



Intelligent Imaging Systems

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October 22, 2018

Kevin Diehl
Purchasing Agent
Wisconsin Department of Transportation
Bureau of Financial Management
Purchasing
kevin.diehl@dot.wi.gov

Re: Bid #510178 Kenosha SWEF Upgrades

Dear Kevin,

Intelligent Imaging Systems (IIS) is pleased to provide the following answers to your questions of October 18, 2018:

Please explain the relationship between IIS and Drivewyze and how/if that impacts this project.

IIS is the parent company of Drivewyze. Similar to the work we are doing at Sparta, our proposed system at Kenosha will integrate with Drivewyze and mainline variable message signs. Drivewyze trucks approaching Kenosha will be directed to pull-in or bypass the weigh station via VMS based on mainline screening (Automated License Plate Reader, USDOT Number Reader and Weigh-in-Motion data).

What static scale system are you planning to install given you are not an OEM static scale provider?

IIS is proposing a Fairbanks static scale system. Fairbanks Scales has consistently maintained a solid reputation of providing top quality products and service since 1830.

Our specifications require a galvanized static scale structural frame, beams and supports. Will your static scale provider meet those requirements?

Yes, the Fairbanks static scale system will meet all of these requirements. The Fairbanks scale proposed utilizes a galvanized frame. IIS Smart Roadside software will interface to the Fairbanks Static Scale interface, to combine the WIM and Static scale screening results, similar to how this has been done in Wisconsin in the past. We have performed integration to a number of different vendor static scales in other States similar in function and operation to what Wisconsin requires.



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Please explain with examples how your system tracks vehicles through the weighing evaluation process and reports on individual vehicles to accurately measure system performance/accuracy standards are met.

IIS has significant experience in both mainline-to-ramp and ramp-to-static scale tracking for weigh station screening. We have mainline screening systems operational in Arizona and Delaware, utilizing the proposed roadside DMS messaging integrated to the WIM. These systems track vehicles with a high accuracy (as specified) from the mainline to ramp and similarly we have systems that track trucks through a ramp system to the static scale. The proposed layout can be accommodated without modification within our existing Commercial-Off-The-Shelf (COTS) software system, Smart Roadside, without development.

For the layouts proposed, IIS utilizes a series of in-pavement tracking sensors to track trucks using a ballistic algorithm from the mainline to the ramp and further to the Static scale. As noted, we have met the accuracy levels specified in this project in other jurisdictions using this method.

What technology are you deploying in conjunction with the WIM sensors that meet ASTM defined standards?

IIS is proposing a double threshold Kistler quartz ATM Type III WIM system. IIS is a partner of Kistler Instruments in the supply and installation of Kistler WIM and we are proposing to utilize the Kistler Data Logger as the WIM interface, again something we have done numerous times on other projects.

What is your familiarity with the project COT/Site acceptance standards/requirements?

IIS has deployed many projects with similar scope and acceptance requirements. Our proposal fully meets the Kenosha project COT/Site acceptance standards/requirements as stipulated in the RFP.

Are the references you provided on other enforcement systems you have installed nationally used in adverse climatic enforcement environments?

Adverse environments where we have deployed our systems include Alberta (Canada), Maine & New York. As a matter of reference, Tennessee Highway Patrol, Mississippi DOT, New Mexico DPS, Arizona DOT, and Maine State Police were supplied as technical references, as we have commissioned similar system layouts to that required by Wisconsin with these States.



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Thank you for this opportunity to elaborate on our proposed solution. We look forward to having a meeting with WI DOT to review our answers.

Sincerely yours,

Fred Ko

Vice President

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