

Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor



James T. Smith, Jr., Secretary
Melinda B. Peters, Administrator

MARYLAND DEPARTMENT OF TRANSPORTATION

March 11, 2014

Contractors/Vendors

Please be advised that the State Highway Administration is exempt from State Sales Tax. See a copy of our exemption certificate below.

State of Maryland
Comptroller of the Treasury
Revenue Administration Division
301 W. Preston Street
Baltimore, Maryland 21201-2383

The attached card is your new exemption certificate which is valid upon receipt. Effective October 1, 1997, exemption certificates issued to governmental entities no longer have an expiration date, thus eliminating the need to renew the certificate. Please read the enclosed Tax Tip and the instructions on the back of the card for the proper use of the exemption certificate. If you have any questions regarding the use of this card, please call the Taxpayer Service Section at (410) 767-1300 in Baltimore, toll free 1-800-492-1751 from elsewhere in Maryland, or e-mail at taxhelp@comp.state.md.us.

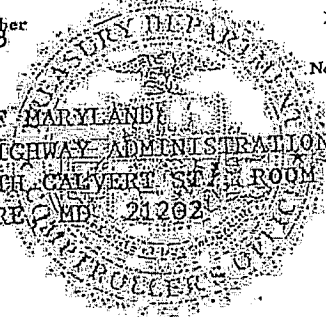
**State of Maryland Comptroller of the Treasury
Sales and Use Tax Exemption Certificate**

Account Number
30002563

Expiration Date
Governmental
No Expiration Date

Name

STATE OF MARYLAND
STATE HIGHWAY ADMINISTRATION
707 NORTH CALVERT STREET ROOM C-507
BALTIMORE, MD 21202



State of Maryland Highway Administration identification Number #52-6002033.
Your cooperation in this matter is appreciated. If you have any question or desire further information, please call me at 410-545-5759.

Sincerely Yours,

Handwritten signature of Okey I. Odinammadu in black ink.
Okey I. Odinammadu, Manager
Accounting Operations Division
Office of Finance

Cc: SHA Procurement Officers
FMIS Initiators

Pre-Proposal Conference Minutes
CATS+ TORFP J02B4400004
SHA Virtual Weigh Station (VWS) Project Phase II
Wednesday, April 30, 2014, 9:30 - 11:30 A.M. (EST)

Welcome to the Pre-proposal conference for the CATS+ Task Order Request For Proposal #J02B4400004 for the State Highway Administration – Virtual Weigh Station Project Phase II. My name is Joseph Palechek and I am the TO Procurement Officer assigned to this project.

If you have not already done so, please be sure to sign the attendance sheet and for those firms that are certified Minority Business Enterprise (MBE) or Veteran-Owned Small Business Enterprise (VSBE) vendors, please make note of that in the far right hand columns of the sign-in sheet.

In attendance with me today are Donna Ziegenhien (Maryland Department of Transportation, Office of Transportation Technology Services, Contract Management Office), and Manoj Pansare and Dave Czorapinski (State Highway Administration Office of Traffic & Safety, Motor Carrier Division)

I will be going over the Procurement part of this project and will take questions. And then I will then turn this conference over to Mr. Pansare and Czorapinski who will review the scope of work and take questions.

Reminder to everyone:

- The main purpose of this pre-proposal conference is to review the procurement requirements, answer questions, address concerns, provide clarification, and provide offerors with instructions pertaining to the solicitation and scope of work.
- This Task Oder Request for Proposal was released through email on April 15, 2014, in three (3) separate emails labeled 1 of 3, 2 of3, and 3 of 3 that included the TORFP, a separate Financial Proposal Attachment, and six (6) Appendices. Please make sure you have received all Three (3) emails.
- The Technical & Financial Proposals are due no later than **Thursday, May 29, 2014 at 2:00 P.M. Local Time**. Per section 1.4, offers received after the stated due date and time will not be accepted.

- Offerors will have the opportunity to submit questions in writing; written questions must be submitted by email to the Procurement Officer only. The deadline for submission of written questions **Tuesday, May 6, 2014 at 2:00 P.M. Local Time**
- The Questions and Answers will be released via Addendum as soon as possible after the due date and time.
- Also, changes to the scope of work or any response requirements will be published as an addendum and supersede the original published documents per COMAR 21.05.02.07.
- Pre-proposal minutes, sign in sheet and all questions and responses will be published as an addendum and become part of this solicitation.

As a side note Addendum #1 was released on 04/24/2014

- As a reminder, the Technical Proposal submission along with all of the required Attachments (listed under Section 1.4 of the TORFP), are to be sent in a separate email from the Financial Proposal and please make sure the subject line of each email contains the TORFP # what attachments are included in the email (Technical Proposal, Financial Proposal, Attachments, etc) and number your emails (1 of 2, 2 of 2 etc)
- Please be aware that MDOT has a file size limitation of 8 megabytes on all email transmissions.
- It is the Contractor's responsibility to ensure that the Procurement Officer has received your offer. If you do not receive a "received" email response from me, the Procurement Officer, you should call and confirm that your email was received.
- PLEASE BE SURE TO SEND YOUR RESPONSES EARLY ENOUGH TO ALLOW SUFFICIENT TIME FOR THE EMAILS TO ARRIVE TIMELY.
- Please follow the directions with regard to submission of your Task Order Proposal. Offers must be submitted electronically to the Procurement Officer, **Joseph Palechek**; hard copies shall not be accepted.
- The State Highway Administration will award this project to One (1) Master Contractor.
- You are required to provide the name/number of your point of contact to set up interviews

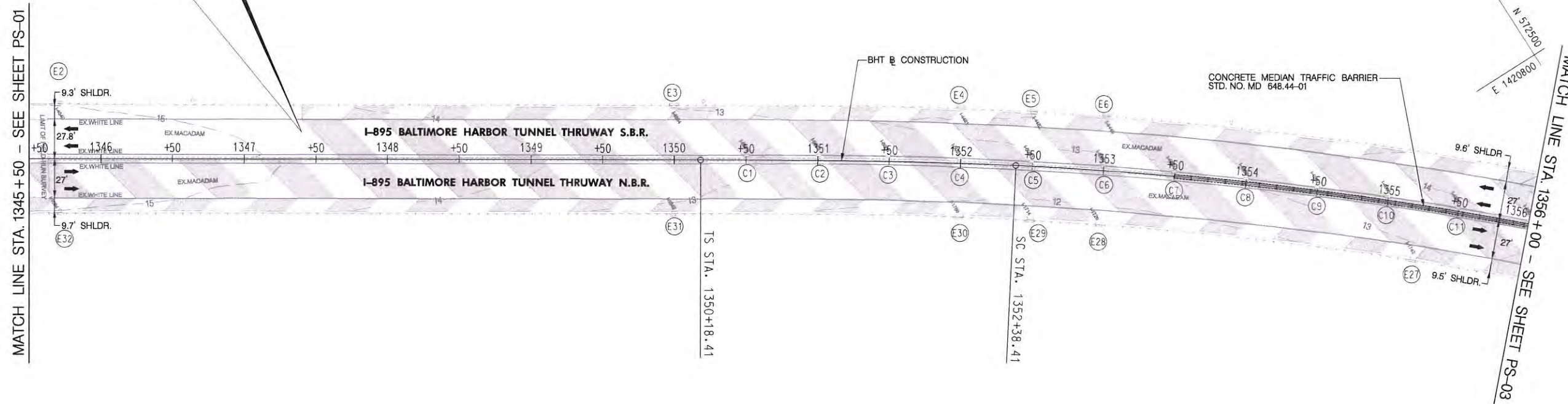
- The TO Proposal should provide all the information requested in this section.
- Submit your offer in the format listed in section 3.2 of the TORFP, as this will help to ensure that you have submitted all requested information as well as assist the evaluation team to determine that all information has been received.
- Please be sure to review Section 4 - Task Order Award Process, in particular Section 4.2 – the “Technical Proposal Evaluation Criteria.
- This is a project is CATS II re-compete and the incumbent is Xerox.
- There is a 10% Minority Business Enterprise (MBE) Goal for this project. MDOT encourages MBE firms to participate in this solicitation.
- If there are any MDOT Certified MBE firms or Veteran Owned Small Businesses in attendance today, this would be a good opportunity to network with Firms planning to submit as a Prime Contractor.
- I want to take this time for all of the MBE companies to introduce themselves.

Friendly reminder:

- It is you're to update your company's information as necessary on the DoIT website. (ie. MBE, SBR, address, point of contact and especially point of contact).
- MDOT or MDOT Procurement does not have the capability of updating DoIT's master contractor's information.
- Any questions or concerns should be directed to ITPO.DoIT@maryland.gov
- Only the information communicated by the Procurement officer in writing shall be the official position of the MDOT. MDOT assumes no responsibility for information communicated by any other source.

42 INCH F SHAPE CONCRETE MEDIAN TRAFFIC BARRIER
 BIFURCATED 0 INCH TO 1 FOOT 6 INCHES, STD. NO. MD 648.44-01
 250 LF BHT BASELINE OF CONSTRUCTION - STA. 1353+45.62 TO STA. 1356+00

LIMIT OF PAVING I-895 SB
HT-2458-000-006
RE-DECKING OF 3 BRIDGES
STA. 1347+40.08



LEGEND

- GRINDING AND VARIABLE DEPTH OVERLAY
(1.5" GRINDING - I-895 AND RAMPS, 0.5" GRINDING - MOT STAGE 1
INITIAL I-895 OUTSIDE SHOULDER CONSTRUCTION)
- 1.5" GRINDING AND OVERLAY
- FULL DEPTH ASPHALT PAVEMENT
- TRAFFIC BARRIER W BEAM
- CONCRETE MEDIAN TRAFFIC BARRIER
- DRAINAGE REPAIR LOCATIONS

NOTE: SEE SHEET NOS. D-01 & D-02 FOR DRAINAGE REPAIR SCHEDULES.



WHITNEY BAILEY COX & MAGNANI, LLC
 849 Fairmount Ave. Suite 100 Baltimore, MD 21286
 MAIN 410.512.4500 FAX 410.284.4100
 www.wbcm.com



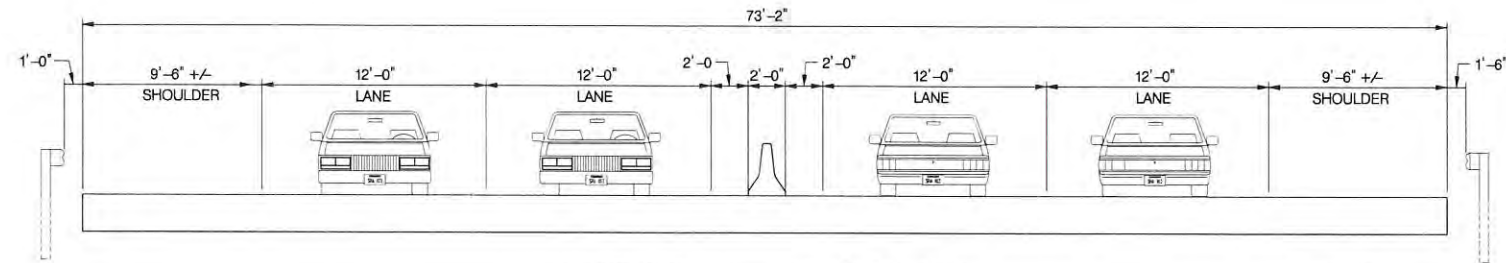
ADDENDUMS & REVISIONS			
NO.	DESCRIPTION	BY	DATE

**DECK REPLACEMENT OF I-895 BRIDGES OVER
 PATAPSCO AVE., POTEE ST., AND HANOVER ST.,
 AND MISCELLANEOUS REPAIRS**

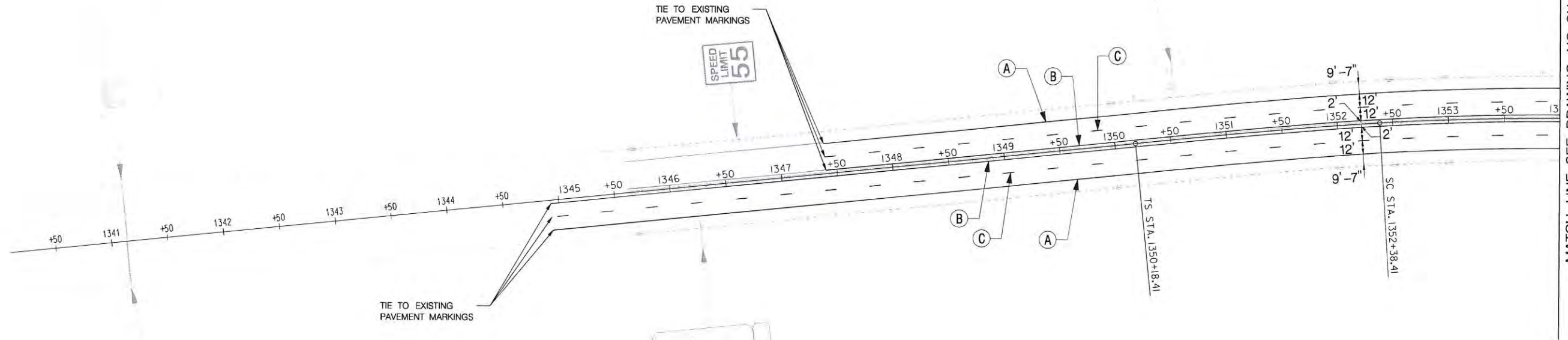
ROADWAY PLAN

DESIGNED BY WML DRAWN BY CSY CHECKED BY SMU
 CONST. REVIEW BY DATE AUGUST 22, 2011 SCALE 1" = 40'

CONTRACT NO.
HT-2458-000-006
 DRAWING NO.
PS-02
 SHEET NO.
 14 OF 128







TYPICAL SECTION
ULTIMATE ROADWAY
NOT TO SCALE



TIE TO EXISTING PAVEMENT MARKINGS

TIE TO EXISTING PAVEMENT MARKINGS

LEGEND

-  EXISTING OVERHEAD SIGN STRUCTURE
-  EXISTING CANTILEVER SIGN STRUCTURE
-  EXISTING GROUND MOUNTED SIGN AND SUPPORTS
-  EXISTING SIGN

PAVEMENT MARKING LEGEND

- (A) 5" SOLID WHITE PERMANENT PATTERNED PREFORMED RETRO-REFLECTIVE PAVEMENT MARKING
- (B) 5" SOLID YELLOW PERMANENT PATTERNED PREFORMED RETRO-REFLECTIVE PAVEMENT MARKING
- (C) 5" WHITE PERMANENT PATTERNED PREFORMED RETRO-REFLECTIVE PAVEMENT MARKING (10' STRIPE, 30' GAP)
- (D) 10" SOLID WHITE PERMANENT PATTERNED PREFORMED RETRO-REFLECTIVE PAVEMENT MARKING
- (E) 5" SOLID WHITE PERMANENT PATTERNED PREFORMED RETRO-REFLECTIVE CONTRAST PAVEMENT MARKING
- (F) 16" WHITE PERMANENT PATTERNED PREFORMED RETRO-REFLECTIVE PAVEMENT MARKING (ANGLED 45° @ 70' SPACING)
- (G) 5" WHITE PERMANENT PATTERNED PREFORMED RETRO-REFLECTIVE CONTRAST PAVEMENT MARKING (10' STRIPE, 30' GAP)
- (H) 10" SOLID WHITE PERMANENT PATTERNED PREFORMED RETRO-REFLECTIVE CONTRAST PAVEMENT MARKING

GENERAL NOTE:

1. THE CONTRACTOR SHALL INSTALL PLOWABLE RAISED PAVEMENT MARKINGS ON I-895 AND RAMP IN ACCORDANCE WITH THE 2006 MD MUTCD FIGURES 3B-7c, 3B-8d AND 3B-9b.



WHITNEY BAILEY COX & MAGNANI, LLC
649 Fairmount Ave. Suite 100 Baltimore, MD 21286
MAIN 410.512.4500 FAX 410.324.4100
www.wbcm.com



ADDENDUMS & REVISIONS			
NO.	DESCRIPTION	BY	DATE

DECK REPLACEMENT OF I-895 BRIDGES OVER PATAPSCO AVE., POTEE ST., AND HANOVER ST., AND MISCELLANEOUS REPAIRS

SIGNING AND MARKING PLAN

DESIGNED BY DSU/JEH	DRAWN BY JEH	CHECKED BY DSU
CONST. REVIEW BY	DATE AUGUST 22, 2011	SCALE 1"=50'

CONTRACT NO. HT-2458-000-006
DRAWING NO. SN-2.1
SHEET NO. 56 OF 128



Maryland Transportation Authority

Martin O'Malley
Governor

Anthony Brown
Lt. Governor

James T. Smith, Jr.
Chairman

Peter J. Basso
Rev. Dr. William C. Calhoun, Sr.
Mary Beyer Halsey
William K. Hellmann
Arthur Hock
A. Bradley Mims
Michael J. Whitson

Bruce Gartner
Acting Executive Secretary

Finance Division
2400 Broening Highway
Suite 115
Baltimore MD 21224
410-537-5700
410-537-5701 (fax)

711 (MD Relay)
1-866-713-1596

e-mail: mdta@mdta.maryland.gov

www.mdta.maryland.gov



August 6, 2013

To Whom It May Concern:

The Maryland Transportation Authority's Sales and Use Tax Exemption Number is 30002563.

The Maryland Transportation Authority consists of the following operating facilities:

- Baltimore Harbor Tunnel (Patapsco Tunnel)
- Fort McHenry Tunnel
- Francis Scott Key Bridge
- Thomas J. Hatem Memorial Bridge (Susquehanna River Bridge)
- John F. Kennedy Memorial Highway (Interstate 95)
- William Preston Lane Memorial Bridge (Chesapeake Bay Bridge)
- Harry W. Nice Memorial Bridge (Potomac River Bridge)
- ICC (Intercounty Connector)

Sincerely,

Joyce Diepold
Deputy Chief Financial Officer

State of Maryland Comptroller of the Treasury
Sales and Use Tax Exemption Certificate

Account Number
30002563
Name

Expiration Date
Governmental
No Expiration Date

State of Maryland
MD Transportation Authority
303 Authority Drive
Baltimore, Maryland 21222





Maryland Department of Transportation
Office of Procurement
CATS+ TORFP J02B4400004
SHA – Virtual Weigh Station (VWS) Project Phase II
Addendum #4

May 15, 2014

This Addendum is being issued to provide Answers to Questions from the Pre-Proposal Meeting and Site Visit, a New Appendix 3 and 3 additional Attachment for the above named TORFP. All information contained herein is binding on all offerors who respond to this TORFP.

QUESTIONS & ANSWERS

Question 1: Under Attachment 2, pg. 52 this Section States “Please check one: This project does not involve bonding requirements.” Please confirm that no bond is required for this project?

Answer 1: There is no Bonding requirement under this project.

Question 2: Under Section 3.2.1, Item B.3, pg. 38, it States “... as required by Section 2.5.1.9.7”. This section does not appear to be included in the TORFP. Please clarify the requirement for this response?

Answer 2: This should be “...as required by section 2.5.1.8, number 7.” The contractor needs to be able to remotely access each location securely for performance monitoring and diagnostics (example – PC Anywhere), and to adjust any software/hardware/application/firmware control parameters (such as WIM calibration adjustments, weight and alarm configuration and thresholds, and camera control including pan tilt and zoom as necessary).

Question 3: Under Section 1.4 TO Proposal Submissions, pg. 5, it States “(The following proposal documents shall be submitted...) Certifications to demonstrate minimum qualifications”. Please clarify the certifications required for submittal to demonstrate minimum qualifications?

Answer 3: Qualifications and certification requirements are provided in Section 2.9 “Offeror Minimum Company Qualifications” bullet 3 – certification in installation of Kistler Lineas QWIM sensors.

Question 4: Under Section 1.9 Limitation of Liability Ceiling, pg. 6, it states “Pursuant to Section 27 (C) of the CATS+ Master Contract, the limitation of liability per claim under this TORFP shall not exceed the total TO Agreement amount. Please confirm that Section 1.9 of the current RFP references the correct section of the CATS/Master Contract (i.e. Section 27 (C))?”

Answer 4: Yes, Section 1.9 of the current TORFP references Section 27 (C) of the CATS+ Master Contract.

Question 5: Under Section 2.6.2 Deliverable Descriptions / Acceptance Criteria and Milestones, it states “Proposed Project Time Schedule and Target Dates (for each VWS site). Can SHA please provide the expected date of Notice to Proceed?”



Maryland Department of Transportation
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SHA – Virtual Weigh Station (VWS) Project Phase II
Addendum #4

May 15, 2014

- Answer 5:** The overall NTP will be provided approximately two weeks after the contract is awarded and executed. NTP for individual sites will be provided as site priorities are confirmed and preparatory/coordination work is completed between the contractor, SHA and required district personnel, and MDTA.
- Question 6: At one of the MDTA sites visited on 5/7 located SB Broening Highway, the pavement was concrete. Presumably there is re-bar in the concrete. If so, at what depth is the re-bar? If there is re-bar in the roadway, will a new location be identified?
- Answer 6:** MDTA response: Concrete pavement was not identified at this location during the May 7 field visit. The existing pavement surface is asphalt. The site at WB I-695 at the Francis Scott Key Bridge (Site 9 in Appendix 3 NEW) is reinforced concrete. Re-bar plans are being researched by MDTA. There will be no new location, this is the final location.
- Question 7: At a few of the locations (US 40 by the Hatem Bridge, WB and EB) there are potential right of way issues as WB there is a motel on the right off the shoulder and on EB there is a salvage yard on the right off the shoulder where poles and cabinets will be installed. Please confirm that MD SHA will assist in obtaining right of ways or allowing for a secondary location?
- Answer 7:** MDTA response: Sufficient right-of-way is available for the proposed equipment. MDTA is currently working on a right-of-way transfer plat from SHA for this location.
- Question 8: At the above locations (US 40 EB/WB) can SHA clarify responsibilities of the vendor with respect to security of the roadside equipment?
- Answer 8:** This equipment will be treated like any traffic control device. After installation, testing and production acceptance, security of the roadside equipment will be SHA/MDTA responsibility dependant on site. Until acceptance, security will be the responsibility of the contractor.
- Question 9: During site surveys, the SHA representative identified an area of US 40 EB as part of a wetland. There are no special provisions in the TORFP on how vendors should construct a site in this area. Please clarify?
- Answer 9:** MDTA response: There are no wetlands in the VWS location as identified in the RFP. Potentially environmentally sensitive areas are located in the wooded area west of the US40 EB VWS location.
- Question 10: At several locations there isn't any center median to install our overhead detector pole. Please provide a list of existing infrastructure that vendors can leverage to install their overhead detector systems.





Maryland Department of Transportation
Office of Procurement
CATS+ TORFP J02B4400004
SHA – Virtual Weigh Station (VWS) Project Phase II
Addendum #4

May 15, 2014

- Answer 10:** None. The contractor may need to install overhead detector systems that traverse across all lanes if no median is available. It is understood this may result in reduced detector accuracy.
- Question 11: Some roadway surfaces were in need of resurfacing; in particular, I-81 NB and SB, US 40 EB and WB and potentially Broening. What plans will be made for repaving? How will any repaving affect the schedule? And, Will the Contractor have the ability to accept the repavement prior to installation?
- Answer 11:** I-81 NB location is good pavement. I-81 SB location is in need of repaving, this will be repaved by SHA. US 40 EB and WB and Broening (single lane) and other MDTA sites deemed to be in need of repaving will be repaved by the MDTA. The contractor will be responsible for notifying SHA/MDTA of the VWS location condition when identified. At that time, SHA will coordinate with MDTA and proceed with having roadway at such locations resurfaced. Repaving may affect the schedule based on weather and other prevailing factors. The contractor will have the ability to inspect the re-pavement.
- Question 12: Is it appropriate for the Contractor to assume that the utility access point and meter pole will be no greater than 100 feet from the Contractor's cabinet location?
- Answer 12:** MDTA and SHA will attempt to locate a power drop within 100 feet of each VWS location; however, this distance cannot be guaranteed and it will be the contractor's responsibility to provide the connection as required at each site. The contractor will need to provide trenching, handboxes, and associated cabling from the cabinet electrical disconnect to a handbox or the metered power utility pedestal drop location.
- Question 13: Under Section 2.5.3.6 Warranty: Please verify that this response time is specific to the warranty period and not the life of the contract?
- Answer13:** This response time is for the life of the contract. The response times will carry over into the extended warranty period. Except for replacement of the loops and WIM sensors, which will need mutual coordination (and additional time) for replacement if degraded or non-functional.
- Question 14: Under Section 2.5.1.1 Weigh-In-Motion sensor, item 2, pg. 13: Please verify that meeting the calibration and accuracy requirements for the system based on ASTM 1318-09 is the requirement, not that the ASTM test plan will be followed?
- Answer 14:** The calibration test plan will be based on section 2.5.2.1, number 12, comprehensive sensor calibration.
- Question 15: Under Section 2.16 Work Order Process, pg. 36, it States "A mark up or handling fee is not allowed on the purchase of the materials or other non-labor related expenditures as



Maryland Department of Transportation
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Addendum #4

May 15, 2014

per CATS+ Master Contract.”. Will SHA be willing to negotiate non labor-related expenditures?

Answer15: No, SHA will not negotiate non labor-related expenditures.

Question 16: Attachment 1 Price Proposal: Price Forms, T&A Tab, it states "Time and Material rates must be equal to or less than the Master Contract Rates." Please clarify what is meant by Master Contract Rates and where they can be found?

Answer 16: This statement is referring to the hourly labor rates you (the Master Contractor) provided in your original financial proposal to DoIT’s CATS+ Master Contract – Attachment F – Price Form. In summary, your proposed labor rates to this task order (or any task order) in response to a CATS+ solicitation, cannot exceed what you originally quoted at the CATS+ Master Contract level.

Question 17: Deliverable Virtual Weigh Station Equipment per Bill Of Materials (BOM). Please confirm that MDTA and/or SHA will take title to all Virtual Weight Station equipment upon delivery or acceptance?

Answer 17: SHA or MDTA will take ownership of all equipment after production acceptance of system at each site.

Question 18: Deliverable Virtual Weigh Station Equipment per Bill Of Materials (BOM). Please confirm that MDTA and SHA are exempt from Maryland sales and use Taxes. Please confirm that Contractor will be provided copies of Sales Tax Exemption Certificates?

Answer18: SHA and MDTA Tax exempt certificates attached.

Question 19: There seems to be a mismatch with the Mile Post markers references at some sites and the GPS Coordinates for the MDTA sites. I would simply like to confirm that we are designing for the correct site location?

Answer 19: MDTA Response: The mileposts as identified in the TORFP for the MDTA sites correspond to SHA’s milepost database and not the roadside mile post markers. An updated New appendix 3 for MDTA sites that includes roadside mile posts is being provided.

Question 20: Also, Site 6 NB I-895 Baltimore Harbor Tunnel is under construction and there is temporary lane markings in place. What will be the final configuration?

Answer 20: Plan sheets for this project are attached. The VWS will be located near Station 1346 +.

Question 21: Site 6 NB I-895 Baltimore Harbor Tunnel is under construction and there is temporary lane markings in place. What will be the final configuration and shoulder width?

Answer 21: Same as 20 above.

Question 22: Can the GPS coordinates for the existing 7 sites be furnished?



Maryland Department of Transportation
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Addendum #4

May 15, 2014

Answer 22: US301 S Bay Bridge WB - 38°59'01.11" N, 76°20'08.96"W
US301 N south of MD 227 - 38°34'43.18"N 76°57'42.92"W
MD 213 S near Georgetown Cemetary Road - 39°21'25.14"N, 75°52'39.72"W
I 95 N Caton Ave slip ramp - 39°15'59.36"N, 76°39'52.76"W
MD 32 East near Triadelphia Road overpass - 39°15'48.54"N, 76°59'05.02"W
I-83 N near Exit 31 Middletown Road - 39°37'47.59"N, 76°40'14.26"W
US50 E Bay Bridge EB - 39°01'21.10"N, 76°25'28.70"W

Question 23: Does the SHA have a disaster recovery disk for the 7 existing sites that includes the Cardinal WIM controller software?

Answer 23: Yes. We have one master, one DR disk and one spare at each cabinet.

Question 24: Can cameras and Over-height detectors be installed on existing structures?

Answer 24: No, cameras and Over-height detectors cannot be installed on existing structures.

Question 25: What is the review process to determine if equipment can be mounted on existing equipment?

Answer 25: N/A. (See Answer 24)

Question 26: Under Section 2.5.1.7 Item 4, the spec is for a hot swappable backup in the event of a primary hard drive failure. Is it considered acceptable to perform a system repower/reboot in order to start the system up again once the primary drive is swapped out?

Answer 26: Yes. However, a RAID controller shall be able to automatically failover to a backup drive to replace the primary. If this is not possible, please explain why not in your response.

Question 27: Under Section 2.5.1.7 item 5 there's a spec for a UPS with 15 minute backup. Does that imply the full system needs to be backed up including camera, IR illuminator and any potential visible illumination? "Section- 2.5.1.3 Infra-Red (IR) lamp 4. Note: Light enhancement utilizing fixed street luminaries may be required at the camera and/or IR location to enhance the quality of night images. TO Contractor shall be responsible for assessing the suitability of existing roadway lighting, if present. Additional lighting shall be designed to complement existing roadway lighting in accordance with SHA standards."

Answer 27: No. The UPS is for core cabinet components, including the charge amps, WIM electronics, industrial PC, communications hubs/cell routers, camera, and ancilliary equipment inside the cabinet to keep the equipment functional in the event of a small outage or brownout. The IR illuminator and potential visible illumination need not have backup power.



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CATS+ TOREF J02B4400004
SHA – Virtual Weigh Station (VWS) Project Phase II

Addendum #4

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Question 28: How would the final determination be made regarding low light image quality?

Answer 28: There needs to be enough granularity in the image for law enforcement and system users to distinguish the CMV profile at night with a black and white image, such that a vehicle intercept is possible.

Question 29: Is the TO Contractor expected to include some street lighting if they feel they can't recognize vehicle logos or features adequately at night?

Answer 29: Yes, it would need to meet SHA lighting standards and be retrofitted if it is determined IR lighting is not sufficient.

See the Additional Attachment to the email:

Updated Appendix 3

SHA Tax Exempt Form

SHA Tax Exempt Form

Plan sheets I-895 Question 20

End of Addendum #4



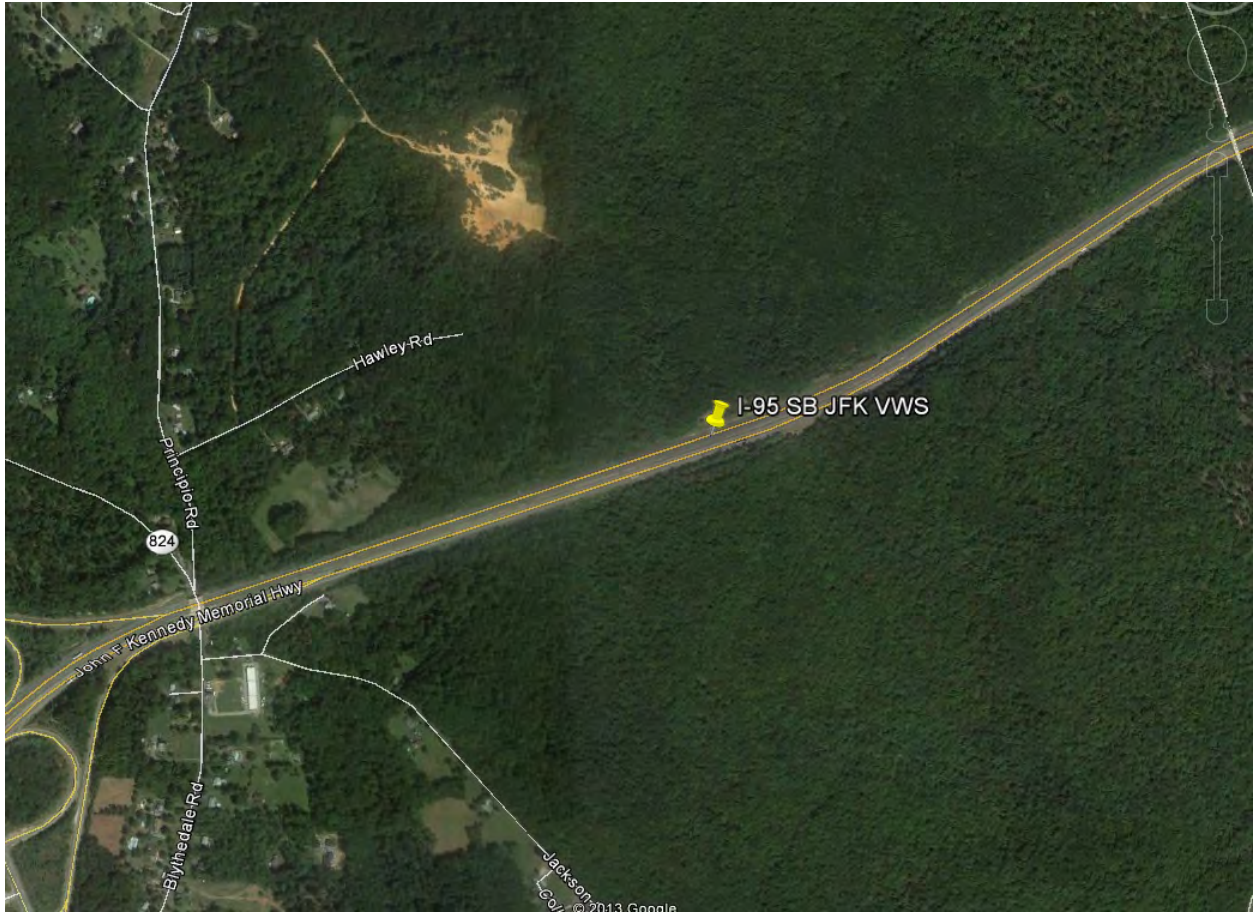
MARYLAND TRANSPORTATION AUTHORITY

Proposed Virtual Weigh Scale Locations

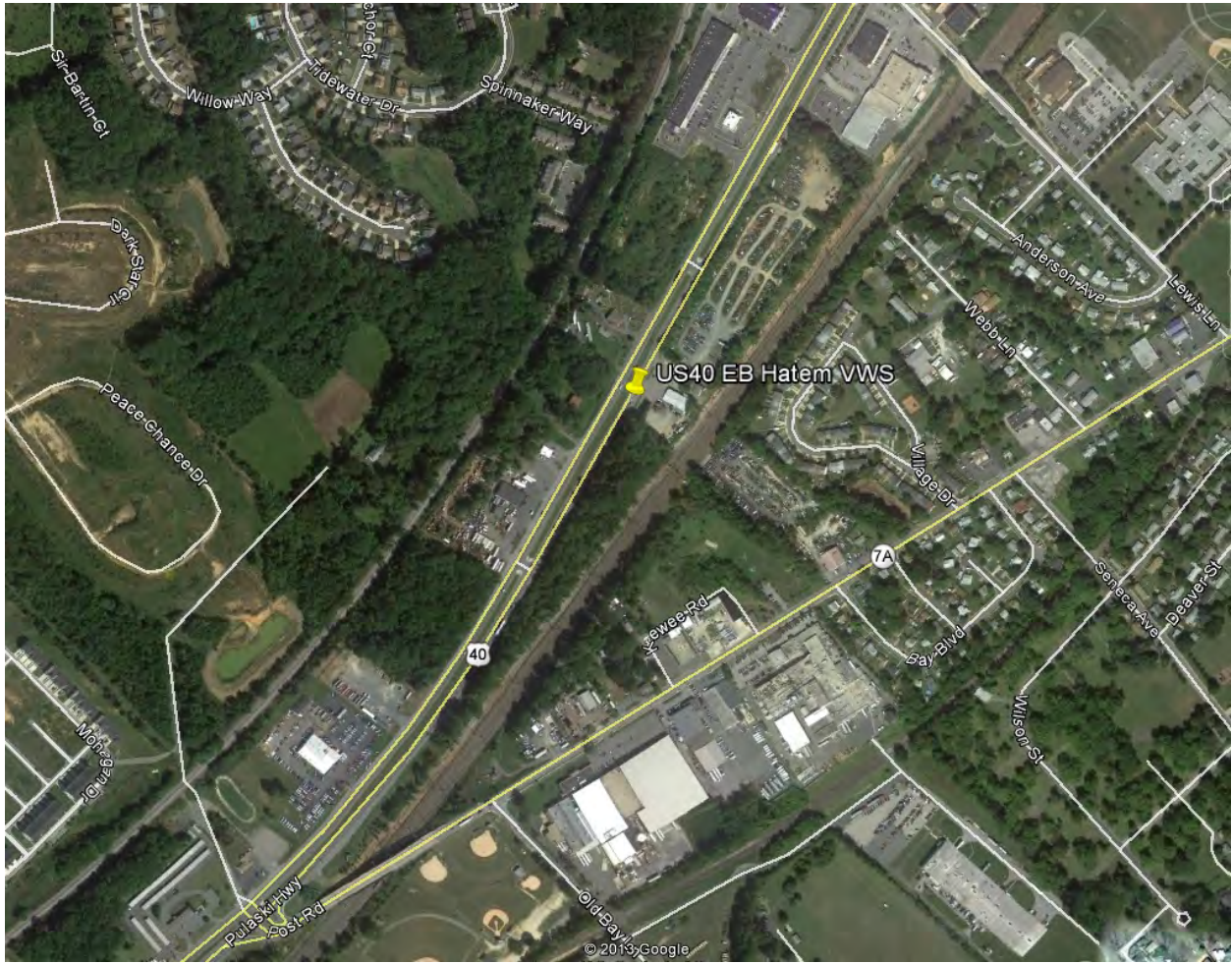
1. NB I-95 at the Millard E. Tydings Memorial Bridge (double scale in the two right lanes) – Cecil County, 39°35'7.38"N, 76°5'12.02"W, Mile Point 91.87 (approx.)



2. SB I-95 at the Millard E. Tydings Memorial Bridge (double scale in the two right lanes) – Cecil County, 39°35'57.01"N, 76°2'55.45"W, Mile Point 94.25 (approx.)



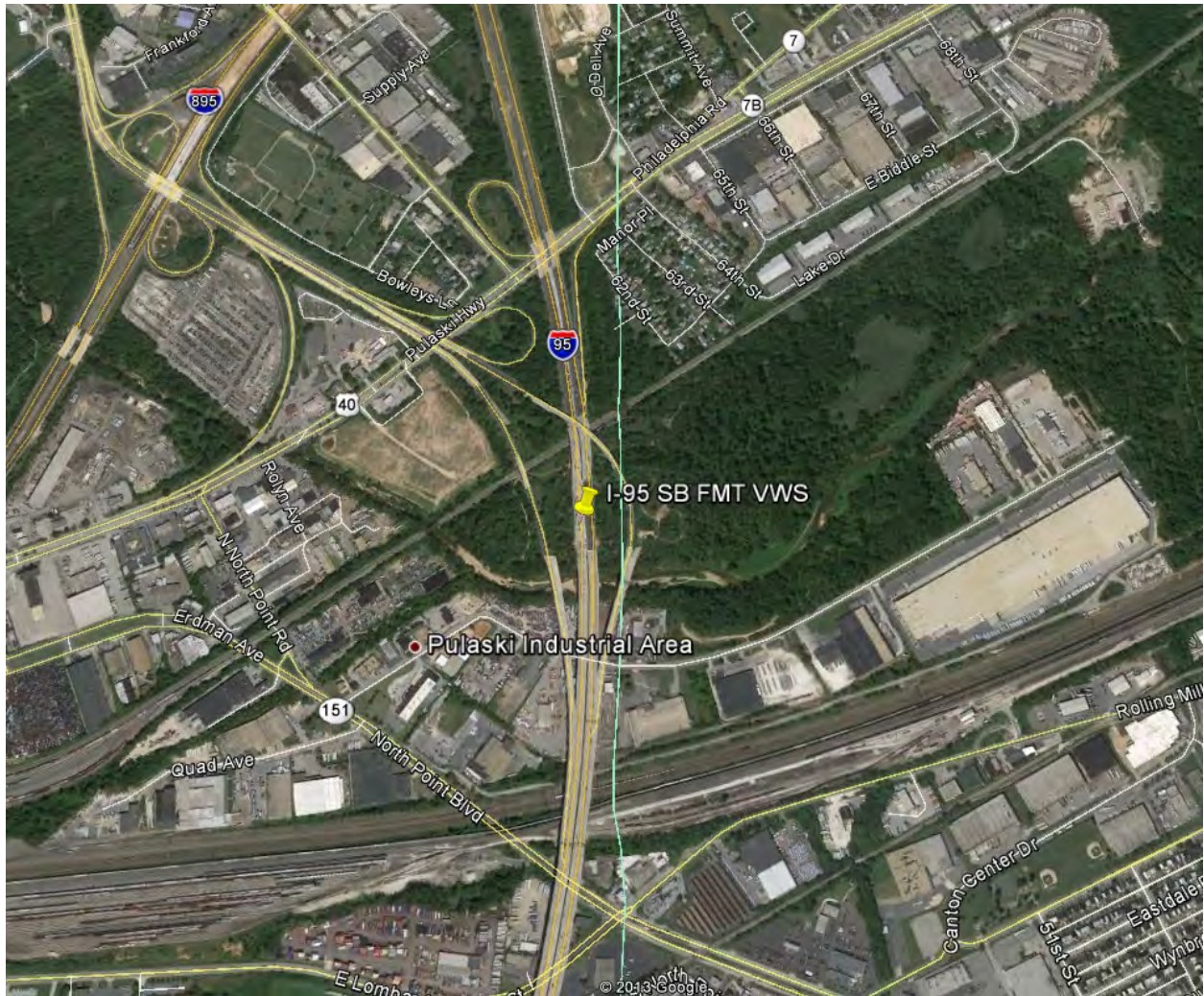
3. EB US 40 at the Thomas J. Hatem Memorial Bridge (double scale in both EB lanes) – Harford County, 39°32'29.41"N, 76°6'36.25"W, Mile Point 16.79 (approx. from SHA Highway Location Reference)



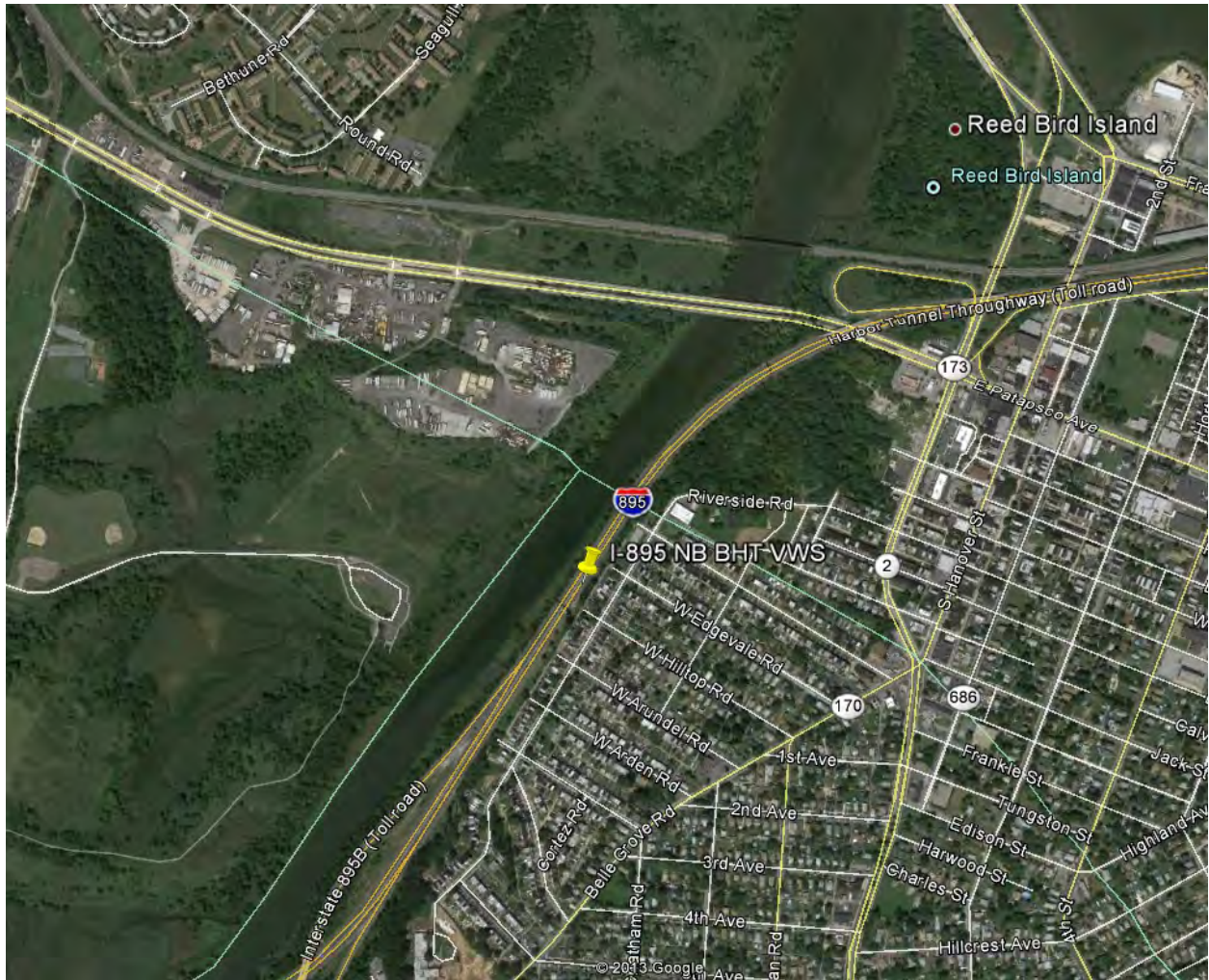
4. WB US 40 at the Thomas J. Hatem Memorial Bridge (double scale in both WB lanes) – Cecil County, 39°34'23.33"N, 76°3'45.69"W, Mile Point 1.65 (approx. from SHA Highway Location Reference)



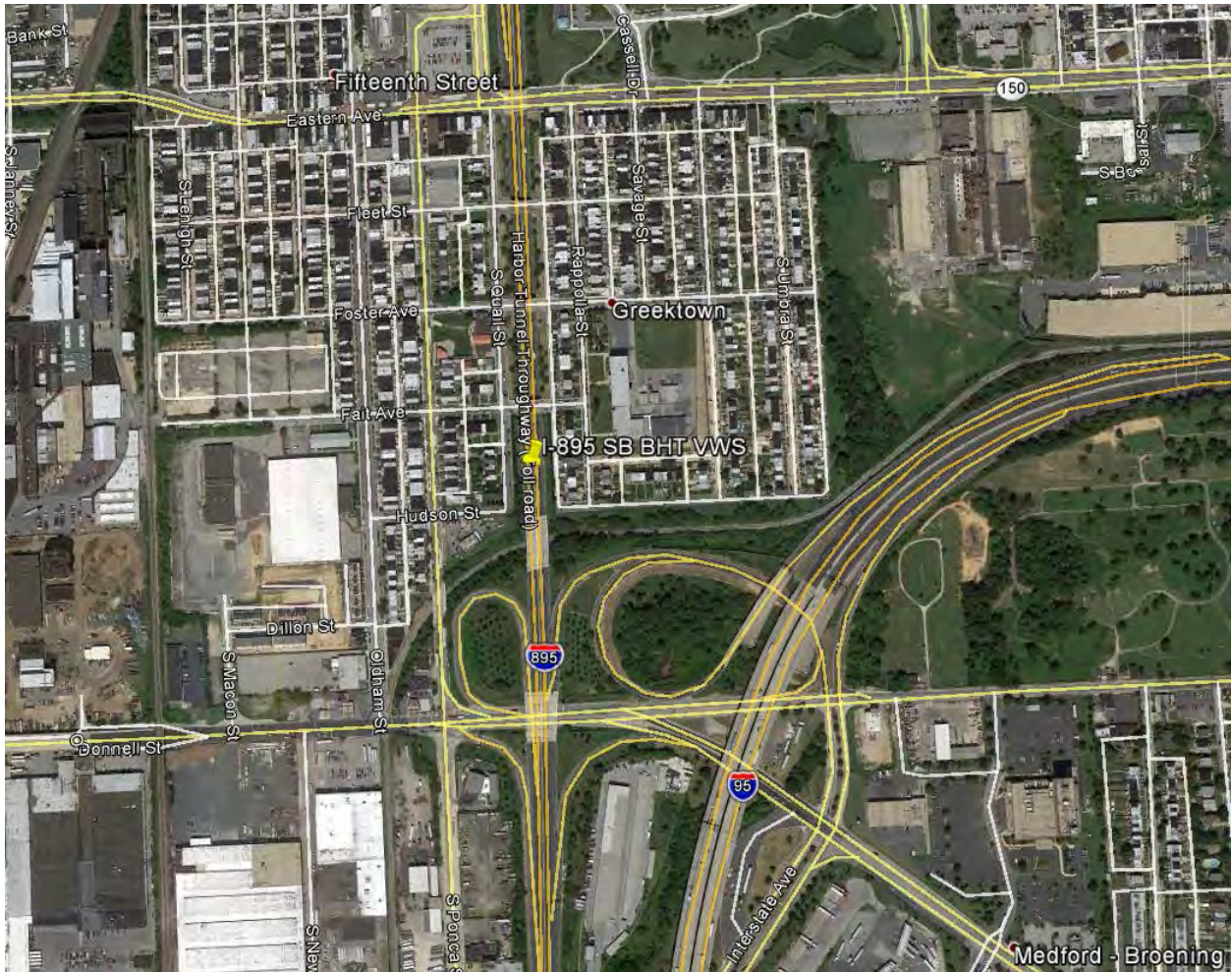
5. SB I-95 at the Fort McHenry Tunnel (double scale in the two right lanes) – Baltimore City, 39°18'13.54"N, 76°31'50.27"W, Mile Point 59.7 (approx.)



6. NB I-895 at the Baltimore Harbor Tunnel (double scale in both NB lanes) – Anne Arundel County, 39°14'8.23"N, 76°37'7.05"W, Mile Point 6.32 (approx.)



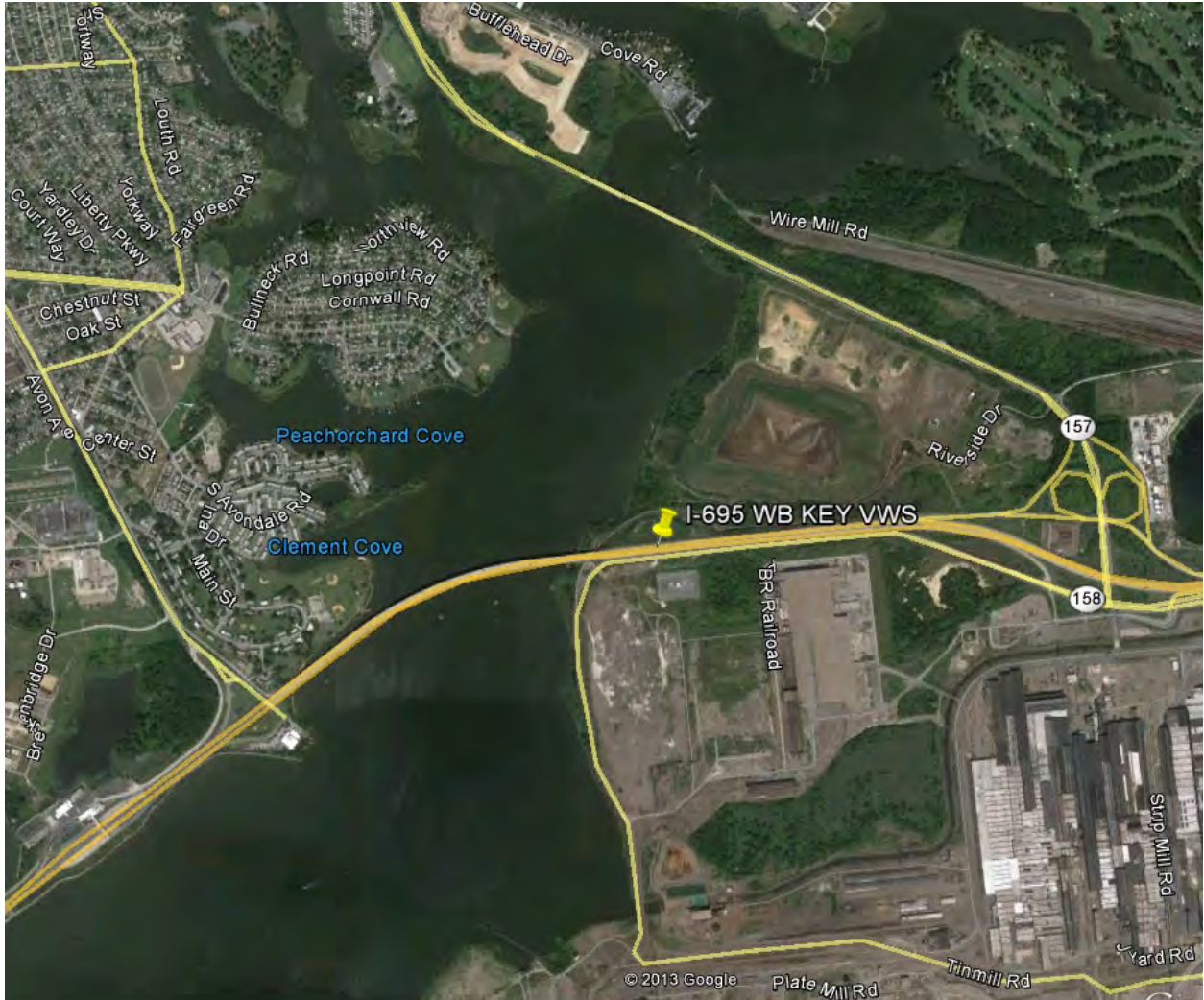
7. SB I-895 at the Baltimore Harbor Tunnel (double scale in both SB lanes) – Baltimore City, 39°17'0.32"N, 76°33'12.68"W, Mile Point 11.95 (approx.)



8. EB I-695 at the Francis Scott Key Bridge (double scale in both EB lanes) – Baltimore City, 39°12'28.22"N, 76°32'37.60"W, Mile Post 49.15 (approx.)



9. WB I-695 at the Francis Scott Key Bridge (double scale in both WB lanes) – Baltimore County, 39°14'16.60"N, 76°29'24.35"W, Mile Point 45.4 (approx.)



10. SB Broening Highway (single scale in SB lane) – Baltimore County, 39°14'24.10"N, 76°30'39.59"W, Mile Point 1.49 (approx. from SHA Highway Location Reference)

