

ADDENDUM 001 REQUEST FOR BID

Static Truck Scale RFB # 5-170210LT

Bidders should acknowledge receipt of Addendum 001 (ONE) by signing and including it with the original bid. The due date for receipt of bids is **NOT changed by this Addendum and remains at 2:00 p.m, Central Time, February 10, 2017**. Accordingly, the following clarifications are believed to be of general interest to all potential bidders. 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 Lori Tackett Inter. General Services Specialist
Bidder/Offeror Signature _____ (Signature of person authorized to sign)	Department of Transportation <i>Lori Tackett</i> _____ (Authorizing Signature)
Date Signed:	Date Signed: February 7, 2017

ATTACHMENT 1 is the questions and responses that may be of interest to all potential bidders.

ATTACHMENT 1

QUESTION 1: Should all components of the static truck scale be new and nothing from the existing scale reused?

RESPONSE: All components including but not limited to mounting brackets, load cell stands, electronics, suspension, cabling, load cells, and weighbridge must be new. The existing foundation may be reused in applications where the new weighbridge can be properly aligned and sufficiently supported. The electrical wiring and conduit from the weigh station facility to the static scale may be reused if the present condition allows for safe electrical connections.

QUESTION 2: On page 15 of the Static Truck Scale Specifications the last bullet of the Scale Foundation Requirements; should all responders provide a new approach on each end of the scale or is this only in the case of a higher profile scale? In other words, can the existing approaches remain as is if the scale profile remains the same?

RESPONSE: If the profile of the Offeror's static scale allows for it to be flush mounted to the paved surface of the scale lane without the modification of the approaches, the Offeror will not be required to complete the modifications. In lieu of modifying the static scale approaches, the support piers and foundation can be modified to allow for the difference in profile height as an alternative.

QUESTION 3: On page 15, Static Truck Scale Specifications – Load Cell Requirements – The warranty to be provided should cover lightning and surge voltages. Should bidders provide verification of their scale electronics passing 3rd party lightning tests with their bid? This will prevent bidders from supplying an electronics package with lower protection/cost and gambling that the scale does not get hit by lightning, which even if covered under warranty could cause considerable down-time for the scale.

RESPONSE: Third party testing and certification for voltage suppression is not required. The Offeror must provide a voltage suppression system with their submission in addition to a 5 year warranty on all electric/electronic components.

QUESTION 4: On page 15, Static Truck Scale Specifications – Load Cell Requirements – The warranty to be provided should cover lightning and surge voltages. In addition to the load cells should the scale instrument and other major components be covered by the lightning protection?

RESPONSE: All electronics and electrical components of this procurement shall be covered under warranty for a period of 5 years for damages caused by lightning and voltage surges.

QUESTION 5: On page 15, Static Truck Scale Specifications – Scale Instrumentation Requirements – It is industry standard for this type of system to have a full color display. Is this a requirement for this project?

RESPONSE: The weight indicator must provide a full color display.

QUESTION 6: On page 15, Static Truck Scale Specifications – Scale Instrumentation Requirements, bullet 4 – Connectivity to a report printing device is specified. Should a new printer be provided as a part of the bid for ticket and report printing? If not, what printer will be used to print tickets?

RESPONSE: The Offeror must provide a compatible printer as part of the static scale instrumentation package.

QUESTION 7: On page 15, Static Truck Scale Specifications – Scale Instrumentation Requirements - Should software be provided with the scale instrument to print a ticket with the weights from all platforms and the total with 1 button press and also to accumulate and print up to 19 weights in the case of an on oversize load or the case where officers want to isolate axles/axle groups?

RESPONSE: The Offeror shall provide software with the scale instrument that allows the operator to print a ticket that displays all platform weights with the press of a single button. The software must accumulate and print up to 19 weights for oversize/overweight load applications or for the isolation of individual axle/axle groups.

QUESTION 8: On page 16, Static Truck Scale Specifications – Scale Instrumentation Requirements, last bullet in section – An integrated software application for use on a personal computer is required. Should bidders provide the personal computer for the software to run on or will MHTC/MoDOT provide this?

RESPONSE: The Offeror must only provide the software application as part of this procurement.

QUESTION 9: On page 16, Static Truck Scale Specifications – Scale Instrumentation Requirements, last bullet in section – An integrated software application for use on a personal computer is required. Should the following minimum functionality be provided with this software application:

- a. Real-time calculation/display of front and rear bridge weights in addition to platform and total weights
- b. Real-time display of trucks weighed for the day by shift
- c. The capability to accumulate axles on an oversized load or to isolate truck axles/axle groups
- d. Flexible reports for static volume by hour, shift, day, month, week, and year with the capability to export data to standard document formats (i.e. .pdf, xls, .doc, etc.)

RESPONSE: The minimum following functionality is required for the static scale software application:

- a. Real-time calculation/display of front and rear bridge weights in addition to platform and total weights;
- b. Real-time display of trucks weighed for the day by shift;

- c. The capability to accumulate axles on an oversized load or to isolate truck axles/axle groups;
- d. Flexible reports for static volume by hour, shift, day, month, week, and year with the capability to export data to standard document formats (i.e. .pdf, xls, .doc, etc.).

QUESTION 10: Currently there is an older WIM system at this site. Should the new static truck scale provided in this bid provide the following functionality without additional hardware needing to be changed and software needing to be added or modified when the older WIM system is upgraded:

- a. Automatically positioning the truck as it pulls onto the scale.
- b. Allowing officers to change the static scale signals from the same screen they are viewing the truck scale weights
- c. Steer axle shall be determined within 2" of actual location to evaluate if trucks is properly positioned on the scale
- d. Evaluation of each truck legal weight on the static scale based on WIM record
- e. If a truck is positioned properly and within legal weights, the system can auto release the truck
- f. The static scale should provide actual weights of trucks back to the WIM system for auto calibration. Speed range and class of vehicle should be used for optimal WIM accuracy and screening
- g. The static scale integrated software should display the WIM information, truck overview image, license plate image and read, dot image and read for the vehicle on the scale for officers to evaluate screening and static weight in one location
- h. Flexible reports for WIM volume by hour, shift, day, month, week, and year with the capability to export data to standard document formats (i.e. .pdf, xls, .doc, etc.)

RESPONSE: It is desirable for the static scale to facilitate future integration to a ramp located Weigh-In-Motion (particularly for auto-calibration), electronic screening, and lane control/sorting system. However, it is not a requirement for this procurement.

QUESTION 11: For the static truck scale warranty will a 2 year warranty on end bumper and load cell receivers and a 3 year warranty on gap covers be accepted as long as the rest of the scale and it's components maintain a 5 year warranty as described in the RFB. The reason for this is these are wear parts.

RESPONSE: To ensure a predictable cost of ownership for the Missouri Department of Transportation and the Missouri State Highway Patrol, all components of the static scale shall be covered under warranty for a period of 5 years from the date placed in to service.

QUESTION 12: All scale manufacturers require routine maintenance to be done in order for routine maintenance to remain in good standing. Currently Highway Patrol performs routine maintenance. Should bidders plan for Highway Patrol to perform quarterly maintenance of the scale over the 5 year warranty period? Should bidders also include semi-annual visits to the

site with their service employees to inspect the scale condition and to ensure the warranty remains in good standing?

RESPONSE: The Missouri State Highway Patrol will provide routine maintenance during the warranty term and will advise the Offeror of all system failures, component degradation, or other concerns as identified. The Offeror is encouraged to perform site visits with service staff to assess the condition of the static scale, but is not required to do so as part of this procurement. However, the Offeror's election to not perform semi-annual visits shall not reduce, limit, or negate any warranty claims against defects in workmanship or functionality that may arise during the warranty term.

QUESTION 13: To ensure that the scale provided can withstand the volume and loads at this site, should all bidders provide testing data with their bid that shows their weighbridge has gone through life-cycle testing of a minimum of 1 million cycles with at least 80,000 lbs. of test load, applied on 8 contact points matching a standard truck's dual tandem axle tires.

RESPONSE: The static scale provided by the Offeror must meet the National Type Evaluation Program Class IIII certification requirements. The Offeror must include a copy of the Certificate of Conformance with their submission. Additional testing beyond the NTEP standards is not a requirement for this procurement.

QUESTION 14: Our scale deck concrete uses a standard polypropylene fiber reinforcement that is typically not used in a state standard DOT design mix for a roadway. The concrete we will use will meet the requirements of the specification, but we want to verify that having the fiber reinforcement in addition to what is specified will be acceptable. Please verify this?

RESPONSE: The successful bidder may utilize fiber reinforcement as long as it does not reduce the specified strength of the concrete.

QUESTION 15: After the scale deck concrete is poured should a curing/sealing compound be used to protect the scale concrete?

RESPONSE: At the bidder's election, the concrete shall be treated with a topical curing/sealing compound or otherwise be cured via traditional wet curing methods.

QUESTION 16: Bidders are encouraged to obtain 10% MBE and 5% WBE. If these cannot be met by any bidder will an award be provided to the low bidder?

RESPONSE: This is not mandatory.

QUESTION 17: If a bidder meets or approaches the MBE/WBE goal and other bidding do not and are lower, who will winning bidder be decided? I did not see a description of this in 7 CSR 10-11.020.

RESPONSE: This is not mandatory.

QUESTION 18: Will MoDOT power wash or clean the scale pit after the existing scale has been removed or replaced?

RESPONSE: MoDOT resources will clear the pit and drains after the scale has been removed.

QUESTION 19: Will any special environmental handling be required for slurry from concrete work?

RESPONSE: If the bidder requires milling or grinding of existing concrete driving surfaces or foundation piers, the slurry produced must be captured as to prevent storm-water runoff contamination.

QUESTION 20: Should the existing electronics from the scale be disposed of or returned to the State?

RESPONSE: MoDOT will retain existing electronics for salvaging or disposal.

QUESTION 21: Will MoDOT block off the scale area or the weigh station entrance during the project to prevent vehicles from entering the work area?

RESPONSE: MoDOT will provide traffic control to prevent commercial motor vehicle traffic from entering the project site.