



Wisconsin Department of Transportation Policy and Safety First Research Programs

FFY 2027 Request for Proposal Questions & Responses

All responses are provided in red italics.

Administrative Questions

The anticipated start date is noted as August 1, 2026. Would WisDOT consider an earlier start date?

It may be possible to start in July.

Do letters of commitment from industry or other entities for field investigations or the provision of equipment or materials count toward the 25-page proposal limit?

Yes, they count towards the 25-page limit.

Must vendors be registered on the WisDOT eligible engineering consultants list or are all vendors eligible to submit a proposal?

Vendors are not required to be registered. All vendors are eligible to submit a proposal.

Where to find the bid number or proposal number for the designation of confidential and proprietary information? We did not find such number in the RFPs.

Project Name	Project Number
State DOT Transportation Improvement Project Delivery Resource Structure and Policies	39500922610
Research and Implement Best Practices for Piloting Roadway Improvements	39500922620
Proven Safety Countermeasure Implementation	39500922621
Improving Rural Pedestrian Safety Through Engineering Countermeasures	39500922622
Pilot Expansion of WisDOT's Pedestrian Counting Program	39500922623
Safety Project Prioritization	39500922624

Improving Rural Pedestrian Safety Through Engineering Countermeasures

Does WisDOT expect *installation-ready engineering designs* (e.g., plan sheets, layout drawings, or stamped documents), or are conceptual layouts and field-fit approaches acceptable for the countermeasure installations?

Conceptual layouts and field-fit approaches are acceptable for countermeasure installation.

Is WisDOT expecting the research team to directly procure and manage traffic control services, or can this responsibility be handled by a willing partner local road authority where the test site is located?

Traffic control service needs will be discussed with the POC at project kick-off. If fieldwork to conduct this research is anticipated on or around in-service facilities the researcher shall specify the nature and extent of traffic control needs. The proposal should specify how the traffic control will be conducted, including who will provide the traffic control. The researcher should make accommodations in their proposal budget for traffic control if it is needed.

Does WisDOT anticipate that installing countermeasures at *3–5 locations* is feasible within the overall \$200,000 budget? Or would proposing fewer installation sites (e.g., 1–2) be acceptable based on budget constraints?

With the goal being to install low-cost, quick-build countermeasures, 3-5 locations would be feasible.

If additional funding is available from a local partner jurisdiction to support materials or installation, would WisDOT allow these supplemental resources to be used in coordination with the research project?

Supplemental resources from local partner jurisdictions may be used to support materials or installation if they align with the research objectives and proposed methodology. Installations should remain temporary and allow materials or equipment to be moved between locations. Partnerships with entities must be identified within the proposal.

Pilot Expansion of WisDOT's Pedestrian Counting Program

3.2 Task 2: Determine Technology and Count Locations

- What is the minimum number of pedestrian count locations that WisDOT expects to be included? Is there an optimal number of locations WisDOT envisions?

WisDOT expects multiple pedestrian count locations to be included in this study. This does not necessarily mean a one-to-one relationship between locations and counters, as counters may be moved between sites. Researchers should propose a feasible number of locations based on the project budget, timeline, and proposed methodology.

3.3 Task 3: Conduct Pedestrian Counts - Over a several month period, the researchers will conduct pedestrian counts at the determined locations.

- Please further describe WisDOT's definition of "a several month period." Do you want counts conducted for three months, or is there a minimum that WisDOT envisions as desirable?

WisDOT has not defined a specific deployment duration. Proposers should recommend an appropriate deployment schedule as part of their methodology, in coordination with the POC during the process of identifying and finalizing count locations.

According to the scope of Task 2: Determine Technology and Count Locations, the locations chosen should all be within one region of WisDOT rather than spread across regions.

- Is there already a desired WisDOT region to conduct the counts?

No, a specific region has not yet been selected, but the project is to focus on rural areas. Final site location will be determined in coordination with the Project Oversight Committee.

According to the scope of Task 3: Conduct Pedestrian Counts, researchers will conduct pedestrian counts at the determined locations over a several month period.

- What is the expectation for these counts in terms of deployment duration and number of deployments, if any? For example, is it expected that the counts be conducted at the same locations continuously over the several month period (long term) or deploy equipment for two weeks at a time (short term) at different (or the same) sets of locations over the several month period.

WisDOT has not defined a specific deployment duration. Researchers may propose short-term deployments at multiple locations, or a combination of short-term and longer-term deployments as needed to support the collection of reliable data.

- Is there an estimate of the number of counters expected to be deployed? Or should we assume the number of locations will be constrained to the number of available counters?

There is not an estimate for the number of counters expected to be deployed. It is the responsibility of the researchers to purchase or provide the counters, and the number will vary based on research design and types of counters. The number of locations will be dependent on the number of counters and duration of deployment, as counters may be relocated to allow for multiple short-term deployments.

- Will there be a central location where we can ship equipment/materials for deployments?

The researchers will be responsible for the shipping and coordinating the deployments.

According to the Background and Problem Statement, WisDOT staff in the Southeast (SE) region conduct regular pedestrian counts using infrared boxes from spring to fall.

- Should our team schedule count deployments only between spring and fall too? Can you explain further why this time period was chosen for the region to provide us with a better context for proposing a count schedule. We are assuming it has to do with temperate weather conditions but want to verify.

The research team will be responsible for proposing a deployment schedule. The POC will discuss the schedule with the awarded proposal. Conducting pedestrian counts may be dependent on the counter technology proposed.

- Will the research team have authorization to deploy these or any other existing WisDOT-owned counters for the project? If so, how many and what kind of equipment are there, besides the three SE region counters?

There are no WisDOT counters available. Researchers will purchase counters and should include this in their project proposal.

Safety Project Prioritization

What are the various project status types within HSIP?

WisDOT has several active subprograms within the HSIP. The Location of Interest Report and Intersection Network Screening Spreadsheet, Horizontal Curve Initiative, Shoulder Rumble Strip Initiative, Beam Guard Initiative, Cross Median Crash Initiative and High-Risk Rural Roads are all different subprograms within the HSIP that are subject to different eligibility criteria.

Does WisDOT have a formal definition or criteria for “low-cost projects”?

WisDOT does not have a formal definition or criteria for “low-cost projects.” Proposers can establish their own definition of “low-cost projects” and the awarded research team can work with WisDOT staff to determine a definition for the purpose of this research.

State DOT Transportation Improvement Project Delivery Resource Structure and Policies

No project questions.

Research and Implement Best Practices for Piloting Roadway Improvements

No project questions.

Proven Safety Countermeasure Implementation

No project questions.

End of Questions