

Questions	Answers
Previous Contract Number and the supporting power contract?	Previous Contract Number 2517H004, and Current Supporting Contract 2526H019
Can AKDOT provide a list of each RWIS (ESS) location's metadata? (Include the type of sensors and brand, the RPU Type, and power source)	File Lat Long included
The RFP states that a US passport is required. Will the state accept a Canadian passport?	Access to the Klondike Highway RWIS site requires crossing the U.S./Canada border. A valid Canadian passport is acceptable in lieu of a U.S. passport for personnel who are Canadian citizens, provided they meet all applicable border crossing requirements. All personnel must comply with applicable U.S. and Canadian customs and immigration laws.
The location maps are dated 2016. Are they the most current maps available, and are all existing RWIS listed?	The maps included in the RFP appendices are the most recently available. ADOT&PF does not currently have updated maps. However, a current list of RWIS sites with latitude and longitude coordinates is provided. Offerors should use that list as the authoritative reference for site locations.
Will the cost of the parts be included in the total estimated budget? In addition, will the parts be purchased separately from the total contract, based on the parts pricing in "Section Two - Costs for Equipment"?	Yes. The cost of equipment and parts is included within the total contract budget of \$3,050,000. Equipment will be procured through the contract's established price list as described in the Costs for Equipment section. Parts and equipment costs are itemized separately from labor and maintenance costs in the cost proposal.
Traffic Control, when needed, during maintenance, will that be a cost passed back to AKDOT?	Yes. Traffic control costs, when required for site access during maintenance activities, are the responsibility of the contractor and should be reflected in the cost proposal. The contractor must comply with American Traffic Safety Services Association (ATSSA) standards for all temporary traffic control.
Please confirm the number for RWIS (ESS) Sites. Attachment 4 Appendix D lists 69 locations by Site Name. Attachment 11 "Cost Proposal - Submittal Form G, Section One, Number 3 states "Maintenance and Operations - per RFP Section 5.05 each of the existing 49 sites."	The RFP contains an error in Submittal Form G, Section One, Number 3, which incorrectly references 49 sites. The correct figures are: Total sites: 164 RWIS/ESS sites (full sensor stations): 83 TDP-only sites (no full ESS): 81 Offerors should use 164 total sites for pricing purposes. A formal correction to Submittal Form G will be issued.
The RFP requires parts to be available for existing sensors and RPUs. Some of the existing sites may no longer be supported. Will AKDOT accept upgraded RPU and sensors if replacements are required?	Yes. If original equipment is discontinued or no longer manufacturer-supported, ADOT&PF will accept upgraded RPUs and sensors as replacements, provided the replacement equipment meets or exceeds the specifications in this RFP and is compatible with existing systems. Any proposed substitutions must be submitted to the Project Director for approval prior to installation.
Function #2: Central RWIS Servers Polling and Data Management Software, Service Level Agreement, Section d) Temperature Data Probes (TDPs), is the KMZ file showing the locations of TDPs not currently located on an RWIS available before the bid deadline date?	A KMZ file for TDP-only locations is not currently available. TDP site locations are included with latitude/longitude coordinates. Offerors should use that data for bidding purposes.
SEC. 3.06 Location of Work paragraph six (6) states, "the offeror certifies that all services provided under this contract by the contractor and all subcontractors shall be performed in the United States." Please confirm whether this applies to services only, not to the manufacturing of equipment.	Correct. Section 3.06 requires that all services be performed within the United States, including maintenance, operations, monitoring, and technical support. This requirement does not apply to the manufacturing of equipment or components provided under the contract. All manufacturing requirements must follow the applicable federal provisions included in the attachments.
What are the State Travel Standards and Restrictions specific to Transportation, lodging, and per diem costs?	State of Alaska travel standards applicable to this contract include: Airfare: Coach class only Lodging: Reimbursed at actual cost; receipts required Meals/Per Diem: Not to exceed \$60.00 per day Rental Vehicles: Midsize only; no premium options Mileage Reimbursement: Current State of Alaska POV rate per DOA Finance All travel costs must be shown as separate line items on the invoice All travel must be pre-approved by the Project Director Full travel policy: [State of Alaska Administrative Manual, Chapter 60]
Page 25, Remote Processing Unites and Data Loggers, mentions Campbell Scientific CR6 (polled using LoggerNet. Do all Campbell data loggers support NTCIP?	Yes. Campbell Scientific data loggers, including the CR6, have the capability to support NTCIP compliance through appropriate programming and configuration. All RPUs and data loggers supplied under this contract must be configured to comply with NTCIP 1204 as required by the RFP.
Page 11, Function #3. Central RWIS Servers Polling and Data Management Software Under function #3 states contractor is responsible to operate and manage the software on DOT &PF RWIS servers that oPoll the RWIS ESS oManage and collate data received from the ESS oDistribute the data and camera images to the DOT&PF directory and to other clients as needed. oWhat is expectation? Is the contractor to manage the server and the IRIS software? (Note: this is not mentioned under goals of the DOT&PF Weather Program on page 11.	The contractor is not responsible for managing the ADOT&PF server infrastructure or the IRIS software platform itself. The contractor's responsibility under Function #3 is to ensure reliable communication and data flow from each ESS site to the ADOT&PF servers. This includes troubleshooting connectivity issues, ensuring polling is successful, and confirming data is correctly transmitted and received. Server administration and software licensing remain the responsibility of ADOT&PF.
Are there existing wireless radio sites, as mentioned on page 10, under commercial Communications Mechanisms? The communication attachment in Appendix D does not show any wireless radio stations.	There is the Whittier at camp road that is using a wireless IP radio to connect, Trims DOT MS that is using a wireless IP bridge to communicate, and Keystone has a IP radio to connect the camera to the RPU.
Is the DOT plan to convert the POTS sites to other forms of communications, such as CDMA or Satellite?	ADOT&PF does not have a current plan to convert all POTS sites to cellular or satellite. Communication upgrades will be evaluated on a site-by-site basis. The contractor may be asked to support communication upgrades at individual sites as part of task orders under this contract.
Section Two - Costs for Equipment - Footnote 5 states that one RPU offering must be a Campbell Scientific data logger that is appropriate for the sensor array. Is this indicating that Campbell is the sole source for this RFP?	No. Campbell Scientific is not a sole-source requirement.
Section Two - Costs for Equipment - Does not address mounting hardware or cable lengths. Please provide cable lengths for each sensor.	Specific cable lengths vary by site and sensor configuration. ADOT&PF does not have standardized cable length specifications available for all sites at this time. Contractors should include mounting hardware and cable costs as itemized line items in their equipment price list, using industry-standard lengths appropriate for each sensor type. Site-specific cable requirements will be determined during task order execution and approved by the Project Director.
How would ADOT want to see the pricing for the mounting equipment and modems?	All mounting equipment and modems should be priced as individual, itemized line items in the equipment cost proposal, with a description, make/model (where applicable), and unit price for each item. These items may be added to the equipment price list as separate rows in the cost submittal form.
Section Two - Costs for Equipment - Footnote 7 A and B - Are these sensors that are not currently used on RWIS? If so, what brand is currently used for both options?	Both options are sub-surface temperature sensors currently used within the ADOT&PF RWIS network. Option 7A is the Vaisala TPS10, used at Vaisala RWS200 sites. Option 7B is an MRC temperature data probe, used at Campbell Scientific sites.
Section Two - Costs of Equipment- Temperature Acquisition Cables, Footnote 7 - B. A second offering should include customized spacing and thermistor string length.- Will DOT provide an example of a customized spacing and thermistor string length?	Yes. An example configuration is: Campbell Scientific CS230, 50-meter cable, 15 internal probes, 0 external probes, starting depth of 0. Spacing and length vary by site.
Section Two - Costs of Equipment - Remote Processing Unit (RPU) - Footnote 5 - One RPU offering must be a Campbell Scientific data logger that is appropriate for the sensor array. ADOT&PF currently use CR1000 and CR6 dataloggers. Campbell states item CR1000 shows as "retired", which means no longer available for new orders. They are recommending CR1000X, but that one is also retired, so they are recommending CR1000Xe. Please confirm which Campbell data logger is required for this RFP.	ADOT&PF requires the current production Campbell Scientific data logger model that is most appropriate for the sensor array at the time of purchase. Given that the CR1000 and CR1000X are no longer available for new orders, the CR1000Xe or its current equivalent as recommended by Campbell Scientific is acceptable. Offerors should propose the current production model and include documentation confirming the model's compatibility with existing ADOT&PF systems.
Section Two - Costs for Equipment - Footnote 6. Will ADOT provide current drawings and specifications for the Millerbernd 30ft pole? a. Additionally, will ADOT want to include the lightning rod kit, mill certs, and anchor bolts with the pole?	Offerors should include the following accessories as part of the pole unit pricing: Lightning rod kit Mill certifications Anchor bolts All pole pricing should reflect a complete, ready-to-install assembly.
Section Two - Costs for Equipment - States, "additional rows may be added to include additional devices," however, there is no mention of possible additional spare parts. Would ADOT like the bidding contractors to include a spare parts list with the bid submissions?	Offerors are not required to include a separate spare parts list in their proposal. The equipment price list established through this contract may be expanded to include spare parts or consumables during the contract performance period, pursuant to Task 4. Offerors may, at their discretion, include commonly used spare parts as additional line items in their proposed price list.
Please confirm that all sites are accessible and will not require lane closures and/or bucket trucks. a. If a bucket truck is required, will there be a cost that will be passed back to ADOT? b. If lane closures are required, does ADOT follow the ATSSA requirements? Additionally, if lane closures are required, is there a stipulation on the maximum duration?	Most sites are accessible without requiring lane closures. For sites that require a bucket truck, the contractor is responsible for all associated costs, including any required traffic control, as part of the task order. If lane closures are required, the contractor shall follow ATSSA standards for temporary traffic control. ADOT&PF does not impose a maximum lane closure duration by contract, but any closure must comply with applicable state and local traffic control requirements and be coordinated with the Department in advance.
Are there any measurement specification requirements for each sensor?	Yes. Desired measurement specifications for all environmental sensors are detailed in the "Desired Measurement Specifications for Environmental Sensors" section of this RFP. Additionally, Appendix D contains a metadata spreadsheet describing current sensors in use. Offerors are required to propose sensors that meet or exceed those specifications. Offerors are asked to propose a minimum of two models of each sensor type.
How does ADOT define open architecture/source as it relates to this project?	Open architecture for Road Weather Information Systems (RWIS) is defined as a design approach that utilizes non-proprietary, standards-based, and interoperable software and hardware components. This allows transportation agencies to mix and match equipment from multiple vendors, avoid vendor lock-in, and easily integrate data from diverse sources.
Will this project require the contractor to provide 24-hour system monitoring for each station, including polling to receive data error reports?	24-hour continuous system monitoring is not required. The contract requires regular monitoring at minimum once weekly, or more frequently when requested by ADOT&PF. The contractor must also produce and submit reports on the schedule defined in the contract, and must be able to provide reports on shorter notice upon ADOT&PF request.
Can the subcontractor experience be considered as some tasks/stations require specialized skills (pg 29)?	Subcontractor experience SHALL NOT be considered in determining whether the offeror meets the requirements set forth in SEC. 1.04 PRIOR EXPERIENCE.
Pg 32 vs pg 54 Appendix b Please confirm insurance coverage limit requirements?	Appendix B2 is to be Replaced by Appendix B1.