

ABC Crane and Rigging
Attn: Bob Smiley
Phone: 972-555-3232
Email: bsmiley@abccrane.com

Subject: **Request for Pricing**

January 31, 2016

Project Location: US-95, milepost 241.

ARA's Scope of Work: Calibrate the Weigh-in-Motion scale at this location.

Scope of Services Requested:

We are requesting a quote for ABC Crane and Rigging to provide a tractor trailer with driver and load for the purpose of calibrating the weigh in motion scale at the above project location. We anticipate that your quote will include an hourly cost to cover all truck, driver, load and fuel costs. We estimate 2 days of work, 10 hours of work each day, not including travel time. However, if the WIM equipment is measuring truck loads within specification, the second day of work will not be required.

The truck shall be configured and loaded as follows:

- 5 axle tractor-trailer, with the tractor having 3 axles (tandem must be air suspension) and a trailer with 2 axles (tandem must have air suspension, and standard spacing), loaded with non-moving, non-shifting or bouncing load from 76,000 to 79,000 pounds (gross vehicle weight), legal on gross and axles.

The test truck is a key component in the proper calibration and validation of a WIM system. Truck characteristics such as equipment condition, load disposition, and tire condition all play a role in the effectiveness of the validation to accurately demonstrate the precision of the WIM equipment. This request for quote entails the rigorous standards for the test truck equipment, including the following:

- The truck **must** have a working speedometer.
- Suspension systems must be free of mechanical deficiencies, including cracks, punctures, air leaks, or loose fittings. The height control valve should not be used to adjust the ride height.
- Tractor must be relatively new, or with refurbished engines.
- Tractor must be capable of meeting the test truck speed requirements. For this site, the top truck speed will be no less than 75 mph.

Additionally, the following loading requirements will apply:

- Load must be non-shifting, such as crane counterweights, steel plates or beams, or concrete blocks.

- Preferably, the load shall be distributed evenly along the trailer.
- The load on the test truck must be securely fastened to prevent shifting of the loads during vehicle operation.
- If loads that allow the collection of rainwater are used, the trailer and load must be completely covered to avoid the collection of water and the associated increase/decrease in load weight as water collects or evaporates.

During the weighing and measuring of the test truck, the on-site leader will inspect the truck and trailer for compliance of the requirements provided in this RFP. Trucks that are not compliant will be rejected, and a substitute truck and/or driver must be supplied without significant delay. Florida DOT will not be held responsible for any expenses involved with replacing rejected trucks and/or drivers.

Schedule:

The validation is scheduled for April 13th and 14th, 2016. We will meet the driver at the CAT scales located at TA Truck Stop, I-95, exit 235 at 7:30 am each day. We will measure the truck and weigh the truck before proceeding to the work site. At the end of each day we will regroup again at the weigh station where we will re-weigh the truck.