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2008-05 – Laurel County–11-139.00

QUESTION: “Is the advertised schedule accurate, i.e. 2 months from Notice to proceed to Joint Inspection?”

ANSWER: After further review of the Phase I work performed to date, the department would like to change the advertised dates as follows:

Joint Inspection: January 30, 2009

R/W Utility Plans: May 1, 2009

Final Plans: October 1, 2010

2008-05 – Laurel County–11-139.00

QUESTION: “Traffic Engineering” is included as a prequalification requirement for this project but no discussion is included under the “Traffic” topic. Is it intended that “Traffic Engineering” be a prequalification requirement?

ANSWER: After further review of the necessary scope of work, it has been determined that prequalification in “Traffic Engineering” is not necessary for this project. Traffic Engineering prequalification is now removed as a requirement for responding on 2008-05 – Laurel County – 11-139.00 .

2008-05 Jefferson County 5-390.00

Selection Committee for this project has changed to the following members: 1. Carl Jenkins 2. Bob Farley 3. Ed McCracken 4. Stuart Goodpaster 5. Howard Cruse

2008-05 - Jefferson - 5-390.00

The Project is described as a “Pre-Design Scoping Study.” There are several requirements with in the advertisement that are normally part of a Phase 1

design and are not normally required as part of a "scoping study".

Clarification is requested as to the meaning and/or need for the following work tasks:

1. **QUESTION:** Page 2 - Prepare "Typical Section, Line and Grade, dependable costs estimates, etc..." Normally this is part of Phase 1 – Preliminary Line and Grade.

ANSWER: The identification of typical sections, line and grade and costs estimates should be developed at a scoping study level. The Department does not wish to develop Preliminary Line and Grade plans at this time. If the department decides to proceed with PL&G or Final Plans, the scope of work will be re-advertised for consultant services.

2. **QUESTION:** Page 3 - "Detailed Property Owner and Right of Way Information shown on plans". Normally this information is developed in Phase 1 or Phase 2 and not in a scoping study.

ANSWER: Property owner and right of way information and identification should be of the type as gathered from LOJIC GIS data or PVA information.

3. **QUESTION:** Page 3 - "Detailed Traffic Information as required for Phase 2 Design". This would require knowledge of each intersection and/or the I264 Interchange Layout.

ANSWER: Any Traffic Analysis would be at a scoping study level only. A more detailed analysis may be necessary if the department decides to proceed with PL&G or Final Plans.

4. **QUESTION:** Page 2 – "The consultant will be responsible for the preparation of an environmental overview." Page 3- The selected consultant shall provide the necessary NEPA documentation. What type of NEPA document is anticipated by the Cabinet? –Overview, CE, EA/FONSI, or EIS/ROD? Normally an environmental footprint/overview is done in a scoping study and a more detailed NEPA Document is done in Phase 1.

ANSWER: At this time, the NEPA document is anticipated to be an Overview only. If additional NEPA Documentation is necessary, it will be done as a part of Phase 1 design.

5. **QUESTION:** Page 3 - Develop VISSIM Model for Interchanges with Interchanges at I264/I71, I264/KY 1447 and I264/US42 does not match up with Project Length.

ANSWER: The department does not want to develop a VISSIM model for all of the adjacent interchanges; however the department does want the interactions through the adjacent interchanges to be modeled in the I-264/US42 Interchange model.

6. **QUESTION:** The schedule on page 4 show completion in 4 months. The overall level of effort needed for this project is unclear.

ANSWER: The completion dates shown in the advertisement were an error. Completion of the scoping study should be in approximately 12 months.

7. **QUESTION:** Given the details and work effort in the bulletin required, is the project schedule on page 4 correct to have the report completed by August 1, 2008 with a start date of May 1, 2008?

ANSWER: The completion dates shown in the advertisement were an error. The draft Scoping study should be complete February 1, 2009 and the Final Report should be completed by May 1, 2009.

2008-05 Statewide Quality Assurance Bridge

QUESTION: In the advertisement for the above proposal it required that the inspection staff have the following:

Level I Inspector must have BCI certification and all required training
Level II Inspector must have BCI certification and all required training plus 5 years of bridge coatings inspection experience.

BCI has two levels of training one is BCI Level 1 Inspector the next level is Certified. Does Kentucky want the Level 1 Inspector or the actual Certified Level, please clarify.

ANSWER:

1. Level I Inspector must have BCI certification and all required training

Required on all projects where we request inspection.

2. Level II Inspector must have BCI certification and all required training plus 5 years of bridge coatings inspection experience.

Will be required on complex projects or specifically where we need a lead inspector from the consultant.

2008-05 Statewide Quality Assurance Bridge

Question:

According to the solicitation, the consultant will provide inspectors to KYTC and they will work under the direction of the project Resident Engineer. Will the KYTC be responsible for safety training and OSHA compliance (i.e. medical monitoring and air sampling?)

Answer:

KYTC is responsible for directing the inspector in regard to duties required for appropriate inspection of work items. While bridge painting has its share of exposure hazards such as lead, chemicals, and heights, it is the responsibility of the inspector's parent company to adequately train the inspector in all facets of safety for OSHA compliance (or any other regulatory agencies' requirements). KYTC will provide any information requested concerning project conditions which includes air monitoring data obtained for employee safety. The consultant must make sure this information is appropriately shared with their employee and provide adequate medical monitoring for blood lead levels and respiratory fitness for the job as well as any other health monitoring that may be required by regulation. Equipment necessary for working in these conditions is the responsibility of the consultant firm as well.

If any inspector hired through the consultant has to be removed from a project due to a safety or health related concern (i.e. testing high for blood lead levels), it will be the consultants' responsibility to notify KYTC and provide replacement inspectors.

**The above Q & A section is dealing with the 2008-05 Project Listing
(Former name Bulletins)**