

Questions/Answers #1: February 18, 2011

All questions below are presented as submitted to MDOT Research

- Q1: Research objective 3: Is the B/C analysis desired for High Tension Cable Barrier (HTCB) vs. no barrier OR HTCB vs. other barrier types OR simply what is the B/C ratio of each installation? From typical installation practices, cable barriers are installed on roads with wide medians (in rural areas) and concrete/other barriers are used in more urban/suburban areas. Therefore the crash and/or B/C analysis is for different site types. There are potential issues with doing crash analysis as suggested in Research Objective 10 for HTCB vs. other barrier types when sites are fundamentally different.
- A: We rely on the expertise and experience of the proposer to provide direction that addresses this question.**
- Q2: Can MDOT provide (or provide a link to) the current median crossover guidelines as indicated in the RFP (Objective 12)?
- A: This information will be provided once the project has been awarded.**
- Q3: Can MDOT provide (or provide a link to) the 340-mile median crash analysis report used as the basis for current 280-mile HTCB installations? (as indicated on the MDOT Median Cable Guardrail website).
- A: This information will be provided once the project has been awarded.**
- Q4: We are assuming that all MDOT HTCB installations are within the medians? Are there any sites with barriers installed on the outer edges of the R.O.W. (e.g., beyond immediate shoulder)?
- A: This information will be provided once the project has been awarded.**
- Q5: MDOT already has an award-winning marketing campaign (Median man) for promotion of cable barriers. Please clarify as to additional marketing tools desired from this project.
- A: We rely on the expertise and experience of the proposer to provide direction that addresses this question.**
- Q5: Research Objective 4 indicates development of guidelines for installing HTCB. What is the extent of the guidelines desired for this project? That is, are they to be based only on crash analysis, as suggested by the rest of the objectives and the limited number of hours allocated (100 hrs) in the RFP? (The existing guidelines (for other agencies) tend to be very detailed and involve field testing of various aspects.)
- A: We rely on the expertise and experience of the proposer to provide direction that addresses this question.**
- Q6: Can MDOT provide (or a link to) its current cable barrier design guidelines as indicated in the problem statement? A web link could not be easily found.
- A: This information will be provided once the project has been awarded.**