**WisDOT**

**Kenosha SWEF Upgrade Bid #510178**

**RFI #2 Responses**

**3.2.2.1 Introduction**

**The WIM System shall include various components that interact together. The components shall include the following:**

**• Local credential repository**

**And**

**3.2.2.5 WIM Systems Functional Requirements**

**3.2.2.5.1 Ramp**

**Once entering the site, an Overview camera, USDOT and License Plate image of the passing vehicle shall be combined to create the vehicle record. Using optical character recognition, the USDOT and license plate read shall be included in the vehicle record. The license plate jurisdiction shall be a part of the license plate read. The combination of USDOT, license plate number, and license plate jurisdiction shall be checked against a local database on the weigh station computer for non-weight violations.**

Provide detail on this. Is this a third party credential screening service? What databases should be interrogated? If the state already has a credential screening service, can the successful vendor on Kenosha pay for a site license to utilize the existing service? What is the contract duration of this service?

**Response:**

The state does not currently have a credential screening service, so a site license is not an option. The intention is for successful vendor to provide access to a national database that is stored locally and updated daily to compare the LPR and USDOT reads against. The successful vendor is welcome to provide this database themselves or to utilize a third party. The service shall continue until 6 months after the successful completion of the COT. The vendor shall also provide WisDOT with a rate to extend the database service beyond the 6-month timeframe with their construction submittals. The rate should be based on the minimum time interval the vendor’s subscription service allows. This information is added under section 3.2.2.5.1.3 Local Credential Database.

**3.2.2.5.4 Scale Manager**

**6. WIM accuracy performance by class for a selected period**

Our accuracy report by class has been replaced with the new ASTM Performance reports (now in use

in Sparta)

**Response:**

Revised language to say, “WIM accuracy performance in respect to ASTM WIM performance requirements”

**The WIM Vendor shall also provide the ability to output the WIM record information so a future 3rd party (such as AVI software) would be able to utilize the WIM information in their application.** Mettler Toledo can provide future interfaces. The modification to the interface will be quoted at that time. We have no way of knowing what may be required by a future technology.

**Response:**

This is acceptable to WisDOT.

**3.2.2.4.2 Ramp Lane Control System**

**The ramp lane control system shall be used to communicate with the driver after the vehicle analysis has been completed. The ramp lane control system shall be controlled by electronics in an interface cabinet, which receives the sort decision from the Weigh Station Computer. The system shall consist of an overhead LED sign system that is linked to the Ramp WIM system. The bypass lane sign will**

**display a green arrow ↓ to an oncoming truck if it is cleared to bypass the static scale; otherwise it will display a red X as a signal to report. Conversely, the static scale lane sign will display a red X if it is cleared to bypass and a green arrow ↓ as a signal to report to the scale lane. The signs shall have a dual-sided display, also visible to the scale house. The signs will be supported on the existing monotube/mast arm structure.** Provide specification for the new x-arrow signs. The existing sign is single faced and is mounted horizontally to the mast arm. Will there be sufficient head room to mount the new double face sign below the mast arm?

**Response:**

The intention is that the new signage would be mounted on the existing horizontal mast arm and hang below it. The successful vendor will need to coordinate with Bureau of Structures (BOS) to ensure the existing structure can handle the new loading (wind/weight, etc.) that the new signs will put on it. If it is determined that the existing structure cannot handle the new loading or provide the necessary clearance, a new structure will be change ordered in during construction. In addition, dimensions were added to clarify sign sizing.

**3.4.2 Materials**

**Static Scale**

**1. The static scale shall have seven sections (four weighbridge modules with factory- poured concrete).**

Can the new scale deck be field poured? The new contract terms allow for curing time of a field poured deck.

**Response:**

Yes, WisDOT is fine with field pouring the deck as long as the slab is properly protected from weather conditions to ensure proper curing. No additional compensation will be granted for these protections. The spec has been revised to remove the factory requirement.

**3.3.3 Weigh in Motion System Warranty & Maintenance**

Was this section removed from the bid?

**Response:**

No, this section is remaining in the bid. The document accompanying the answers to RFI #1 only included sections that changed as a result of the responses to RFI #1. The full set of the special conditions will be posted along with the responses to RFI #2.

**The existing over height detector** system is not aligned properly and is assumed to not function. Will the repair / replacement of this system be included in this bid?

**Response:**

We will now be installing a new overheight detector. This has been added to the spec.

Do we need to supply and install a new S-30-25 sign bridge structure, or do you just need us to install a new panel sign and CMS Open-Closed sign on the existing sign bridge?

**Response:**

Only a new panel sign and CMS Open-Closed sign need to be installed on the existing sign bridge.

Request to extend the bid date one week

**Response:**

Due to amount of RFI questions, it has been decided to revise the bid date from August 20th @ 2 pm to August 27th @ 2 pm.

Request to extend the project completion date to limit the potential for cold weather concrete techniques during construction of the static scale improvements

**Response:**

The project completion date is to remain at June 1, 2019 and cold weather concrete construction techniques are not anticipated or desired. A completion date extension can be requested during construction according to Section 108.10 of the Standard Specifications if severe weather affects this item of work.