Responses to Questions
Federal Fiscal Year 2017 Wisconsin Highway Research Program
Request for Proposals

General questions regarding the Wisconsin Highway Research Program (WHRP) request for proposal (RFP) process:

1. What is the page limit on the proposal length?
   The length of the research plan is not to exceed eight pages. The maximum length of the entire proposal is not to exceed 18 pages. For more information, please see the WHRP Proposal Preparation Guidelines and Templates.

2. Is the format of the proposal sections the same as in the RFP (i.e. I. Background and Problem Statement, II. Objectives, etc.)?
   No, the format of the proposal sections are explained in the "Details of Required Content" section in the WHRP Proposal Preparation Guidelines and Templates. It is mandatory that proposals contain the following information:
   1. Cover
   2. Summary Page
   3. Table of Contents
   4. Research Plan
   5. Time Requirement/Schedule
   6. Budget
   7. Qualifications of Research Team
   8. Other Commitments of Research Team
   9. Equipment and Facilities
   10. Technician and Laboratory Certification

3. What is the format and the page limit of the C.V. or resume of the Principal Investigator?
   There is no specific format or page limit for the C.V. or resume of the Principal Investigator, but keep in mind that the entire proposal cannot go over 18 pages in length.

Regarding the WHRP RFP, "Evaluation of Recycled Base Aggregates":

4. Is the researcher responsible for the direct costs associated with traffic control during FWD testing?
   If the researcher anticipates traffic control will be required, he or she should specify the type(s) needed and duration anticipated in the response. Based on this response, the department will work with the researcher to coordinate the provision of traffic control as early as possible to mitigate the need for the researcher to bear this cost.

5. Is the researcher allowed to core the pavement and collect HMA and/or aggregate samples during the FWD testing program?
   Yes, the researcher is allowed to core the pavement and collect samples of the HMA and aggregates. The coring of the pavement will not be performed by WisDOT.

Regarding the WHRP RFP, "Strength & Serviceability of Damaged Prestressed Girders":

6. We understand "The research team will not assume the availability of WisDOT staff or equipment in the proposal." Field inspection techniques may require non-destructive testing equipment. Will WisDOT provide access to such equipment and also some past test results for comparison purposes?
   The equipment required for inspection and testing will vary depending on the researcher's work plan and method of research. We will provide documentation of damage, photos, inspection reports and plan details. Field evaluation tools will be the researcher's responsibility.

7. Much research exists on impact damage on prestressed girders while the documented damage due to deck removal is scarce. How many cases are available from WisDOT about recent damages in girders due to deck removal or vehicle collision? Does the researcher have access to these damaged girders?
   There are at least four recent documented cases of damage as the result of deck removal and three cases of damage as a result of vehicle impact from below. The researcher will have limited access to the girders that were damaged and repaired through field inspection operations. Depending on the location of the specific damaged girder, the researcher may have arm's length or remote access for inspection of repairs. The researcher will be provided with inspection reports, plan details and photos related to the damage of these seven cases.

8. Repairing damaged girders for serviceability, ultimate strength and durability may require laboratory tests. Would WHRP favor laboratory load tests of scaled models as part of proposed research?
   Load testing of scaled models may be justified by the researcher's work plan. However, analytical modeling of damage and repairs may provide a more efficient method for conducting the research.

9. Much research exists on strength evaluation of repaired impact-damaged prestressed girders while the tests on long-term behavior is scarce if none. Would WisDOT provide damaged girders for laboratory durability tests?
   Currently, WisDOT does not have a girder available for lab testing. However, as a result of the numerous bridges that are replaced each year, it may be possible to "salvage" a girder or portion of a girder for use in the laboratory work. If the researcher seeks to salvage a specimen from a WisDOT bridge replacement project, the proposal should address the logistical and cost aspects of implementation of this approach.

10. What are the deck removal methods allowed or typically used by WisDOT?
    Deck removal processes may include saw cutting decks, hydraulic jack hammer or small pneumatic hammer tools. Deck removal methods allowed by WisDOT are covered in Standard Specifications Section 203. The methods typically utilized by contractors involve vehicle-mounted hydraulic hammers, personal jack hammers, hydraulic shears and saw cutting of the deck between girders.