



## Wisconsin Department of Transportation

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The Wisconsin Department of Transportation received 14 clarifying questions regarding OPFI RFP 1, project 0900-04-25, "Feasibility of State-Sponsored Interstate Tolling in Wisconsin." The following are the department's responses to the questions.

**Q1.** For the technical proposal that is limited to 40 pages, if proposers include a front cover page and a table of contents page will these pages count toward the page limit?

**Q2.** Is the cover letter considered part of 40-page limit? Is proposal cover included in the 40-page limit?

**Q3.** Are Attachments C & D included in the 40-page limit?

**Combined answer to Q1, Q2 and Q3** – *The 40-page limit is inclusive of the front cover, the table of contents and Attachments C & D. The 40-page limit does not apply to the cover letter or to Attachment B; each of these should be provided as separate PDFs.*

**Q4.** With respect to references, should we assume that both the prime consultant and any sub accountable for 40% or more of the work, each should provide three (3) references?

**Q5.** Are the Attachment D – Reference Sheet forms allowed from subconsultants to represent the entire team's past projects?

**Combined answer to Q4 and Q5** – *Three references each are required for the prime contractor and for any subconsultant accountable for at least 40% of the proposed budget. The references may be consolidated on to a single Attachment D if required to save space. References specific to other subconsultants may be provided using Attachment D but are subject to the 40-page proposal limit.*

**Q6.** The recent RFP for tolling study stated that "In 2013, prior to the conversion US 41 to Interstate 41, Wisconsin's interstate system (including the southeastern Wisconsin freeway system) composed less than 1 percent of the state roadway miles and carried 18 percent of all vehicle miles traveled. A map of Wisconsin's Interstates can be found in Attachment A." Can you provide a little bit of background for the 18% number?

**Answer** – *The data is available at <http://wisconsin.gov/Documents/projects/data-plan/veh-miles/vmt2013.pdf>. Vehicle miles traveled is calculated by the summed product of total traffic volume, multiplied by the roadway segment length, for each roadway segment where a traffic count is taken. Yearly estimates are derived using a process outlined in <http://wisconsin.gov/Documents/projects/data-plan/plan-res/tpm/9.pdf>.*

**Q7.** RFP, page 13, VII. Contract Pricing states “...the hourly rates will become the contract pricing and will be used as a basis of payment for all work done...”. Attachment B - Price Proposal indicates fixed price by task for the totals. Will this contract be firm fixed price or will payment be based on incurred hours using defined hourly rates?

**Answer** – *WisDOT will negotiate a maximum total contract amount, but actual payment will be based on incurred hours at defined rates, direct expenses and subcontractor costs. Attachment B has been adjusted to say “Grand Total” and eliminate the references to “Fixed price” and is updated on the Web page. Proposers should use this revised Attachment B.*

**Q8.** The Specialty Services Contract contained in Attachment E contains references to “engineering services” as well as the “laws and regulations related to the profession of engineering”. Additionally, the insurance table states that Architects & Engineers Professional Liability Insurance is required for engineering services and waived for non-engineering services. We assume that the references to engineering are standard boilerplate and do not apply to this particular scope of services, as the services detailed here would not typically require the involvement of a professional engineer. Please confirm that the services to be provided under this agreement are not considered to be engineering services and do not require a Wisconsin registered professional engineer or that the firm be registered as an engineering firm. Additionally, please confirm that WisDOT will accept standard Professional Liability insurance rather than Architects & Engineers Professional Liability coverage.

**Answer** – *Attachment E is a sample agreement and may or may not contain the ultimate language to be proposed in the final contract. However, the services under this agreement are not considered to be engineering services, do not require a Wisconsin registered professional engineer and do not require that the firm be registered as an engineering firm. We anticipate that Architects & Engineers Professional Liability coverage will not be required, and it is expected the Professional Liability insurance will be acceptable pending negotiation of a final contract.*

**Q9.** Under Task 2, Part 1, the scope requires for individual summaries of prior Wisconsin tolling studies – can these studies be specified and provided?

**Answer** – *The WisDOT Library performed a Title List Report of twelve published documents. That list has been added to the Web page as Attachment F. In addition, WisDOT presented a report on tolls to the Wisconsin Transportation Finance & Policy Commission in August of 2012. This paper has been added to the Web page as Attachment G. These papers and publications may not be the only relevant studies; proposers are encouraged to research other sources by their own means.*

**Q10.** Based on the consultant selection timeframe, when would WisDOT anticipate providing a project notice to proceed?

**Answer** – *A notice-to-proceed date will depend on contract negotiations with the selected consultant. It is WisDOT’s intent to begin the study as soon as practicable once a consultant has been selected, because the final completion date of November 4, 2016, is fixed regardless of the start date.*

**Q11.** Will WisDOT provide information on interstate system reconstruction needs, by subarea, or is this the responsibility of the consultant to estimate these?

**Answer:** *Cost estimates for Interstate system improvements that are programmed and scheduled are available at <http://wisconsin.gov/Pages/projects/by-region/default.aspx> and at <http://wisconsin.gov/Pages/projects/6yr-hwy-impr/overview/default.aspx>.*

*WisDOT does have additional data to quantify system needs, subdivided by Interstate or logical functional classification. See below for additional information about availability of data to the consultant team.*

**Q12.** We understand there is a Wisconsin Statewide Travel Demand Model. Could you indicate when this was last updated, and will this be made available to the consultant team?

**Answer:** *The Statewide Travel Demand Model (Q12) uses a traditional four-step modeling process to estimate future statewide passenger, long distance and freight trips. It was built using Citilabs® Cube® travel demand software. For more information see <http://wisconsin.gov/Documents/projects/data-plan/plan-res/tpm/9.pdf>.*

*See below for additional information about availability of data to the consultant team.*

**Q13.** Does WisDOT have historical cost information on operations and maintenance costs for the interstate system separate from the remainder of the state highway system?

**Answer –** *WisDOT will work within its available systems to provide data relevant to the study and in most cases will be able to derive operation and maintenance costs that are specific to the Interstate system. See below for additional information about availability of data to the consultant team.*

**Q14.** Will the selected consultant have access to WisDOT's cost records for highway maintenance and operations?

**Combined answer to Q11, Q12, Q13 and Q14 –** *WisDOT is committed to working with the selected consultant to provide information and relevant data to support the project. WisDOT is prepared to conduct a reasonable number of modeling or data inquiries based on requests from the consultant. When a consultant is selected, WisDOT will negotiate the overall level-of-effort and coordination efforts. It is expected that there will be significant department review during the course of the project to assess and maintain validity of the modeling, data, analysis, information and tools as they are utilized by the consultant. The proposal should recognize these levels-of-effort and coordination in project tasks, timelines and personnel.*