

A REQUEST FOR PROPOSAL FOR PROFESSIONAL SERVICES CONTRACT

Department of Highways Professional Services Procurement Bulletin 2020-05 Jefferson | 5-569 | I-65 Corridor Study

This document constitutes a Request for Proposals for a Professional Service Contract from qualified individuals and organizations to furnish those services as described herein for the Commonwealth of Kentucky, Department of Highways.

I. PROJECT DESCRIPTION

County - Jefferson
Route - I-65
Item No. - 05-569.00
Project Description - Operational and access study for I-65 corridor from I-264 (Henry Watterson Expressway) to E. Jefferson Street in downtown Louisville (MP 131 to MP 136)

II. PROJECT INFORMATION

Project Manager - Beth Niemann, P.E.
User Division - Division of Planning
District 5 Liaison – Tom Hall, P.E.
Approximate Fee - \$450,000 (Lump Sum) Planning Study
Project Funding - Federal Funds (PL)
Project Length - Approximately 5 miles mainline

III. PURPOSE AND NEED

The purpose of this study is to develop conceptual improvement options to improve traffic flow, reduce congestion, improve safety and operational efficiency, and improve access along the I-65 corridor between I-264 and East Jefferson Street in downtown Louisville.

The need for improvements was identified in part in the [I-65 Ramp Modifications Scoping Study](#) that was developed in December 2008 to improve traffic flow, safety and access associated with ramps along I-65 from Crittenden Drive to St. Catherine Street. The 2008 study area was expanded for this study.

This section of I-65 carries approximately 120,000 vehicles per day and experiences poor traffic flow. The congestion that occurs is due in part to the large number of ramps within the study boundary. These ramps are closely spaced and have insufficient acceleration and deceleration lengths along with short weaving and merging lengths. The weaving and speed differentials that occur at the ramp locations also contribute to a high incidence of crashes within the study area.

High-density employment and community access clusters along with residential development exist along the study corridor. Major destinations in the surrounding area include the University of Louisville, the Kentucky Fair and Exposition Center, Six Flags/Kentucky Kingdom Amusement

Park and Churchill Downs. There are also two significant attractors just south of the study area: the Louisville Muhammed Ali International Airport and United Parcel Service Worldport and Global Operations Center. The combination of multiple, closely spaced ramps and numerous popular destination points result in this section of I-65 sometimes being used as local access with vehicles 'hopping' from one interchange to the next (adjacent interchange/ramp) to get to their destination.

The Kentuckiana Regional Planning and Development Agency (KIPDA) has identified segments along this section of I-65 which carry truck volumes of greater than 13 percent. The existing configuration/location of the ramps in the project area causes some freight traffic to choose routes through the residential street system rather than use the interstate to get from one location to the other, causing concern amongst local officials and residents.

IV. DBE REQUIREMENT

The Consultant team shall include a DBE Participation Plan with their Response to Announcement to help the Department meet the 11.95% DBE goal established by FHWA. The plan needs to demonstrate how DBE companies will be mentored or used to assist in the area(s) pertaining to this contract. An additional page will be allowed in the Project Approach (Page 7) to demonstrate this plan. A maximum of 5 points will be considered in the Evaluation Factors for the DBE Participation Plan.

V. SCOPE OF WORK

The selected Consultant will be required to provide engineering services for the completion of a planning-level study of the I-65 corridor, which includes but is not limited to the following tasks:

- Draft purpose and need statement and identify project goals
- Collect, summarize and verify existing data to create an inventory of roadway items, deficiencies, and possible constraints
- Gather and analyze crash data (incorporating HSM methodologies) and origin-destination data
- Provide traffic for the existing and future no-build and build scenarios.
- Conduct public and stakeholder outreach and involvement activities, including use of innovative techniques to capture meaningful input from commuter traffic
- Develop Public Meeting Notebook
- Develop a range of potential improvement concepts, including ITS improvements
- Evaluate the impacts that potential improvement concepts have on adjacent roadway network
- Quantify safety, mobility, economic, and/or other benefits associated with improvements
- Provide planning-level cost estimates for all phases (D,R,U,C) and conduct planning-level benefit-cost analysis
- Prioritize proposed improvements
- Environmental and Geotechnical overviews
- Submit a summary of findings in a Final Report

Opportunities to address bicycle and pedestrian needs and deficiencies through the various interchanges should also be explored. These improvements should be consistent with relevant local agency planning documents.

This Study, or projects identified in this Study, may be advanced to include the completion of an Interchange Modification Report (IMR) by Contract Modification. The IMR document includes

expected deliverables of interchange layouts and cost estimates (right-of-way, utilities, and construction). The document should show that the proposed changes in access are compliant with [FHWA's Interstate Access Policy](#). Any impacts to the mainline interstate should also be included. Final approval of the IMR will be contingent upon NEPA approval.

This Study, or projects identified in this Study, may be advanced to Preliminary Engineering by Contract Modification. Preliminary Engineering may include but not be limited to: the identification of appropriate typical sections, identifying any utility impacts, performing drainage design, developing dependable cost estimates, preparing documents for public meetings, and providing documents and/or plans to be used in an approved Environmental Document.

This Study, or projects identified in this Study, may be further advanced to Final Design by Contract Modification when Preliminary Design is complete. If desired, the selected Consultant will then be asked to provide engineering services to perform Final Design, including but not limited to: the preparation of any design studies, drainage design, structure design, right of way plans, construction plans, traffic control plans, lighting plans, anticipated construction schedule, and cost estimates as necessary.

The Department also reserves the right to advertise the entire Project or parts thereof for an Interchange Modification Report, Preliminary Engineering, and/or Final Design.

VI. SPECIAL INSTRUCTIONS

The Department may retain any of the advertised services to be performed by in-house state forces.

Instructions for Response to Announcement can be found at:

<https://transportation.ky.gov/ProfessionalServices/Pages/Respond-to-an-Announcement.aspx>

KYTC will allow the following modifications to the standard response format for response to this project advertisement only.

- Page 7 (A-C): Project Approach, as standard procedure, the DBE Participation Plan should also be included in this portion of the response with an additional page allowed.

VII. AVAILABLE STUDIES

[5-8102.00 I-65 Ramp Modifications Scoping Study \(2008\)](#)

[I-65 Bridges Planning Study \(2019\)](#)

VIII. METHOD OF DESIGN

The selected Consultant shall utilize the most recent CADD Standards for Highway Plans Policy in the development of the highway plans.

IX. ENVIRONMENTAL SERVICES

Any necessary Environmental Services will be provided by the Consultant. An environmental overview with a red flag summary is expected to be included in the final report. Prequalification of various Environmental Services are required to be identified in the Consultant's Response to

Announcement.

X. PHOTOGRAMMETRIC SERVICES

If photogrammetric information is not available for this project, the statewide LIDAR digital mapping is available for use. The selected Consultant shall supplement this information with conventional surveying as needed.

XI. STRUCTURE DESIGN

Structure Design is not anticipated for this study. However, the selected Consultant shall provide the necessary engineering services to determine impacts to the structures involved if any. Any improvement options involving structures in the study area should be consistent with the recommendations found in the [I-65 Bridges Planning Study \(2019\)](#).

If the project advances to Final Design, and if the selected Consultant is retained for Final Design services, the selected Consultant shall do the necessary engineering services to submit to KYTC an Advanced Situation Folder(s) for the applicable structure(s). The selected Consultant may be responsible for any necessary Structure Design services. Structure Design may be added by Contract Modification. Prequalification in the area of Structure Design is required to be identified in the Consultant's Response to Announcement.

XII. GEOTECHNICAL SERVICES

The selected Consultant will provide all Geotechnical Services required for the study. A geotechnical overview is expected to be included in the final report. If the project advances to Preliminary Design and if the selected Consultant is retained for Preliminary Design services, the contract may include preliminary geotechnical services to review available geological, mining, or other geotechnical information that could influence the selection of the preferred alternate. Geotechnical services necessary for the completion of Final Design may be added by contract modification at the appropriate time. At any time, if the Department has the capacity to provide these services, the Department may retain the advertised geotechnical services. Prequalification in the area of Geotechnical Services is required to be identified in the Consultant's Response to Announcement.

XIII. TRAFFIC ENGINEERING

The Department's existing traffic counts will be supplemented by traffic data, traffic projections, and related information provided and collected by the Consultant. The selected Consultant will provide the analysis of the existing and proposed operations. Traffic Signal Design and Lighting Design services, if necessary for the completion of Final Design, may be added by Contract Modification at the appropriate time. At any time, if the Department has the capacity to provide these services, the Department may retain the advertised traffic services.

XIV. UTILITIES

The Consultant will be responsible for a planning level estimate of utility costs that will be reviewed by the Department for accuracy. If the project advances to Preliminary Design and if the selected Consultant is retained for Preliminary Design services, the Department will send project location maps to all potential utility contacts to determine whether they may have existing utilities within these project limits. The Department will develop the utility contact list. Facility atlas maps

received for this project will be provided to the selected Consultant. All utilities including aerial carriers shall be field-verified by the Consultant. Sizes and types of underground and aerial utilities shall be identified on the plans for each alignment alternative in the PL&G submittal.

XV. PREQUALIFICATION REQUIREMENTS

To respond to this project the Consultant must be prequalified in the following areas by the response due date of this advertisement:

Environmental & UST Services

- UST & Hazmat Preliminary Site Assessment (Phase 1)

Environmental Aquatic & Terrestrial Ecosystems Analysis

- Fisheries
- Botany
- Terrestrial Zoology
- Wetlands
- Freshwater Macroinvertebrates
- Water Quality

Environmental Archeology & Other Services

- Air Quality Analysis
- Prehistoric Archaeology
- Socio-Economic Analysis
- Highway Noise Analysis
- Historic Archaeology
- EIS Writing & Coordination
- Cultural-Historic Analysis

Geotechnical Services

- Engineering Services
- *Drilling Services (please see note below)*
- *Laboratory Testing Services (please see note below)*

Intelligent Transportation Systems

- System Design, Deployment & Integration

Right of Way (please see note below)

- *Right of Way Relocation*
- *Right of Way Acquisition*

Roadway Design

- Advanced Traffic Engineering Design & Modeling)
- Surveying
- Urban Roadway Design

Structure Design

- Spans Under 500'

Traffic Engineering

- *Electrical Engineering Roadway Lighting Services (please see note below)*
- Traffic Engineering Services
- *Electrical Engineering Traffic Signal Services (please see note below)*

Transportation Planning

- Traffic Forecasting
- Traffic Data Collection
- Transportation Corridor & Systems Planning
- Pedestrian / Bicycle Planning & Design
- Highway Planning Services
- Travel Demand & Simulation Modeling

Utility Design (please see note below)

- *Electrical Level 1*
- *Utility Construction Inspection*
- *Utility Preconstruction Coordination*
- *Electrical Level 2*
- *Gas Level 1*
- *Communication*
- *Water & Sewer Level 2*
- *Water & Sewer Level 1*
- *Gas Level 2*

Note – Some geotechnical, some/all right-of-way, some roadway design, some traffic engineering and some/all utility design prequalifications are not required with the initial proposal as it is uncertain to the extent practicable if they are necessary. Should any of these services become necessary during the delivery of the project in this or future phases, the selected Consultant team must obtain the required qualifications before providing those services, or bring on a subconsultant at that time.

XVI. PROCUREMENT SCHEDULE

Dates other than Response Date are tentative and provided for information only.

- Advertisement Date: November 12, 2019
- Response Date: December 4, 2019 by 4:30 PM ET (Frankfort Time)
- First Selection Committee: December 9, 2019
- Final Selection Committee: December 20, 2019
- Contract Scoping Conference: January 2, 2020
- Consultant Fee Proposal: January 10, 2020
- Contract Negotiations: January 22, 2020
- Notice To Proceed: February 20, 2020

XVII. PROJECT SCHEDULE

- Existing Conditions Meeting – April 2020
- 1st Local Elected Officials/Stakeholders/Public Meeting – July 2020
- Level One Improvement Concepts Meeting – September 2020
- 2nd Local Elected Officials/Stakeholders/Public Meeting – October 2020
- Level Two Improvement Concepts Meeting – November 2020
- Submit Final Report – March 2021

XVIII. EVALUATION FACTORS

Consultants will be evaluated by the selection committee based on the following, weighted factors:

1. Project approach and proposed procedures to accomplish the services for the project. (25 Points)
2. Relative experience of consultant personnel assigned to project team with highway project for KYTC and/or federal, local or other state governmental agencies. (15 Points)
3. Past record of performance on projects similar in type and complexity. (15 Points)
4. Capacity to comply with project schedule. (10 Points)
5. DBE Participation Plan (5 Points)
6. Knowledge of the locality and familiarity of the general geographic area. (5 Points)

XIX. SELECTION COMMITTEE MEMBERS

1. Beth Niemann, P.E., User Division
2. Tom Hall, P.E., User Division
3. Stewart Lich, P.E., Secretary's Pool
4. Patrick Perry, P.E., Secretary's Pool
5. Brad Rister, P.E., Governor's Pool

XX. AREA MAP

