All answers are provided in red and italic.

Administrative

1. Please confirm whether the prime source of funding for the RFP issued November 19, 2021 and titled “Chemistry and Performance of Supplementary Cementitious Materials (SCMs) for Wisconsin Concrete Pavement” is federal or state funding?
   
   Funding for WHRP projects is 80% FHWA State Planning and Research (SPR), Part B federal funds with a 20% Wisconsin state match. More information about SPR funding can be found at this link. https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-420/subpart-B

Geotechnics

Frost Susceptibility of Pavement Structures

1. Can the research team perform destructive testing on a patch of the pavement sections to assess the accumulated damage using in situ testing?
   
   Yes. However, the area would need to be appropriately repaired and patched after the testing has been completed.

2. If the team requires access to the foundations level to embed sensors, would the researchers be responsible for repaving the access points and any damaged patches due to testing?
   
   Yes.

3. It is understood from the RFP that WisDOT can provide traffic control, however would it be possible to provide control for extended period of testing in one setting?
   
   WisDOT (through the County where the project is located) may be able to provide some traffic control for the project, but the researcher should make accommodations in their proposal budget for traffic control and should not assume WisDOT will fund traffic control expenses. More specifics would need to be provided to determine if the proposed duration of traffic control would be acceptable and could be accommodated. An approach that minimizes traffic control and traffic disruptions would be preferable.

Structures

Bridge Deck Thermography Verification and Policy

1. Task 4 specifies field testing of at least six bridges, which will require traffic control. Section V.E requests the researcher to describe the traffic control support being requested from WisDOT, while later in this section the researcher is advised not to assume WisDOT will fund traffic control expenses. Preliminary quotes obtained for a 4-lane highway (two-lanes each direction) grade crossing (w/o nearby ramps) suggest a daily rate for traffic control of $4,000 to $6,000 per bridge, or $24,000 to $36,000 for all six bridges. These levels of expenses represent
approximately 20% of the total budget on this project. Please clarify more specifically what traffic control support is available from WisDOT.

*Depending on the bridges proposed for field investigation and the nature of the field investigation, the level and cost of traffic control will vary. WisDOT will assist the Research Team with contact information for county highway departments that could be one option for contracting for the traffic control. There are also private contractors that provide traffic control that may be secured by the research team. WisDOT would also provide support for coordinating notification of closed lanes in our statewide Lane Closure System (LCS) that is used to monitor traffic operations.*

2. Task 4 indicates that “WisDOT may utilize thermography contractors currently approved for work in Wisconsin to assist the researcher in performing a portion of this in-depth field testing.” The use of the term “may” suggests two scenarios—one in which the researchers will provide and presumably pay for the thermography contractors or one in which WisDOT will provide and presumably pay for the thermography contractors. Given the substantial cost differential between these two scenarios, it is requested that WisDOT provide definitive clarity as to whether they will or will not provide thermography contractors. If WisDOT does provide thermography contractors, will they also assume responsibilities for all costs, including but not limited to travel, lodging, equipment charges, and all labor charges?

There are a few scenarios that a WisDOT Thermograph contractor may provide assistance to the research team.

- One scenario is that the research team does field investigation on a structure and requests/coordinates with WisDOT that IR imagery be collected as part of WisDOT’s ongoing statewide thermography program for comparison or other uses. This will need to be worked out with the Project Oversight Committee (POC).
- The research team may contract with one of the approved WisDOT thermograph contractors to collect information above and beyond what WisDOT generally collects and utilize the efficiencies of the WisDOT program to limit cost to the research team.
- A likely scenario is that the research team coordinates with the Project Oversight Committee (POC) and gets an advanced list of bridges that are scheduled for Thermography services and chooses bridges for field investigation with that list in mind and then is provided with the results of the WisDOT contractor thermography results.

3. Please provide a list of approved thermography contractors.
- AECOM Technical Services, Inc
- Infrasense, Inc
- Resource International, Inc

4. Some of the research needs described at the end of Section I and the objectives described in Section II can best be accomplished through the study of repetitive data collection and the study of postconstruction quantities for bridges tested with thermography technologies. Please describe the available thermography data previously collected on WisDOT bridges? Can this data be made available to bidders?

Many of the State system bridges have thermography results that are stored in our Bridge Management System, Highway Structures Information System (HSIS). This is a web-based system that the research team will have access to. There are bridges in this system that have multiple years of thermography data available for download.