

# Policy and Safety First Research Program

## FFY2025 Request for Proposals

### Questions & Responses

*All responses are provided in red italics.*

#### Administrative Questions

1. Submission Deadline

- a. I just wanted to double check that the submission deadline for proposals is Sunday May 4th for the Policy Research Program.
- b. The subject RFP lists the proposal is due by 430 PM on May 4th, which is a Sunday. Would you please confirm that the proposals are in fact due on a Sunday?
- c. RFP states proposals are due May 4, 2025, which is a Sunday. Please confirm that Sunday, May 4, 2025, is the correct due date.

*Proposals are to be submitted by 4:30 PM on Sunday, May 4, 2025.*

2. Tuition Allowable Expense

- a. I am writing to ask if tuition costs are allowable costs for proposals being submitted to the Wisconsin Highway Research Program.
- b. I am writing to ask if tuition costs are an allowable expense for this proposal?

*Tuition costs are an allowable expense provided that the individual is conducting activities necessary to the federal award (see 2 CFR 200.466 for the full list of conditions).*

3. It is understood that the Final Report is due three months before the contract end date, and the "Approved Final Report" incorporating all TOC comments is due one month before the contract end date. Does WisDOT have a specified amount of time for their review before returning the report to the contractor for finalizing (a month, a month and a half?)? *The department typically allows three weeks for review by the WisDOT Project Oversight Committee.*

4. Are the first four requirements (Cover Page, Summary Page, Designation of Confidential and Proprietary Information Form, and Table of Contents) counted as part of the 25-page limit?

*Yes, the 25-page limit includes the Cover Page, Summary Page, Designation of Confidential and Proprietary Information Form, and Table of Contents.*

## **Driver to Non-Driver Transitions: Related Health, Mobility, and Safety Outcomes**

1. The Designation of Confidential and Proprietary Information Form has a field for Bid/Proposal #. Please provide that number. *0092-25-11*
2. Please elaborate on WisDOT's vision for the analysis of data collection from "other states" (Task 3). *The Department is looking to understand state, regional and national level issues and leading factors related to health, mobility, and safety outcomes when a driver transitions to non-driver status.*

## **Enhanced Light Crosswalk Illuminations**

1. The Designation of Confidential and Proprietary Information Form has a field for Bid/Proposal #. Please provide that number. *0092-25-23*

## **Overheight Vehicle Detection System**

1. The Designation of Confidential and Proprietary Information Form has a field for Bid/Proposal #. Please provide that number. *0092-25-29*
2. Does WisDOT expect the development and testing of a physical overheight detection system, or would a proof of concept suffice? *It is not expected for the researcher to develop and test a completely new system. However, a proof of concept is sufficient. If the proposal is to use an existing system that has been tested successfully elsewhere, show proof or examples that it has worked successfully elsewhere. If the proposal is a newly developed system or modifications to an existing system that has not been placed in service, the department would expect to see proof that it will work.*
  - a. If a physical system is required, should the costs associated with developing and implementing this system be included in our proposed budget? *Costs should be included in the proposal budget.*
3. Are there specific WisDOT equipment or systems (such as Dynamic Message Signs - DMS) with which the proposed detection system must integrate? *This not a need to integrate with an existing WisDOT system or equipment. However, use of existing WisDOT DMS or other equipment can be proposed.*
4. Page 3 of the RFP states that the respondent is to purchase and install a vehicle detection system.
  - a. Is there an amount the respondent should budget for procuring the detection system procurement? *There is not an amount that is required to be budgeted for the purchase and installation. The cost to purchase and install is part of the research project.*

- b. Will the respondent be permitted to install the detection equipment on DOT-owned roadside infrastructure, or will new poles or similar structures be required? *Use of existing WisDOT owned roadside infrastructure may be proposed, but is not required.*
  - c. Will the DOT make power available at the test site? *T WisDOT cannot guarantee the availability of power. The proposal should include options for power availability as part of the procurement and installation of the system for the research project. Costs incurred for power are eligible as a part of the research.*
  - d. Is the respondent responsible for preparing site plans, requesting design utility locates, and contracting with an electrical contractor for installation? *Yes, the respondent is responsible for preparing site plans, requesting design utility locates and contracting. If there will be connection to an existing WisDOT system, the researcher will need to work with WisDOT electricians. Costs for these activities should be included in the proposal.*
5. Task 4, "Acquire and pilot the real-time system or method chosen. Provide training to WisDOT staff in the operation and maintenance."
- a. Regarding "acquire", does the research team need to procure the system or will WisDOT handle the procurement? *The research team is responsible to procure the system. WisDOT will not handle procurement. Costs should be included in the proposal budget.*
  - b. Regarding the training, the vendor usually provides free training as part of the procurement of the system. If so, does the research team still need to provide training? *If training is provided by the vendor, the research team should coordinate the training with the vendor.*
  - c. We want to confirm that the RFP is looking for one system to be installed in one location as the pilot. *Correct. One system at one pilot location.*
6. Task 5 "Trouble shoot any operational issues." The system warranty provided by the vendor usually covers technical issues, or repairs and replacement.
- a. If so, does the research team still need to troubleshoot any operational issues.
  - b. Or can we interpret this as WisDOT will designate the research team to handle all the communication with the vendor once the system is in service during the project time period? *If the system warranty from the vendor covers the tech issues, repairs, or replacement, the research team does not need to provide the troubleshooting of operational issues. The research team will coordinate issues with the vendor during the project time period.*
7. In the "Required Testing", it is stated that "Test the functionality of the pilot equipment pre and post installation."
- a. What does the pre- and post-installation test mean, especially the "pre-". *Equipment to be installed must function properly before installing. For example, it is likely traffic control will be needed to install some equipment. All equipment must be pretested to make sure it functions before restricting traffic for installation.*

- b. Does it mean the research team will work with the vendor to test it before the system is installed in the field and test it again after it is installed? *Yes, if necessary.*

8. Required Travel

- a. In the “Required Travel”, it is stated that “Travel by the researcher is not required for this project.” A. Given the field work (installation, piloting, monitoring, maintaining, etc.), would this be possible not to travel?
- b. As we looked through the RFP “Overheight Vehicle Detection System” we would like to get some clarification regarding travel. The RFP states that one of the objectives is to “purchase and install WisDOT selected/approved system”. On the other hand, it says under V. Required Travel “Travel by the researcher is not required for this project”. How can one install a WisDOT selected/approved system and not travel?
- c. Page 6 of the RFP states that travel by the researcher is not required. We understand travel to the test site will be required to deploy and periodically inspect the system during the evaluation period. Please clarify.

*This was an error in the RFP, travel to the site will be required.*

- 9. Page 6 of the RFP refers to installation of the system warning devices and signage. Please clarify if the scope of the project includes installation of a driver warning system as well as the detection system. *Yes, the scope includes a driver warning system as well as detection system. The system should include a detection system as well as a system to warn the driver when activated.*

### **Pilot Use of Telematics for Traffic Safety Analysis**

- 1. The Designation of Confidential and Proprietary Information Form has a field for Bid/Proposal #. Please provide that number. *0092-25-24*
- 2. Telematics Data Sources: Can WisDOT clarify what specific telematics data sources are currently available to researchers and whether agreements are already in place with any data vendors? *None are available.*
- 3. Does WisDOT have access to Telematic data for the state of Wisconsin or portions of the state of Wisconsin?
  - a. If so, is this dataset available to research conducted for “Pilot Use of Telematics for Traffic Safety Analysis”? *The state does not have any telematic data available.*
- 4. Will WisDOT provide or purchase telematic data? *The state does not have any telematic data available. The proposal should be able to incur the cost and conduct the study within the available funding.*
- 5. Is the purchase of telematic data expected to be covered by the project budget? *The proposal should be able to incur the cost and conduct the study within the available funding.*

6. Data Accessibility and Costs: Will WisDOT facilitate access to any proprietary telematics data, or should the proposal budget include the cost of acquiring such data independently? *The proposal should be able to incur the cost and conduct the study within the available funding. The data should be acquired independently from WisDOT.*
7. To estimate safety effects using telematic data, is the assessment tool expected to analyze data from before and after treatment implementation? *Correct, the telematic data for the area should be applied to pre and post implementation.*
8. Hotspot Identification Criteria: Are there predefined thresholds or criteria for what constitutes a "hotspot" based on telematics (e.g., the number of hard braking events or speeding incidents), or will the research team define this? *The research team should define them and correlate them to know crash types in order to identify areas.*
9. Pilot Site Selection: Will WisDOT provide the six pilot locations (3 urban, 3 rural), or is the research team expected to identify and justify these sites? *WisDOT will provide the sites.*
10. Given the assumption that high-risk behaviors are associated with crash occurrences, will it be necessary to demonstrate a link between telematic metrics and observed crashes? *Yes, defining a linkage between the observed crashes is part of the study.*
11. Use of Existing Tools: Does WisDOT expect integration with any of its current tools or platforms (e.g., Any Existing Tools, Community Maps, WisTransPortal), or should the tools be stand-alone? *WisDOT expects to have the ability to layer the data into Community Maps, WisTransPortal, etc. It may be stand-alone. However, if at all possible, an interface is preferred.*
12. Will the subject matter experts reviewing the Task 5 pilot be WisDOT staff or external experts? *Subject Matter Experts will be reviewing the information.*
13. Implementation Expectations: What level of implementation is expected at the end of the project? For example, should WisDOT staff be trained on the use of the tools, or is the delivery of documentation sufficient? *Delivery of a document on the step-by-step process would be sufficient to meet this need, preferred if a train the trainer could occur. This would depend on the management of the budget.*

## **Post Construction Analysis of Major, Mega, and Regionally Significant Projects**

1. The Designation of Confidential and Proprietary Information Form has a field for Bid/Proposal #. Please provide that number. *0092-25-12*

## **Railroad Crossing Inventories - Safety Data Study**

1. The Designation of Confidential and Proprietary Information Form has a field for Bid/Proposal #.  
Please provide that number. *0092-25-28*

## **Wisconsin Highway Delay Causation Study**

1. The Designation of Confidential and Proprietary Information Form has a field for Bid/Proposal #.  
Please provide that number. *0092-25-22*
2. Is the project focused on estimating relationships between contributing factors and delay, predicting future delay based on those factors, or both? *The project is focused on estimating relationships between contributing factors and delay.*
3. Are there specific sources of delay that WisDOT is particularly interested in? *Recurring congestion, work zones, crashes, and weather are of particular interest.*

## **Work Zone Inspection Review**

1. The Designation of Confidential and Proprietary Information Form has a field for Bid/Proposal #.  
Please provide that number. *0092-25-25*