The following questions have been submitted to the Department. If you have further question submit those via email to Matthew.Chandler@tn.gov or Jamie.Waller@tn.gov.

1. "The system shall be capable of maintaining the data offline due to loss of power or connectivity". How many days of offline data storage is required? Should the offline data automatically be reconciled or is a manual process acceptable?

A: The expectation is that data is being uploaded at least daily if real time service is lost. The shift summary would still be required to be submitted each day. Data should be uploaded to the cloud storage directly from the device as soon as possible.

2. How many days of ticket data storage should be maintained?

A: Maintain all ticket data until the contract is closed out.

3. "The e-ticketing system shall allow individual certified e-tickets and generate daily summary sheets to be exported as PDF files by the Department." What does "certified" mean and how does a ticket become certified?

A: Each ticket shall be generated under the direction of a Certified Public Weigher licensed in the state of Tennessee.

4. "The e-tickets shift summary sheet shall list all the required information in tabular form and be signed by a Certified Public Weigher." What are the acceptable ways of signing the e-ticket shift summary?

A: Please refer to Acceptable Use of Manual, Electronic, and Digital Signatures and Seals on Weigh Tickets.

5. No Direct Personnel interaction. What parts of the e-ticketing process are direct personnel interaction acceptable (engineering notes, accept/reject, signature) and what parts of the process are direct personnel interaction acceptable?

A: Direct personnel interaction refers specifically to marking the load as delivered on site. This part of the process shall be automated. Adding notes or making the decision to reject a load will be a manual process.

6. "Provide on-site technical assistance as needed during the project to operate the system." Who will be expected to provide on-site technical assistance? Is this for training purposes or is this expected to be on-going for every job?

A: The expectation is that technical services be provided as necessary by the contractor to ensure successful delivery of e-tickets. As these projects become more common place, it is anticipated that this would not be needed.

7. What opportunities will there to be to train personnel on the solution?
A: Communication between the contractor and TDOT personnel concerning the e-ticketing software for the project shall be relayed during the pre-construction conference. Any issues on the software shall be vetted prior to placement.

8. Do the engineering notes need to be edited in real -time or at the end of shift?
A: The Engineer's Notes/Comments field shall be capable of being edited in real time in the field to capture any test results or to document reasons a load was rejected.

9. How long after unloading can a comment (i.e. temperature, waste, rejected load, contaminated mix) be added to a ticket?
A: The intent of the Engineer's Notes is to capture information during construction. Nothing in the specification limits how long the field office has to edit the notes, but it is the expectation of the Department that inspectors enter notes in a timely manner.

10. What means of delivering the reports is acceptable? (ie, email, web login, etc.)
A: Email is preferred. Determine with the project engineer who the appropriate recipient will be for the daily summary sheets.

11. What will be required by the prime contractor when E-Ticketing is required by subcontractors and vendors?
A: At this time, generating the e-ticket would fall to the producer and paver of the HMA. Ultimately, the prime contractor holds the responsibility of ensuring that all proper documentation including e-tickets are delivered to the Department according to the contract.