

**South Carolina Department of Public Safety  
State Transport Police**

**Request for Information (RFI) for  
Mainline Weigh-In-Motion Systems**

**RFI10-250153  
March 9, 2010**

**1 PURPOSE**

This Request for Information (RFI) is to provide the State with an opportunity to develop a knowledge base on the latest technology for Mainline Weigh-In-Motion (WIM) systems. Respondents will be given an opportunity to present written material, provide equipment demonstrations if appropriate, and reply to the State's question and answer session.

**2 REQUEST FOR INFORMATION**

The South Carolina Department of Public Safety (SCDPS), State Transport Police (STP) is seeking information regarding the capabilities of Mainline WIM systems.

**This request constitutes a Request for Information only, THIS IS NOT A SOLICITATION; no award will be made for this effort at this time.**

**3 INTRODUCTION**

South Carolina has deployed PrePass Core CVISN-compliant electronic screening at one location; the I-85 northbound weigh station. PrePass operations have effectively reduced the volume of commercial vehicles entering the instrumented weigh stations by 15 to 20 percent, helping to mitigate the queues of trucks that form in the weigh station and extend to the mainline highway causing closure of the station. Despite the contributions of electronic screening in easing weigh station congestion and providing fuel and time savings to PrePass enrolled carriers, South Carolina is looking for new ways to better manage the 80 to 85 percent of trucks that do not participate in PrePass and must enter the weigh station during their travels.

**4 PROBLEM STATEMENT**

Non-transponder equipped trucks frequently back up on the mainline during peak time periods. STP enforcement personnel at the weigh stations experience difficulty quickly sorting the safe and legal vehicles from the high risk carriers and vehicles as they cross the static scale. Unless a truck is overweight, or has a visually evident problem, it is unlikely that multiple databases will be checked for the carrier's/vehicle's safety history or credentials violations. A small percentage of trucks may be pulled over for random inspection, but in an environment of very scarce resources, conducting an inspection on a safe and compliant vehicle is not an effective use of these resources.

## **5 PROPOSED SOLUTION**

South Carolina proposes to deploy advanced Mainline WIM, vehicle identification, and screening capabilities to monitor non-transponder equipped trucks that travel past weigh stations. Weigh stations located on Interstate 85 northbound and a new weigh station to be constructed on Interstate 95 northbound (mile marker 74) will be implemented with Mainline WIM, automatic vehicle identification (AVI) functionality in the form of license plate readers and USDOT number readers, overview cameras, and screening software to automatically weigh, identify, and screen commercial vehicles as they move at mainline speed (65-70 mph).

## **6 INFORMATION REQUESTED**

The SCDPS has listed some of the questions that should be addressed through this RFI, which include:

- 6.1 What types of Mainline WIM systems are available?
- 6.2 What are the capabilities of each type?
- 6.3 What is the life expectancy of each type of WIM?
- 6.4 How much space does the Mainline WIM take?
- 6.5 Can the WIM system be interfaced to PrePass, CVIEW, License Plate Readers, USDOT Number Readers and PRISM databases for compliance checks and explain how would that would be accomplished?
- 6.6 How long does it take to install a Mainline WIM system?
  - 6.6.1 Please explain the installation time for each type of mainline WIM your company offers.
- 6.7 Does your WIM allow for a feedback loop from the weigh station static scale for automatic calibration purposes?
- 6.8 Can a Mainline WIM be installed on an Interstate with an uphill or downhill slope?
- 6.9 Can the Mainline WIM be installed in asphalt or does it have to be embedded into concrete?
  - 6.9.1 What are the advantages and disadvantages of embedding in asphalt versus concrete?
  - 6.9.2 Which types of Mainline WIM must be installed in asphalt and which type must be installed in concrete?
- 6.10 What type of management reporting capabilities does the WIM system have?
  - 6.10.1 Does the system include traffic count by vehicle classifications and time of day?

- 6.10.2 Can the reports be imported into Excel or .pdf file format?
- 6.10.3 Explain how these requests will be accomplished.
- 6.11 Define the attainable accuracy of a mainline WIM within which wheel, axle, axle-group, and gross vehicle weights could be estimated by a properly calibrated in-pavement WIM system.
- 6.12 Present any creative approaches or information that pertains to a Mainline WIM system.
- 6.13 Note: This **IS NOT** a Request for Proposals, but rather a Request for Information which will be used to inform the Department of the current capabilities of Mainline WIM systems available in the market. Information obtained may be used to develop a needs requirement that may be used in a future procurement.

## **7 MANUFACTURER'S PRESENTATION**

The State will schedule a demonstration time and date for all respondents. Representatives should be prepared to explain their product in enough detail to answer all issues raised within this RFI as well as provide literature, background information, written responses to the questions within, etc. The presentations will occur during the week of **April 12th through 16<sup>th</sup>, 2010**.

Each presentation will last for approximately two (2) hours and will be followed by a question and answer period for approximately 30 minutes.

## **8 INTERPRETATIONS/CORRECTIONS/AMENDMENTS**

If you find an ambiguity, conflict, discrepancy, omission, error or if you have any questions related to this RFI, please notify the Procurement Manager indicated herein.

**ANY CHANGE TO THIS RFI WILL BE MADE ONLY BY WRITTEN AMENDMENT, ISSUED BY THE DEPARTMENT OF PUBLIC SAFETY PROCUREMENT OFFICE AND SHALL BE INCORPORATED INTO THIS RFI.**

**RESPONDENTS ARE REMINDED TO CONTACT THE PROCUREMENT MANAGER INDICATED HEREIN TO OBTAIN ANY AMENDMENTS ISSUED PRIOR TO THE CLOSING DATE AND TIME.**

## **9 GENERAL INFORMATION**

The State shall not be liable for any costs incurred by the respondent in connection with the preparation and submission of this or any response to this RFI.

All responses and accompanying documentation submitted will become the property of the State and will not be returned.

**10 RESPONSE**

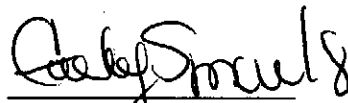
In order to be considered for participation in this RFI and provide a demonstration, interested respondents must send a letter of interest to the Procurement Manager indicated below; to include the following information:

1. Company name and headquarters mailing address
2. Contact name, telephone number and email address

Any questions concerning this RFI should be directed to the Procurement Manager indicated below within the specified time frame:

**Information must be received NOT LATER THAN MARCH 29, 2010 – 2:00 pm**

Cathy Sprowls, CPPB  
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Cathy Sprowls, CPPB  
Procurement Manager