
  - Past performance
  - MWBE/DBE goal orientated history
  - Work experience
  - On budget – on time delivery history
  - Claim history - explanation
  - Key personnel
  - Design-Build organization
  - Logistical and geographical presentation of how this work is going to get done*
  - Map form*
  - AF Form – Affirmation of subcontractors willing to work as a sub if your team is declared Best-Value*
New York State Thruway Authority
All Electronic Cashless Tolling
Woodbury Toll Barrier (MP 45.03) to
Ripley Toll Barrier (MP 496.00)
10 Interchanges – 5 Terminus Locations

- Gantries shall replace Toll Booths in processing and collecting tolls.
- The Gantries will be required to be on the Mainline of the Thruway (Not in the interchange area).
- Interchanges include Exits 23, 24, 25, 25A, 34A, 36, 39, 45, 46, 47
  Terminus locations include Woodbury, Canaan, Williamsville, Lackawanna and Ripley.
- 9 of the 10 Interchanges house Tandem Lots. The Thruway has to capture the point of origin to the ticketed system and the point of departure.
- Work Outline

  Work to be done: (After AET is active)
  - Toll plaza removal
  - Signing
  - Striping
  - Positive separation of opposing traffic
  - Tandem access modification
  - Shrinkage of the Toll area footprint
  - Barrier/Guiderail outside perimeter
  - Superelevation adjustments (if necessary)
  - Other misc. items
Existing View - Williamsville Toll Plaza
Williamsville Toll Plaza
Tandem Lots

- 9 out of 10 Interchanges have Tandem Lots.
- Safety
- Tandems will not be entering the Thruway like they once did.
- Thruway will be submitting a request for legislation to deal with Tandem access routing to allow entry back onto Thruway system.
  - May require modifications to intersections and ramps.
  - This shall be the Design-Builders responsibility.
- Design-Builders shall be responsible for ensuring safe passage of tandem trucks along proposed legislated routes.
Toll in Place (36 Exits)

- All the Equipment/Electronics will be put in place by others (by the end of 2019) through Thruway let contracts.
- Design-Builder will be told in the RFP how many lanes in each direction must be made available.
- In some locations there will be criteria for a reversible toll booth lane.
- The Design-Builder shall be responsible for all necessary Civil work.
  - Signing
  - Striping
  - Positive separation of opposing traffic.
  - Tandem access modification (entry and exit points)
  - Barrier/Guiderail outside perimeter.
  - Possible reduction of footprint of Toll Booth area
  - Other misc. items
    - Concrete pavement repair
    - Asphalt overlays
    - Treadle repairs or replacement
Existing View – Exit 56 Toll Plaza
Other Exit Work – Exits 16 and 35

- Exit 16
  - Gantry already installed
  - Kapsch to install equipment
  - Two lane toll plaza and temporary building to be removed
- Exit 35
  - Gantry is included in the Exit 34A and 36 installations
  - Toll Booth Removal
  - Reduction of Footprint of Toll Booth Area
  - Striping
  - Potential modification to current signage
  - Tandem Lot access
KAPSCHE (Third Party Involvement)
- Work to be performed by Kapsch equipment include: installing electronic sensors on gantry and in-pavement. Wiring through previously installed conduit communication building to overhead and roadway sensors and up over gantry
- Design-Builder responsible for communication building with foundation, all power, generator, communications and HVAC
- Kapsch will have approximately 6 teams to perform work and will be available to begin installation 4 months after Notice to Proceed. Kapsch will need 30 days for installation and testing. In addition they will need approximately 4 weeks to mobilize per site for shipment of equipment, supplies and staging.

Adesta (Third Party Involvement)
- Notification of 2 weeks to splice into the Thruway backbone fiber optic.
- Adesta shall require 3 days to do the tie in fiber work.
- Adesta shall have \( x \) number of work teams available to respond to \( x \) locations simultaneously to process the fiber optic tie ins.
- Adesta shall require 1 week break after completing one location before proceeding to the next location

Utilities
Go Live High Steps

- DB Gantry Installation
- Kapsch Install Equipment
- All Gantries & AET In-Place Installation Complete
- Authority 30 Day Testing
- Go Live
Prior to Cashless Going Live

- Cashless Tolling in Place
- Gantry Locations
- Other Exit Work

After Cashless Tolling Goes Live

- Cashless Tolling in Place
- Gantry Locations
- Other Exit Work

Work Scope

Background on the basis of what can and can not happen:

- Safety
- Revenue Security
- Congestion (Don’t want to add)
Brief Discussion on Incentives/Disincentives

• There will be milestone dates
• The Thruway would like results better than what will be stated
  o Cashless going live
  o Toll Plaza removals
  o Overall completion
Firms Conflicted Out (As of 08/07/2018)

- C.V. Associates
- SJH Engineering, PC
- Popli Architecture and Engineering, L.S., DPC
- Shumaker Consulting, Engineering and Land Surveying, PC
- WSP
- Kapsch
- Adesta
Questions?