

## ADDENDUM 003 REQUEST FOR PROPOSAL

### Commercial Motor Vehicle Electronic Preclearance and Bypass System RFP 6-170315DR

Offerors should acknowledge receipt of Addendum 003 (THREE) by **signing** and **including it** with the original proposal. The due date for receipt of proposals is **unchanged** by this Addendum. Accordingly, the following clarifications, and or additional information, are believed to be of general interest to all potential Offerors. All other terms and conditions remain unchanged and in full force.

Name and Title of Signer (Print or type)	Name and Title of Department Authority  Debbie Rickard General Services Director
Contractor/Offeror Signature  _____ (Signature of person authorized to sign)	Department of Transportation  <i>Debbie Rickard</i>
Date Signed:	Date Signed: February 28, 2017

**QUESTION 1:** Section 1 (F), Schedule of Events. Will the oral presentations be public?

**RESPONSE 1:** The oral presentations are not open to the public. The only audience will be the evaluation team. Section 3 (B) 7, describes the Interview Conference.

**QUESTION 2:** Section 1 (F), Schedule of Events. Will the RFP responses be public record?

**RESPONSE 2:** Please refer to SECTION 3: REQUIRED ELEMENTS OF PROPOSAL AND SUBMISSION (B) 5 Public Inspection.

**QUESTION 3:** Can additional information be submitted at the oral presentations?

**RESPONSE 3:** No new material can be submitted at the oral presentations. This presentation shall only be used to clarify material. Section 3 (B) 7, describes the Interview Conference.

**QUESTION 4:** Section 2 (B) 1 D. Does no costs apply to the deployment, installation, setup, operation and technical system or does no costs include program cost such as membership fees?

**RESPONSE 4:** The RFP specifically addresses there shall be no cost of deployment, installation, setup, operation and technical system costs to the Departments. If the Offeror has program costs they should include such costs in the response with information supporting those costs.

**QUESTION 5:** Section 2 (B) 2 C. Does this refer to individual or aggregate screening rules? Can the Departments provide examples of changes to rules and bypass privileges and criteria?

**RESPONSE 5:** The Departments require a system that allows users at independent locations to temporarily modify criteria for special enforcement activities. Such activities may include, but are not limited to, modifying the pull-in rates for all preclearance subscribers up to 100% for compliance checks (such as hours-of-service, commercial driver's license, medical certification, equipment condition, etc.), and adjusting downward the safety data thresholds to inspect carriers not programmatically identified as high risk. This will not impact agreed upon preclearance criteria as specified in the Clearance Agreement.

**QUESTION 6:** Section 2 (B) 2 I 4. Is there an anticipation of future multi-lane configuration requirements?

**RESPONSE 6:** The minimum is right lane vehicles. Multi-lane is not required. If it becomes a future requirement, a new request for proposal would be issued. However, if a multi-lane configuration is proposed by the Offeror, the system must be able to differentiate and identify parallel vehicles.

**QUESTION 7:** Section 2 (B) 2 I (6). Is the WIM equipment installation specification as prescribed by the American Society for Testing

and Materials (ASTM) 1318-09 Type III applicable only if installing a new system? What about equipment already installed?

**RESPONSE 7:** All WIM equipment must meet ASTM 1318-09 Type III specifications. If there is existing WIM equipment it must be upgraded within 90 days of contract execution. The Offeror must produce evidence of system conformity upon the Departments request.

**QUESTION 8:** Section 2 (B) 2 I (6). Are there any restrictions for new equipment that can be installed within the 2 miles? Is installation in asphalt or concrete? Is the entire infrastructure owned by MoDOT?

**RESPONSE 8:** The new equipment must be installed within two miles of the weigh station in accordance with ASTM 1318-09 Type III specifications, if the proposed WIM technology is installed in the surface of the roadway. The roadway infrastructure is owned by MoDOT.

The WIM systems may be installed in either concrete or asphalt as long as it meets the referenced specifications.

**QUESTION 9:** Section 2 (B) 2 I (11). Were there any questions on point 11?

**RESPONSE 9:** There have been no questions on 11.

**QUESTION 10:** Section 2 (B) 2 J. Is the requirement for the driver to be notified if the weigh station is closed? What is expected of the Open/Closed communication? Is there a requirement that some communication other than signage be transmitted to the subscriber? If the station is closed, is the driver required to receive communication to bypass?

**RESPONSE 10:** Communication through open/closed signage is the minimum requirement. Additional communication to bypass the weigh station is not required.

**QUESTION 11:** Section 2 (B) 2 J. Will MoDOT authorize and/or supply access to the open/closed system output?

**RESPONSE 11:** Access to the open/closed signage system will be provided to the vendor to ensure seamless integration at each facility.

**QUESTION 12:** Section 2 (B) 2 K. Do we need to support multiple lanes for compliance of all subscriber actions? Is the compliance of non-subscribers required?

**RESPONSE 12:** The minimum is right lane vehicles. Multi-lane is not required. If it becomes a future requirement a new request for proposal would be issued. However, if a multi-lane configuration is proposed, it must be able to differentiate and identify parallel vehicles. Non-subscribers compliance is not required.

**QUESTION 13:** Section 2 (B) 2 N. What event data is to be included and is the access to all event data on subscriber vehicles temporary or permanent?

**RESPONSE 13:** The event data must include: subscriber name, DOT number, unit number, vehicle identification number of subscriber vehicle, time and date of event, as well as all data elements as prescribed by ASTM 1318-09 Type III. The data also should include whether a bypass was granted or if the driver was instructed to pull in. The data must also include the compliance of subscribers instructed to pull in but do not obey the message. Event data must be accessible to the Departments for 30 days via the user interface. After 30 days, the event data must not be readily available via the user interface but must be produced by the Offeror upon notice of subpoena.

**QUESTION 14:** Section 4 (B). Is the evaluation team from department of transportation or other state agencies? What are you doing in this case? Ex-officio?

**RESPONSE 14:** The team is drawn from expertise related to the safety of the traveling public, to the infrastructure, and technology. Individuals representing maintenance, traffic, possibly OA-ITSD, an external motor carrier association, possibly at the federal level, and MoDOT research division will serve as the evaluation team. Individuals with subject matter expertise will answer questions for the evaluation team but will not participate as members of the evaluation team.

**QUESTION 15:** Section 2 (B) 1 E and Attachment 1 (attached to this Addendum). Who would approve additional or future sites? As future sites are identified by the Departments, is the decision to deploy systems unilateral? If the decision is unilateral, what is the impact to the vendor if it fails to add the sites?

**RESPONSE 15:** Additional or future sites would be approved by the Departments. Potential future sites will be added by the Offeror in accordance with section 2 (B) 1 E of this RFP. The Offeror shall be assessed damages for failure to complete installation of the sites within eighteen (18) months of the additional site. Damages will be assessed based on section 2 (B) 2 G.

**QUESTION 16:** Can the Offeror submit alternative exceptions to the Terms and Conditions of this RFP?

**RESPONSE 16:** The Offeror must respond to this RFP by submitting all the information required herein for its proposal to be evaluated and considered responsive. If the Offeror submits its proposal with any exceptions or additions to the Terms and Conditions, this may be considered unresponsive. This would be reviewed by MoDOT's legal department. Each Offeror shall provide a cover letter signed by an authorized firm representative stating he/she has read and understands all of the terms and conditions of doing business with the Departments in response to this request for proposal.

## ATTACHMENT 1 – REVISED

### Official Weigh Station Sites for System Deployment in Missouri

Weigh Station Location	Route
Foristell, St. Charles County	EB & WB I-70
Mayview, Lafayette County	EB & WB I-70
St. Clair, Franklin County	EB & WB I-44
Kearney, Clay County	NB I-35
Platte City, Platte County	NB I-29
Eagleville, Harrison County	SB I-35
Harrisonville, Cass County	SB US-71
Watson, Atchison County	SB I-29
Bloomsdale, Jefferson County	SB I-55
Caruthersville, Pemiscot County	WB I-155
Charleston, Mississippi County	SB I-57
Willow Springs, Howell County	EB & WB US-60/63
Steele, Pemiscot County	NB I-55
Joplin, Newton County	EB & WB I-44