

REVISED Monday, September 29, 2014
Delaware Department of Transportation
QUESTIONS AND ANSWERS
Virtual Weigh Stations
1723 Request For Proposals
Tuesday, September 23, 2014

	The response to Question 26 has been revised. Please note below.	
44	What is the upload and download speeds of the internet connection used by the DSP CVE latitude E6440 laptops?	The upload and download speeds of the internet connection used by the DSP CVE latitude E6440 laptops are contingent upon the network DSP utilizes and the speed available on that network. DSP utilizes Verizon 4G air cards for their wireless connection. In areas where the 4G network is available the average the speed averages 4 Mbps; in areas where 4G is not available the service steps down to 3G and the network speed averages 1 MBPS or less.
43	Can you please clarify whether installation costs are to be included in the equipment price or whether the Department selected Construction Contractor will be responsible for the cost of equipment installation?	The Construction Contractor will be responsible for constructing and installing the infrastructure elements (e.g., foundations, poles, cabinets, conduits) and for providing the pavement cuts associated with the installation of the roadway elements (e.g., loops and WIM device) under observation of qualified representative of the VWS Vendor. The Vendor will be responsible for installing its hardware and equipment (including WIMs and loops) and for system integration. The Vendor costs for installation of hardware and equipment and system integration shall be included in the pricing matrices. See response to Question 9 for additional information.
42	Will sensor replacements or loop replacement be included in this price or billed separately?	Replacement of any VWS equipment, including sensors and loops, shall be included in the annual maintenance cost.
41	Maintenance and Protection of Traffic (MPT). Can this item be charged for each occurrence during construction? Can this item be charged for each occurrence during factory warranty and maintenance?	See response to Question 27.
40	Who will provide and pay for the Maintenance of traffic?	The Vendor shall be responsible for providing and paying for maintenance and protection of traffic.

Tuesday, September 23, 2014

39	Is there a required Calibration frequency for the annual maintenance?	Vendor shall provide its proposed approach to calibration to meet the requirements of this RFP as part of its Preventative Maintenance Plan. At a minimum, WIM calibration and site activation system calibration should be performed during preventative maintenance at least two times per year.
38	Can you please define physical interface requirements? Define data transfer content and requirements? Provide interface control document for equipment?	See response to Question 26.
37	What regional state plates are included in this 90% accuracy for readable plates?	The Department will work with the selected Vendor to determine what regional state plates to target for inclusion in this measurement of accuracy.
36	Will the roadway at the targeted VWS locations meet the ASTM E1318-09 requirements (potentially with modifications required by the State's contractor) in order for the WIM system to meet accuracy requirements of the ASTM specification?	The Department will work with the Vendor to determine an installation location that meets the requirements of ASTM E1318-09. In the event that a suitable location cannot be identified, the Department will have its Construction Contractor modify the roadway in the preferred location for the WIM to meet these requirements.
35	What is the estimated time line for the submission of permits, right of way plans, and environmental clearances?	Vendors shall assume a 90 day timeframe for submission and processing of permits, right of way plans, and environmental clearances, as required. It is anticipated that this process can begin concurrent with final design and construction coordination.
34	Periodic (at least two times per year) preventative maintenance shall be included in the annual maintenance price. Will the site be required to be calibrated using a calibration truck during the preventative and / or annual maintenance?	The Vendor shall provide its recommended approach to calibration during preventative maintenance.
33	Is the vendor responsible for defining the scope of tasks performed during the annual maintenance? If MOT/MPT is required during emergency maintenance and/or annual maintenance whom will pay for the MOT services?	Yes, the Vendor is responsible for providing its approach to preventative maintenance and the Vendor is responsible for providing and paying for MPT during both preventative and emergency maintenance.
32	Is there a specification or standard that's intended to be followed in reference to the common look and feel (CLF) requirement?	<u>Yes, Delaware has a Common Look & Feel standard that needs to be followed. See Appendix F for link to Website Common Look & Feel requirements. Additional information can also be found at the State of Delaware Government Information Center at the following web address: http://gic.delaware.gov/clf.shtml.</u>
31	Who is responsible for providing the trucks used for calibration? If the VWS vendor is required to provide the truck, what are the vehicle specifications required for the calibration testing?	The Vendor shall be responsible for providing trucks for WIM. The Department is relying on the Vendor's expertise to determine the appropriate vehicles for this testing.
30	When MOT or MPT is required during this testing will the Department design team furnish plans and services to implement the MOT or MPT?	See response to Question 27.

Tuesday, September 23, 2014

29	<p>Each site shall be restored to its original condition using seeding, mulching, removal of erosion and sedimentation control devices, etc. Are these services outside the scope of the VWS vendor?</p>	<p>Yes. The Department's Construction Contractor will perform these functions.</p>
28	<p>Can you please confirm whether off-site project management is acceptable?</p>	<p>An on-site supervisor for the system installation is an acceptable alternative to having the Project Manager perform this function. If the Vendor utilizes this approach, the on-site supervisor will be considered Key Personnel. See RFP Section 5.9.10 for additional information regarding requirements associated with Key Personnel. While it is acceptable for the Project Manager to be off-site during some elements of the project, there are instances where the Project Manager will be required to be present to fulfill the requirements of this project. See response to Question 24.</p>
27	<p>The Department Design Firm shall verify that all permits are in place (e.g., environmental approvals, right-of-way (ROW) approvals, lane closure and MPT plans). Is the cost for these permits and approvals to be paid by the VWS vendor? What is the estimated cost for these permits and approvals? What is the estimated time required to obtain these permits and approvals? Will the vendor be responsible for providing the lane closure and MPT services?</p>	<p>The Department Design Firm and Construction Contractor shall be responsible for any permitting costs associated with VWS site construction. Vendors are advised to include a 90-day timeframe in their project schedule for permits and approvals.</p> <ul style="list-style-type: none"> • During the site construction phase, the Department's Construction Contractor will be responsible for providing and paying for MPT. • During the system testing and acceptance process, the selected Vendor will be responsible for providing and paying for MPT. • During the warranty and maintenance period, the selected Vendor will be responsible for providing and paying for MPT for preventative and emergency maintenance. Note that in the event that the emergency maintenance is required as a result of third party negligence or force majeure, the selected Vendor will not be responsible for the costs of MPT or replacement of damaged equipment. <p>In the cost matrices, (items 1.12 and 2.12) Vendor shall provide pricing for MPT during site testing and acceptance. Additional MPT requirements and cost shall be estimated by the Vendor for preventative and emergency maintenance and included in the maintenance costs on an annual basis.</p>

Tuesday, September 23, 2014

<p>26</p>	<p>What is meant by “software interoperability” with regard to the Mettler-Toledo static scale system? Do you want the VWS system to utilize auto-calibration? Does the existing Mettler-Toledo static scale transmit information for auto-calibration via the DSP? According to section 3.4.6 the vehicle images and records are located on the VWS Central Server. “This information is uploaded to the internet where DSP CVEU officers located downstream from the VWS location can access the information through a secure web site via wireless connection, allowing them to identify potential violators.” Does the existing Mettler-Toledo static scale receive information via the DSP?</p> <p>Can you provide the interface control document for the model number 7541 with indicator IND780 and define all the integration is requirements?</p> <p>Can Delaware DOT provide the Mettler-Toledo interface protocol information for indicator IND780? If not, then this particular section makes this a sole source RFP, since only Mettler-Toledo or its Distributors could then interface with the existing Mettler-Toledo static scales and indicator.</p>	<p>The Department in no way intends for this to be a sole source procurement. The Department desires to utilize the existing static scale at the Blackbird weigh station to support auto-calibration of the WIMs to be installed on SR-1 and US-13. The selected Vendor will be required to work with Mettler-Toledo to provide a working interface between Vendor’s VWS system and the existing Blackbird static scale terminal to fulfill the auto-calibration requirement. This may include replacing the existing static scale terminal to provide a physical output port to the VWS system. The Mettler-Toledo IND780 static scale terminal has an Ethernet port that could be expanded to an Ethernet hub to support the existing printer and potential WIM scale interface. If this does not present a feasible solution, the Vendor shall coordinate with Mettler-Toledo to develop a feasible alternative. The Vendor may also propose an alternative approach for calibration of the mainline WIMs installed by the Vendor that meets the objectives of this RFP. The Department is unable to provide the interface control document at this time. The Department recognizes that there may be some coordination and support work required by Mettler-Toledo to support its auto-calibration objectives. Vendors shall include anticipated coordination costs to support this objective as part of Project Management costs. Any costs borne by Mettler-Toledo to support this process will be reimbursed by the Department and should not be included in Vendor’s pricing.</p>
<p>25</p>	<p>Is escorting suspect violators and/or directing them via Variable Message Signs (VMS) outside the scope of work for the VWS?</p>	<p>The Department has requested optional pricing for a Variable Message Sign (VMS) solution that tracks and directs suspected violators to the Blackbird weigh station. The physical escorting of suspected violators to the Blackbird weigh station is outside of the scope of this RFP.</p>
<p>24</p>	<p>Vendor Project Manager shall convene weekly project coordination meetings as necessary for the duration of the project. Vendor shall also be required to participate in DTI and ARB meetings on an as-needed basis. Is the Project Manager required to be physically present during these meetings, or is remote participation via conference call acceptable?</p>	<p>The Department prefers the presence of the Project Manager at all meetings but understands that this may not always be possible. Remote participation in weekly project coordination meetings is acceptable, but the Project Manager will need to be present for a project kick-off meeting and at key stages in the project development and implementation process.</p>

Tuesday, September 23, 2014

23	Does the vendor have to appear in person to testify or is the state looking for documentation for later use? If the vendor has to provide expert testimony, is it acceptable to quote a rate for use on an as-needed basis? On what standard would the evidentiary value of the VWS data be based?	Yes, the Vendor would be required to provide an expert witness to appear in person. Yes, it is acceptable to quote a rate for this service on an as-needed basis. Vendors shall provide this information in updated Cost Matrix 3 – Optional Pricing, Item Number 3.11 (see updated Cost Matrix 3 at the end of this addendum). The evidentiary value of the VWS data will be based on existing data and parameters adopted by the State together with Police and to the extent possible according to the type of reports requested by the Court.
22	Will the maintenance of traffic and MPT be included in these construction services?	Yes. The Department's Construction Contractor will be responsible for providing and paying for MPT for VWS site construction.
21	What is the typical amount of time required to obtain a permit approval for a lane closure? What is the typical amount of time required for outreach notices before doing road work and lane closures? Are Message boards required for outreach notices?	The typical amount of time to obtain approval for a lane closure is five (5) business days. In the event that outreach notifications are required, notifications should be posted 48 hours in advance of the lane closure. In the event that message boards are required for outreach notices the Department can provide, install and configure portable Dynamic Message Signs (DMS) for this purpose at no additional cost to the Vendor.
20	Section 1.2, Intent, Paragraph 2, page 1. Have the Department-approved Design Firm and the Department selected Construction Contractor(s) been selected yet? If yes, what are the names of the firms? If no, what is the schedule for selecting the Design Firm and Construction Contractor (s)?	The Department plans to utilize Design Firm and Construction Contractor(s) with appropriate experience that have active task order agreements with the Department when this work needs to be performed. Those firms cannot be named at this time.
19	Appendix A.4, Technical Requirements, Paragraph A.4.1.1, page A-15. We are using strain gauge system instead of Kistler sensors. To collect data we use existing bridge on which attach our sensors. Consequently we do not use Kistler electronics. Our system is not either equivalent in function but is equivalent in output data quality. However, due to different system and its philosophy there is no permanent damage made to the road, data quality does not decline with years and road damage in comparison with some other systems on the market. As well, our system is fully portable (you can easily change site of measurement with our system). Other major difference to the Kistler sensors is that installation of our WIM system can be performed only on a bridge. (Please note that our practice around the world shows us that finding proper bridge is not a big issue). I would appreciate your answer on suitability of our system with connection on you RFP—as you can see from this email we perform measurements very differently than Kistler.	See response to Question 18.

Tuesday, September 23, 2014

18	<p>Appendix A.2, General Requirements, Paragraph A.2, page A-1. Do we need to install sensor (loop or radar-based) if we want to apply for proposal? We can install sensor, but that shell only increase costs and not the quality of data. Our system can meet your needs without use of some required technology. Are we still applicable candidate?</p>	<p>The Department has specified its preferred approach for this project, but will entertain alternative approaches that meet the functional requirements specified in the RFP. If a Vendor is not able to meet all of the functional and/or technical requirements specified in the RFP the Vendor is directed to identify those requirements that cannot be met and describe its alternative approach to meet the intent of this RFP.</p>
17	<p>The WIM sensor install should take no more than 6-8 hours but will require a lane shut down over this time. Will this work need to be done at night for the two pilot sites, future sites, and optional portable sites?</p>	<p>Requirements for completing work that involves a lane closure will depend on the location and planned construction schedule (hours and dates). For estimating purposes, Vendors shall provide standard costs assuming that night work will not be required. Vendors shall also provide pricing for a 'Night Work Premium' in Cost Matrix 3 – Optional Pricing, Item 3.10 (see updated Cost Matrix 3 at the end of this addendum). This Night Work Premium shall encompass all additional costs over and above the standard pricing when night work is required (cost per VWS site, quantity undetermined).</p>
16	<p>There is no good way to mount an overheight detector meeting the requirements in A.3.5 to a trailer. The best option is to have it fixed like is proposed at the fixed sites and with the other equipment at the portable sites (fixed cabinet and WIM sensors). This will also help officers setup quicker and be less hassle for them. It will also be consistent with the other fixed and weigh station sites to make maintenance consistent. Is this acceptable?</p>	<p>Yes. This is an acceptable alternative approach. Vendors that utilize this approach are requested to provide separate pricing for the overheight detection subsystem. This information shall be included in updated Cost Matrix 3 – Optional Pricing, Item 3.9 (see updated Cost Matrix 3 at the end of this addendum).</p>
15	<p>Appendix A.3, Functional / Business Requirements, Paragraph A.3.1.2, page A-2. How will the accuracy be verified over this six month period?</p>	<p>Accuracy will be verified based on analysis of WIM data from the VWS sites versus weight measurements from static scales and portable scales that are utilized to confirm weight violations and issue tickets.</p>
14	<p>Section 3.12, Maintenance Services, Paragraph 3.12.5.1, page 22. In the case of a WIM sensor failure will more time be allowed, without risk of reduced maintenance agreement payment as section 3.8.16 requires at least 5 business days' notice for a lane closure? In addition WIM sensors require a specific grout for low temperatures that can have a long lead time when out of stock and only has a 6 month shelf life. To meet the 5 business day repair completion should vendors price sensor winter grout in spare parts inventory and replace it after it expires over the warranty and annual maintenance period?</p>	<p>In the event that an emergency repair requires a lane closure, the Vendor will be given seven (7) business days to complete the repair. The Vendor will not be penalized for any delays in repairs caused by delays in the Department processing requests for lane closures. If the Vendor feels that it is necessary to stockpile a low temperature grout for winter work in order to meet the response requirements for emergency maintenance then this product should be included in the spare parts inventory and replaced on an annual basis so that the product is available during the winter months from October through March.</p>

Tuesday, September 23, 2014

13	The start of the up to 5 year annual maintenance contract would be after the 1 year warranty described in section 3.11, which would make for total coverage of up to 6 years, correct?	Yes, that is correct.
12	Section 3.11, Warranty, Paragraph 3.11.3, page 21. This reads that during the one year warranty after the final acceptance of each site two preventative maintenance calls should be completed. Can you verify this is what is intended?	Yes, that is what is intended.
11	In the case of a WIM sensor failing would vendors be responsible for the cost of traffic control for the lane shut down to replace?	Yes.
10	What is the expectation for the number of trucks to be weighed at the SR-1 VWS across the WIM and then at the Blackbird weigh station static scale in a week based on traffic volume and staffing? What is the expectation for the number of trucks to be weighed at the US-13 VWS across the WIM and then at the Blackbird weigh station static scale in a week based on traffic volume and staffing?	The DSP CVEU estimates that it can process approximately 60-65 vehicles per day when the Blackbird weigh station and VWS sites are active. The actual number of pull-ins from the VWS sites on SR-1 and US-13 will depend on staff availability and the number of violations detected by the VWS site.
9	Will the Construction Contractor also be responsible for saw cutting of the road for WIM sensors and loops and traffic control for this work? If they were doing this for the other work it would be the best value and most efficient way to do the work.	The Construction Contractor will be responsible for saw cutting of the road for the WIM sensors and any loops that may be required based on the Vendor's system design. The selected Vendor will be responsible for installation of the WIM sensors and loops. The selected Vendor will also be responsible for providing supervision of the WIM installation process in accordance with the requirements of the provider of the WIM device. For example, installation of the Kistler WIM sensors requires the supervision of a Kistler Engineer or an Engineer certified by Kistler.
8	Would DeIDOT provide, if any, the bonding requirements for this proposal and project? There were no bonding requirements indicated in the RFP.	The Department has no requirements for bonding for the VWS project.
7	Would DeIDOT also consider non-dual lens technology, as the ALPR camera is center-mounted over the lane and the overview camera side-mounted in order to provide a better profile view of the truck?	The Department prefers dual lens technology in order to minimize the roadside infrastructure requirements. The Department will consider other approaches that meet the functional requirements while minimizing the need for additional roadside elements (e.g., foundations and poles).
6	What extent of autocalibration is required?	The WIM scale must be able to communicate with the existing static scale in order to automatically calibrate the WIM scale based on weight measurements from the static scale. Vendor shall present its approach to auto-calibration that meets the requirements of the VWS RFP. See in particular RFP Section A.3.1 and A.4.1 for additional information regarding WIM system requirements.

Tuesday, September 23, 2014

5	Is it sufficient if the over height detector covers only the right most lane?	The over height detector must be capable of covering all lanes over which vehicle screening will occur. The current operational scenario for the pilot site envisions that all screening will take place in the right line of SR-1 and US-13 so this will be an acceptable solution for these sites. If vendor proposes a solution for existing sites that only covers the right-most lane vendor shall also provide pricing for a multi-lane over height detection system in the event that future locations require multiple lanes of screening.
4	Will ALPR only be performed on the front license plate?	Yes, for Delaware's operational scenario, ALPR will only be performed on the front license plate attached to the cab of the vehicle. Optional USDOT reader may capture the USDOT number on the side of the vehicle.
3	Would DelDOT also consider NEMA 3R cabinets that have been deployed and proven on other tolling projects? This would eliminate the need for a separate HVAC system.	The Department prefers cabinets with a NEMA 4X rating, inclusive of an HVAC system, but will accept cabinets with a cabinet with a NEMA 3R rating, provided that the housing is suitable for the environmental conditions and for the contents of the cabinet (i.e., equipment installed in the cabinet has its own cooling device and does not require air conditioning).
2	Would DelDOT also consider IP66 compliant cameras that have been deployed and proven on other tolling projects, as there does not appear to be a reason to protect the cameras against water submersion?	The Department prefers IP-68 cameras, but will accept cameras with a rating of IP-66 and above, provided that the devices meet all of the functional requirements specified in the RFP and the housing is suitable for the environmental conditions where the devices will be installed.
1	We would kindly request an RFP due date extension of two weeks in order to allow for better coordination with local vendors and to ensure that DelDOT receives the highest quality system at the best price.	A two week time extension has been granted. Proposals are now due on October 8, 2014 at 2:00 p.m. eastern time.