

GENERAL INFORMATION

Any questions relative to the Research Problem Statement must be submitted by e-mail to: mdot-research@michigan.gov. Questions must be received by **April 22, 2011 at 5:00 p.m. EST**. All questions and answers will be placed on the MDOT RFP Web site as soon as possible after receipt of the questions and at least three (3) days prior to the due date listed above. The names of organizations submitting questions will not be disclosed.

MDOT is an equal opportunity employer and MDOT DBE firms are encouraged to apply. The participating DBE firm, as currently certified by MDOT's Office of Equal Opportunity, shall be listed in the Proposal.

MDOT AND ORBP FORMS REQUIRED AS PART OF PROPOSAL SUBMISSION:

- 5100D – Request for Proposal Cover Sheet
- 5100G – Certification of Key Personnel
- 5100I – Conflict of Interest Statement
- ORBP Research Proposal Budget Form Worksheet
- ORBP Schedule of Research Activities Form
- ORBP Deliverables Table
- ORBP Implementation Project Recommendation Form

**OFFICE OF RESEARCH & BEST PRACTICES
MDOT RESEARCH PROGRAM
2010 PROBLEM STATEMENT**

PROBLEM TITLE

Implementation of Quick Clearance in Michigan

ORBP NO.
OR10- 027

STRATEGIC PRIORITY NO.
7

CRITICAL ISSUE CODE
2 & 9

MDOT PROJECT CATEGORY
Delivery & Operations:
System Planning and Strategic
Measures

PROBLEM TO ADDRESS

BRIEFLY DESCRIBE THE PROBLEM TO BE ADDRESSED AND WHY IT IS AN ISSUE FOR MDOT

The study will help MDOT reduce congestion, improve safety, increase travel time reliability, reduce pollution, and reduce user costs. During delays, motorists are faced with unexpected queues in traffic which result in many secondary crashes. Incident cost to society is \$7,000 for every minute a roadway is partially or totally closed. MDOT will improve Michigan's economy by implementing quick clearance strategies to provide the highest quality transportation for improved economic benefit and quality of life.

New legislation in Michigan allows MDOT to modify its incident management practices to optimize the quick clearance of vehicle obstructions on the roadway that slow traffic and lead to crashes. In order to improve its incident management practices to meet the demands of quick clearance, MDOT needs to understand the challenges and information gaps faced by those in the field. Researchers will survey the public to see what quick clearance information is already known. Researchers will review MDOT's infrastructure (such as ability to handle bump-outs), contracts/relationships with towing companies, law enforcement, and others involved in clearance outside of MDOT. The project would enhance a current database that stores incident clearance.

RESEARCH OBJECTIVES AND TASKS

LIST THE RESEARCH OBJECTIVE(S) TO BE ACCOMPLISHED

1. Review literature listed in the literature search along with any other studies that may be published. Survey other states' emergency routing practices.
2. Survey the public about existing knowledge of quick clearance and Traffic Incident Management (TIM) initiatives.
3. Meet with stakeholders and obtain support for quick clearance outside of MDOT.
4. Develop a list of projects that will enable quick clearance (SteerIt, Clear It) campaigns.
5. Recommendation for future data collection program and enhance the current MicroSoft Access Database for Traffic Incidents.

LIST THE MAJOR TASKS TO ACCOMPLISH THE RESEARCH OBJECTIVES:

ESTIMATED PERSON HOURS

- | | |
|---|-----|
| 1. Review literature listed in the literature search along with any other studies that may be published related to quick clearance. Survey other states' practices and lessons learned for quick clearance. | 150 |
| 2. Measure via a survey existing public knowledge of quick clearance and TIM initiatives. | 600 |
| 3. Meet with key stakeholders to discuss contracts/relationship involved with quick clearance. | 150 |
| 4. Develop a toolkit for public relations to stakeholders and the public. Recommendation for next step in quick clearance, such as infrastructure improvements and more outreach. | 450 |
| 5. Recommendation for future data collection program and enhancements to the current MicroSoft Access Database for Traffic Incidents. | 150 |

ESTIMATED COST AND TIMELINE

ESTIMATE THE COST OF THIS RESEARCH STUDY (Please provide a cost range [min. and max.] associated with the person hours by task above) Tier II (\$100,000 - \$250,000)

PROVIDE A PROPOSED TIMELINE FOR THE PROJECT (At minimum, the expected duration of the project)
9/1/2011 to 9/1/2012

REQUIRED COMPLETION DATE (At minimum, the date by which results are needed to be applicable)
9/1/2012

BUDGET INFORMATION

(For each FY, list suggested minimum and maximum budgets as targets. Indirect Cost Rate is for ORBP use only.)

	FY2	FY3	FY4	INDIRECT COST RATE

DELIVERABLES

WHAT DELIVERABLES SHOULD BE RECEIVED AT THE END OF THIS PROJECT? (e.g., usable technical product, design method, techniques, training, workshops, report, manual of practice, policy, procedure, specification, standard, software, hardware, equipment, training tools, etc.)
 Techniques and strategies for outreach and training on quick clearance, enhancement to the existing TIM database for incidents, project list with estimates for quick clearance enhancements.

MDOT INVOLVEMENT (What will MDOT provide for this project and when)
 MDOT will provide oversight and guidance to the entity picked to complete the project.

URGENCY, PAYOFF POTENTIAL AND IMPLEMENTATION

HOW URGENT IS THIS RESEARCH? IS IT IMPORTANT THAT IT BE DONE SOON? IF SO, WHY?

Public Act 10 of 2010 was passed on March 8, 2010. The legislation requires motorists to move disabled or wrecked vehicles to the side of the road if 1) the car is operable; and 2) there are not any serious injuries or fatalities. This legislation was proposed as a substantial portion of motorists believe that a vehicle involved in a crash should not be moved until a law enforcement officer reviews the scene. The legislation will provide motorists with the direction to move their vehicles if the task can be completed safely and there are no serious injuries or fatalities. This legislation will enhance safety and the economy by reducing crashes and mitigating congestion. A substantial public education and outreach campaign will be required after approval of the legislation to ensure that motorists are aware of what to do after a minor and/or property damage accident. This project will enable MDOT to invest into the correct strategies to implement this piece of legislation.

This project needs to be started as soon as possible due to the new law.

DESCRIBE HOW THE PROPOSED RESULTS OF THIS PROJECT CAN BE IMPLEMENTED AT MDOT

The quick clearance part is more of a public outreach project. The enhancements to the database will help the efficiencies of day-to-day operation in the Traffic Incident Management (TIM) Unit.

DESCRIBE HOW MDOT WILL BENEFIT FROM THE IMPLEMENTATION OF THIS PROJECT AND WHO THE BENEFICIARIES WILL BE. INCLUDE A DISCUSSION OF HOW MDOT DIVISIONS, OTHER THAN THAT OF THE PROBLEM SUBMITTER, WILL BENEFIT AND HOW.

Techniques and strategies for quick clearance; training and project list with estimates for quick clearance enhancements. Once a toolbox is created, MDOT can work with other agencies in implementing the tools. The database enhancements help reporting incident performance measures.

POSSIBLE INVESTIGATOR(S)

DESIRED QUALIFICATIONS IN AN INVESTIGATOR

Knowledgeable in the areas of Traffic Incident and Emergency Events, Public Relations in Outreach Campaigns, Computer Programs.

POTENTIAL OBSTACLES

WHAT RISKS OR OBSTACLES MAY MAKE CARRYING OUT THIS PROJECT DIFFICULT? WHAT STRATEGIES WILL YOU USE TO OVERCOME THEM?

A perception of towing companies that we will be taking business away from them. This is a sensitive area for towing and needs to be stressed they will now be towing from the shoulder instead of the lane; no jobs are taken away. Also the public knowing and understanding that is ok to move a vehicle out of the way without law enforcement present.
