

Transcript

July 15, 2024, 1:54PM

VS **Vaughn, Mike S (KYTC)** 0:16
Good morning.

SD **Shawn Davy** 0:22
Pardon.

JM **Jeff McMahon** 0:28
Good morning.
Yeah.

DG **Drew Guillaume** 3:19
Yours the only you don't.
You don't, you don't.

CH **Chris Hibberd** 4:24
But OK, because I work on the side.

VS **Vaughn, Mike S (KYTC)** 6:31
Alright, it looks like pretty much everybody that's registered has now joined.
So we will go ahead and get started here.
My name is Mike Vaughn.
I'm the Traffic Safety branch manager for the Kentucky Transportation Cabinet.
My team administers the Highway Safety improvement program and we're here to talk today about the HSIP funded ID IQ contract for the district.
Uh pavement markers.
That's currently out in the July, letting really appreciate everybody taking some time to join us this morning to learn about this particular contract.
Rachel or Ryan?
It's been a minute since I've hosted a pre pre bid conference.
Do we normally do introductions or just jump into content or?

GC Griffith, Ryan C. 7:38

I might is Ryan.

I I don't believe introductions would be necessary.

You have the sign in sheet.

I think you could just receive with content and let's Rachel and you got a different opinion.

VS Vaughn, Mike S (KYTC) 7:46

OK.

MA Mills, Rachel A (KYTC) 7:54

Just proceed please.

VS Vaughn, Mike S (KYTC) 7:56

Alright.

That that's sort of what I was thinking.

But again, just wanted to ask.

Alright so.

Just wanted to to start out by describing the ID, IQ contracts.

So ID IQ stands for indefinite delivery.

I'm gonna stop sharing my screen since everybody's now in the room indefinite delivery, indefinite quantity.

Umm, an ID IQ contract is it's a federal contracting style.

It's similar to KYTC's master agreement contracts where we get a unit price for uh applicable bid items and again then that unit price is used for an indefinite amount of quantity of those various bid items.

A little bit different is the way the contract is renewed or extended.

We are able, once we get the initial contract in place, to extend it multiple times, so long as the total overall contract does not exceed five years in length.

So we've got this contract set up to.

The initial period to to run until December 31st of 2025, we felt like that, that that time frame would be a good time frame for renewal since we do not install pavement markers in the dead of winter.

So while we're kinda in the really low temperature period and can't really work, we

figure that would be a good time frame for doing the contract extension.

But again the the the extensions are a little different in that, umm, they utilize consumer price index data, CPI data that is kind of a universally accepted indication of if inflation.

But CPI data is compared from when the near the beginning of the contract period to that ending period CPI data is compared to see how much the consumer price index has went up and then all bid items are then scaled by that amount.

By that CPR percent change, and then the cabinet and the contractor would have the ability to accept those new prices or not.

So if if they're all the unit prices are accepted, then we process a contract extension.

Umm suck somebodies joining?

If the.

The scaled upward unit prices are not agreeable.

Then the contract would not get renewed and that would just be the end of the contract and we would readvertised.

Umm so as I mentioned this contract it it has all the necessary bid items in a set of initial quantities and then of course the timeline till December 31st 2025 that are in the advertised proposal.

You know, we we know that those initial quantities and locations need pavement markers or lens replacements, so that work is right out.

The gate, already identified as new locations that need pavement markers and District 5 come about.

Then we will issue additional quantities for those additional roadways via change order.

It's kind of like a work order.

Umm, so there is information in the proposal that indicates the approximate minimum quantities that we will be shooting for when issuing a change order.

The idea there is that we want each change order to be large enough that it's worth everyone's while.

We don't wanna issue a change order for a handful of markers.

That's not convenient for us.

That's not convenient for the contractor.

Umm.

Kind of air thinking was, uh, we wanted a a minimum change order amount that would require somewhere in the neighborhood of four to five days worth of work or

longer.

So it it.

It just really depends on how roads that typically get payment markers.

How, as their resurfaced and or age and need lens replacement, it's really just gonna depend on.

Sort of.

The timing of that again we we've got an approximate minimum number of quantities there, but if we were to have quite a few roads that that receive markers that get resurfaced kind of at the same time or in very short order, then those change orders could be a little bit larger than that minimum.

But but again, we do anticipate that.

At a minimum, we we would issue change orders with some combination of quantities that you see in the proposal and in that column that indicates those.

Let's see, as I mentioned, the initial contract period, it does run till December 31st, 2025.

We'll go through those CPI calculations to see if, uh, if both parties agree to the new unit prices.

If or when the contract is extended, the extension will be a one year period, so we would extend it to December 31st 2026.

Again, the thinking being that it's working through the extension process is gonna be best done through the winter months.

That way we we know we're not.

Missing any work while we process the extension since it's cold weather anyway.

Umm, some of the goals of this contract?

Quite frankly, it's just we're we're trying to get pavement markers installed, especially through our resurfacing, but get the get those markers installed on those resurfaced routes at a much quicker rate.

We've been using our Federal Highway Safety improvement program funds to reinstall pavement markers.

Umm.

On most of our state funded resurfacing projects, but basically the only resurfacing projects that UMM typically have markers included are on interstates and parkways. All other routes we we tend to wait until we have a a collection of roads that need markers reinstalled and then put together a contract.

Part of why we do that is our HSIP funds are federal.

Our resurfacing funds our state, so we tend not to group the federal and state funds together.

We could put the markers in the individual contracts and use the HSIP funds to pay for them, but that federalizes that entire state resurfacing project, so we don't want to do that.

So we came in the past use this methodology of just waiting until we had a pretty good collection of resurfaced routes before we would initiate the next pavement marker contract.

That's not ideal because sometimes we have roads that go at year, year and a half before markers get reinstalled.

So we we learned about this idea Q process recently.

The If a HW a updated some of their regulations surrounding are the IQ kind of made it a little more palatable as a contracting mechanism for States and so we kind of dug into that and and went to this process.

And as mentioned earlier that the the contract that's out when we get the bids that'll that'll set the unit prices for this initial period.

CPI data would then escalate those prices based on however much the CPI index goes up.

JM **Jeff McMahon** 16:54
But.

VS **Vaughn, Mike S (KYTC)** 16:55
Umm.

JM **Jeff McMahon** 16:55
For that.

VS **Vaughn, Mike S (KYTC)** 16:56
But with those set prices, we have a means to.
Issue change orders or like I said, kind of like work orders to get additional pavement markers out to the contractor.
So that shortly after a batch of routes or resurfaced, we can issue that change order and hopefully get payment markers installed at a much quicker rate and her sort of old method had achieved.

Umm, so that's pretty much the gist of what I wanted to cover.
Just to give everybody a reason that you know, short explanation of the ID IQ contract, you know why why we wanted to go down this route, how it works in a nutshell and some of our goals at this point, if if anybody has any questions.
We will entertain those now.
There is a raise hand feature if you wanna you click on that.
It's a kind of in the banner of the top.
Or, of course, we can just speak up to that.
That's fine as well.
It's just a folks do start trying to talk over one another.
Will we may have to do a raise hand just to keep some order to it, but.
But yeah, opening it up for questions and comments at this point.

JM **Jeff McMahon** 18:39

So on this project control like 500 per count.
So you gonna pay traffic control when you meet the 500?
Like if you work like 10 days in a row, take to get to the 500.
90 smaller routes.
You gonna gonna pay one traffic control for that 500?

VS **Vaughn, Mike S (KYTC)** 18:57

Correct.
Yeah, the the thinking there is that.
As you install markers.
Once you accumulate those thresholds and then you are paid 1 unit or one each of MOT and there's some notes in there about, you know if it goes a little over how we will round the thinking being that you know if we were to install 501 or 502, we didn't we didn't want to pay an entire unit of MOT that just seemed.
Seemed funky, so to speak.
So we we wanted to, uh, make sure that it wasn't just we, we barely went over that threshold.
So I think if I remember correctly we we basically say if it's more than 10% over that threshold then we pay another unit.

JM **Jeff McMahon** 19:47

It's.

Is there any way you would consider lowering that to 2:50?

Umm reason being like some of the smaller roots?

I mean, it would take four or five days to get 500 counts in.

I don't know if that would be.

I mean, you didn't put a lot of money in the 500 counts.

I'm just offset the the smaller routes.

Idea being, if you could bid a smaller quantity for traffic control at 2:50, it would probably work out better for the state and for the contractor because it's especially in Louisville area.

It's very difficult to get a lot of markers in one night because traffic control restrictions.

Umm.

And obviously the traffic control there is very, very expensive like to put out to maintain.

Just food for thought.

VS **Vaughn, Mike S (KYTC)** 20:55

Yeah.

And we can definitely discuss that and and consider that request.

JM **Jeff McMahon** 21:01

Yeah, we just, we, we've done work up there before and it's very difficult to get a very.

I mean, it's just like you get 200 markers tonight, especially when we're restricted tonight and some weekends and stuff like that.

And by the time we got traffic control that we got 434 hours of work.

So it's very expensive to go up there and do 250 of them without putting a massive amount of money to traffic control.

Umm, but just food for thought.

VS **Vaughn, Mike S (KYTC)** 21:33

So on the so you have for the installing new markers.

You know the threshold currently is 500 on the lens replacements.

We anticipate those go a little quicker.
We had a threshold of 1000.

JM **Jeff McMahon** 21:44

They will.

VS **Vaughn, Mike S (KYTC)** 21:46

Does that seem like a good number or?

JM **Jeff McMahon** 21:46

Umm.

Umm that I would say 250 and 500 would be a smarter number.

Umm.

VS **Vaughn, Mike S (KYTC)** 21:55

OK.

JM **Jeff McMahon** 21:56

And the thousands almost impossible install one night.

I mean, unless you got like a slow lane of I64 or 265 or something rings, but mobile traffic system out to go with it.

But it's, I mean it's it's tough to get 250 to 500 markers a night, 500 markers is is rolling pretty good.

Yeah.

I mean, you'd have to be out on like Bluegrass Pkwy.

Where you had a wide open, no traffic situation to get that money, and then one night, umm, but typically it's around, you know, 250 to 350 that you'd get in any type of you know, normal production rate.

I mean, you could probably get 600 and 78150 lens replacements done if the traffic wasn't bad, but 1000?

I don't think it be possible.

Be very hard to do.

I don't know anybody else wants to put their input in there.

That's just my thoughts on it.

VS **Vaughn, Mike S (KYTC)** 23:11

Any thoughts on the where MOT is measured and paid?
Or any other questions or comments about the work.
And thanks Jeff for for that question and those comments.
Appreciate it.

JM **Jeff McMahan** 23:28

Yeah, no problem.
It's just I wanna make certain that you know good for both parties here.
They won't be overcharging for MOT just because we don't know.

MR **Miracle, Donnie R (KYTC)** 23:47

Hey, Mike, this darling miracle.

VS **Vaughn, Mike S (KYTC)** 23:49

Yep.

MR **Miracle, Donnie R (KYTC)** 23:50

I had a question was there any thought given to another using?
It's not a real big, big deal in the grand scheme of things, but there's any other thought been given to you know, what index you're using to inflate those year to year because the sleep, it seems like a lot of you know this is so specialized, uh, you know material and and equipment and labor and stuff that maybe at some just the regular CPI may not really capture what you're looking for like you know cement or concrete and asphalt and earthwork and markers.
And I remember one year striping went up, you know 15% I believe about 10 years ago.
And I don't think the CPI would be really good at capturing that and it all you got to do is just reload it if you all don't agree.
But I'll just thought, baby, there was some other type of index that you could use.
The maybe uh, you know to.
To use that to be a little more, I don't know precise on the cost of that particular item.

VS **Vaughn, Mike S (KYTC)** 24:59

Hey, Ryan, I think I'm going to let you feel that one, Mr. Ryan Griffith I I know you were free. Instrumental in developing the initial I guess notes and whatnot. Umm and I I don't remember.

GC **Griffith, Ryan C.** 25:13

Yeah.

VS **Vaughn, Mike S (KYTC)** 25:14

I remember we talked about the CPI, but I don't remember if we got into the details of which particular index and why we were picking so.

GC **Griffith, Ryan C.** 25:24

I don't.

Uh, I think we didn't exactly come up with this idea on our own.

Some other states, or maybe a little bit ahead on this idea IQ method and they we just kind of following in their process and they were going by the CPI.

So that's really what was done with this.

And really, I mean, you couldn't tie it to cement or concrete either, cause those could do something unless there was actually a payment marker index to relate.

JM **Jeff McMahon** 25:47

It wasn't.

GC **Griffith, Ryan C.** 25:51

You're not going to be.

MR **Miracle, Donnie R (KYTC)** 25:52

Now I was just using.

I was just using that as an example on me.

I yeah, I know you can't do that, but.

GC **Griffith, Ryan C.** 25:57

But I I don't know unless you have one exactly to that to this industry, I don't know if you would if it would work or not.

MR **Miracle, Donnie R (KYTC)** 26:01

With the.

GC **Griffith, Ryan C.** 26:05

This is probably about as good as you can get I think, but again, open it up we got.

MR **Miracle, Donnie R (KYTC)** 26:08

There's a there's a National Highway construction cost index, maybe that might be better, but but see that pulls in actually I I know there's not one just for markers but CPI you know that that brings it that's all that's thousands and right of goods and stuff horses.

GC **Griffith, Ryan C.** 26:14

It.

MR **Miracle, Donnie R (KYTC)** 26:28

But at least this will be in the high.

I don't know.

I'm just bringing out there.

It's not a big deal really, because I said all you gotta do is if it doesn't match up to well, neither one's gonna agree to it and you'll just have to do it, you know, relit it the next year.

GC **Griffith, Ryan C.** 26:37

Right.

MR **Miracle, Donnie R (KYTC)** 26:38

But it just seemed like CPI is kind of broad and general compared to like maybe the National Highway Construction cost index or you know I'm I'm not an expert on all the indexes, but maybe there's something of maybe some, I don't know if there's some kind of I know there's there's steel and concrete and all these other indexes out there maybe is there a paving marking index?

I've never.

I've never had really go looking for one, but I just thought there might be a better one than the CPI to go by and maybe there's not.

I just brought it up.

GC **Griffith, Ryan C.** 27:12

Well, well, that's how how the this contract came be used.

The CPI just cause others had done it and I guess it gives a method to to help protect the contractors and the cabinet over the year as the year as the contract goes through the years.

MR **Miracle, Donnie R (KYTC)** 27:17

Being.

GC **Griffith, Ryan C.** 27:26

So and and since you brought it up about that, any any questions when we were laying this out, we said for the month that you're renewing and then Mike and noticed that the index runs a couple months behind.

So the intent is just to get when the negotiation begins.

It's just to get the most current index.

It's out there.

It's so that that's what we tried to say in the note, and no one had any questions.

MR **Miracle, Donnie R (KYTC)** 27:47

Welcome.

GC **Griffith, Ryan C.** 27:48

I assume that's fairly clear on how that would work.

MR **Miracle, Donnie R (KYTC)** 27:51

Gotcha.

VS **Vaughn, Mike S (KYTC)** 28:08

I'm speculating here, but I I think, uh, some, some states that have, like Ryan said, have done this before, may, may lean toward the consumer price index because it

does take in so many different things that it sort of smooth out some of the big dips or big spikes that you might get if we had a very narrow.

Now that said, I wasn't aware of some of the indexes.

UM that Donnie mentioned, so maybe we can dig into that just a little to see if see if anything makes sense.

But I do think the CPI does from a following.

The the general economic activity, I think it's a pretty good trend over time, but.

But yeah, we can definitely look at other indexes in debate.

The merits of them.

Ryan, I guess there's uh, I, to be honest, I wasn't sure if the new federal regs required us to use the CPI or if or if that was just more of a choice.

GC **Griffith, Ryan C.** 29:32

Believe that was a choice.

If I remember correctly.

VS **Vaughn, Mike S (KYTC)** 29:35

OK.

Yeah, you usually the federal regs aren't aren't very, very specific they they generally.

Provide some flexibility and just more of the intent of what they want done so.

GC **Griffith, Ryan C.** 29:55

Yes, it just mentions a published index.

It doesn't specifically call out anything.

VS **Vaughn, Mike S (KYTC)** 30:06

You know one, I guess one thing that will when we do this just me thinking out loud here.

When we do look at some of these others, I I do know that they they publish the CPI monthly.

It it usually lags a month and 1/2 or so, but some of these other indexes may lag like an entire year, which would not.

JM **Jeff McMahan** 30:19

Hey.

VS **Vaughn, Mike S (KYTC)** 30:28

That may not be very ideal if they lack that long, but, but yeah, we can look into. Look into that and see what we find.

GC **Griffith, Ryan C.** 30:45

Since everyone's quiet, I'll just also note something on page 26 in the proposal. Just you probably read it just but that index that's taking care of wage rate increases too.

So when the contract extensions done, they'll be updated wage rates on that date, whatever they are currently.

So if they've changed, but that cost index, that change is to take care of that, that that's included in that.

So just wanted to note that and everyone's probably saw that if they read their proposal.

JM **Jeff McMahon** 31:18

Stuck in the right to go.

Can the contract go down or just up with this index?

VS **Vaughn, Mike S (KYTC)** 31:24

It it it's theoretically possible that it could go down.

We generally don't see the sepia.

I mean, it does sometimes go down, like when we go into recession or whatever, especially if it's one of the more significant recessions.

But yeah, I mean it it it could go down.

And if I misstated that, Ryan, please correct me.

But I'm I'm pretty certain it's a whichever way, the CPI, whatever percent increase, decrease that, that would be the adjustment.

GC **Griffith, Ryan C.** 32:02

I believe you are correct.

VS **Vaughn, Mike S (KYTC)** 32:13

In the CPI, data is pretty easy to get to.

So I mean, if you guys wanted to go check out the the sort of the history you kind of see what I'm talking about there, that it for the most part trends upward there, there'll be little short stints of flatlining or or trending down, but that's somewhat rare even in kind of the through the, the bad times.

And when it does trickle downward, it it smaller percentages than when it goes the other way.

And you know, we have sometimes a big jumps upward.

Which does seem to fit with uh.

We don't see too many prices go down significantly even in the recessions.

I mean, some stuff might come down a little in price, but.

It's generally flat line or upward is what we tend to see in most of the things we purchase.

CH **Chris Hibberd** 33:29

Hey, Mike, this is Chris with central seal got question.

I know a lot of the conversations so far has been about this price adjustment and how it would relate to renewal gears. Umm.

With the inclusion of the whatever the acronym is for this price adjustment stuff is the indefinite quantity stuff.

Would that.

Would I guess with that override or with that?

I guess with the basically with the overrun underrun calculation that's currently in the the standard spec and relates to markers, would that be applicable in the first year or the original quantity, scope of work and that the CPI or the indefinite quantity stuff?

Would any of those adjustments would happen afterwards?

VS **Vaughn, Mike S (KYTC)** 34:27

Hmm.

You know, I don't know if we've thought about that or addressed that Ryan or Rachel.

You know, we've got an initial set of quantities that are estimated for the the initial set of routes.

If we were to see a significant underrun or significant overrun of what we have estimated.

How would we handle that?

GC Griffith, Ryan C. 35:06

My suggestion would be his.

This discussed that may not be one to answer right here.

That's that's talk about that and see what you guys wanna do with that.

VS Vaughn, Mike S (KYTC) 35:13

OK.

GC Griffith, Ryan C. 35:15

Uh, I've got a thought, but I wanna run by you guys.

Maybe put an official question answer out or something on that one.

VS Vaughn, Mike S (KYTC) 35:23

Yeah, that's what I was thinking.

We could post this question ourselves and answer it.

CH Chris Hibberd 35:28

And I'm just.

I'm I don't know.

You never know if that's going to be an issue or not, but I could just see that being one that could trip up the I guess the project and and the relationships down the road.

If something were to be significant one way or the other, and any chance we can avoid cutting those off before they happen, I think it works better for all of us.

VS Vaughn, Mike S (KYTC) 35:52

Right, yeah.

CH Chris Hibberd 35:56

Of the other uh commenter question I had is I know.

And some discussions from last week is that it was mentioned that you know the standard or the special note for inlaid pavement markers that has some of the dimensions for the the cut and the marker placement and things like that hasn't been out or included in some of the past several marker contracts and that it might be

worth umm adding that as an addendum because I think the last time looking online the last time the special note friendly markers.

Was revised was in December of 2018 and I don't know that anything release changed since then, but it might just be worth including in current contracts.

VS **Vaughn, Mike S (KYTC)** 36:51

Yeah, that's a good.

That's another one.

We'll, we'll talk about internally here real quick and I, Chris, I leaned toward us, probably adding that special note in there.

I mean we we updated the spec book few years ago to have a little more language about inlaid markers, but but you're correct, the drawing is umm, it's only really in the special note that shows the length and depth of the cut and how that depth varies as we go from the outer edges of the cut to the center of the cut and all like that.

And so, yeah, we'll.

CH **Chris Hibberd** 37:28

Right.

And then you have the standard drawings for all the marker placements and arrangements that just probably a good one to kind of include in that area as well.

VS **Vaughn, Mike S (KYTC)** 37:38

Right.

Yeah.

Yeah, that's what we probably need to talk about in, in a little bit different vein is just getting that dimensions of the cut in our standard drawings.

Then we wouldn't then then.

I don't think we would need this special note anymore, but.

But to be clear, we we have not changed the dimensions of the cut.

The those are no different than what we've had since years and years ago.

Any other questions, comments.

While this could be a record time for a pre bid, umm any of our KYC folks got any questions or comments.

GC Griffith, Ryan C. 39:10

Yeah.

DR David Reynolds 39:22

Hey, Mike, this is David.

With renal striping, I've got a question on the special note #5 on the additional work. For this, is there going to be a minimum or is that relating to the change order delivery for this or?

Or could you go over that section?

Maybe just a little bit.

VS Vaughn, Mike S (KYTC) 39:48

Hey, Ryan, do you have the special note for ID IQ handy?

Umm, you you drafted this?

I believe so.

It may be a little easier for you to describe it than than myself, but if not, I can.

DR David Reynolds 40:01

That was page, yeah, page 26.

GC Griffith, Ryan C. 40:02

I have it handy.

What was the question, David?

VS Vaughn, Mike S (KYTC) 40:04

OK.

DR David Reynolds 40:06

So, page 26, under the special Note Note #5 just references.

Additional work.

Is that gonna be, you know, is there gonna be a minimum for these change orders or is it pertaining to the change order in general?

VS Vaughn, Mike S (KYTC) 40:24

So yeah, that and I think I know what you're yeah, the we we yeah, we we do have on the summary sheet umm you know there's an initial the summary sheet that shows the initial set of quantities I don't have the correct change order I don't know I don't know the page number.

GC **Griffith, Ryan C.** 40:25

Yes.

Got it, Mike.

VS **Vaughn, Mike S (KYTC)** 40:43

But it's the KYC District 5 pavement marker contract quantity estimate summary.

So there's the initial contract quantities and then there's an approximate minimum per change order.

Of the top four lens replacements and then the actual inlaid markers.

And and so we do anticipate or what we will do is is make sure that we're issuing a a minimum amount of quantity like I said previously, we we wanted to come up with a. Rough number of of markers or lens replacement that would require four to five days worth of work so that you're not showing up for a few hours worth of work and then that's the end of the additional work we're we're trying to make it worth.

You're always time and worth their time to before we would issue a additional work.

GC **Griffith, Ryan C.** 41:41

In my gap think you're referencing page 41 in a proposal, I think.

DR **David Reynolds** 41:41

OK.

VS **Vaughn, Mike S (KYTC)** 41:43

OK.

Yeah, I I've been struggling to get my VPN to work this morning, so I'm working off the one of my draft.

It was my last drafts, but it it doesn't have all all the notes in it.

And so my page numbers are all off, but you have page 41 then.

But yeah, that approximate minimum change order quantity now as the asterisk, the

red Asterisk says that the the additional work or the change orders, it might just be that it's all lens replacements in a change order.

JM **Jeff McMahon** 42:18

Thank you.

VS **Vaughn, Mike S (KYTC)** 42:18

It might just be all new inlaid markers in a change order, but again, we're we're trying to, uh, when we issue a change or we're gonna issue some some combination of of quantities that would give you 4 to 5 days worth of work or more.

I mean, I anticipate depending on how resurfacing happened that it that some of these change orders could be umm more than the East where it's you know several weeks worth of work.

DR **David Reynolds** 42:50

Thank you for that clarification.

JM **Jeff McMahon** 42:51

Yeah, that was kind of my ordeal with the traffic trail at the 2:50 and the 500 or the 300 and 600 was if you try to do a change order.

You wouldn't be really committed to try to get that many out there at one time.

Umm, I think that's the smaller number would be easier fit to try and do change orders and try to get this work done.

CH **Chris Hibberd** 43:36

I did have one other one as we were looking at that same section that David was just talking about.

The special note for the ID IQ started.

Uh, there's a mention in there of a DB DB requirement applying to.

Ohm ID, IQ contracts.

But there's no DBE requirement.

Right now on there so.

Is it to remain at 0?

VS **Vaughn, Mike S (KYTC)** 44:12
Brian or Rachel it it's currently at 0%.

MA **Mills, Rachel A (KYTC)** 44:15
Yeah.

VS **Vaughn, Mike S (KYTC)** 44:16
Would it just stay at zero for the whole contract or would there be a like some chance that it goes up at renewal or?

MA **Mills, Rachel A (KYTC)** 44:24
I think it remains at 0.

CH **Chris Hibberd** 44:29
OK.

VS **Vaughn, Mike S (KYTC)** 44:29
And the industry can correct me if I'm wrong, but I think we almost always bid the DBE goal at zero for payment marker contracts.

CH **Chris Hibberd** 44:40
So far that has been correct.

VS **Vaughn, Mike S (KYTC)** 44:42
Yeah.
So the this special note in two page special note on indefinite delivery, indefinite quantity it we've tried to write it where it would fit pretty much the universal contract and federal highways does require us to to have DBE goals, but we are allowed to set a goal of 0 for specific contracts.
So it it's like saying DBD's a part of it, but then we turn around and say, well, it's zero. So is it really a part of it?
So but.
But yeah, I I'm like Rachel, I anticipate that would always be 0 and and it like I said it always as far as I can remember has been zero in the past.

Since we're I just saw something, I wanna point out the federal contracting. They they do require us to work to get our projects closed out pretty quickly. So if we were to reach a either the end of the initial or the end of time for a contract extension, you know, even if we've extended it once or twice or whatever, and it's time to extend and we don't.

Both parties, KYC and the contractor we need to try to work efficiently on the closeout portion.

Uh, generally the FWA gives us 90 days after the contract time is up to to get all final payments made.

Umm, we can ask for an extension.

Umm, you know, we we can request that if HW give us more time.

But you know, we're we're at their mercy, so to speak.

You know, if they if we give a justification, they think it's not good enough, then they they do reserve the right to say no, get it done within your 90 day period.

But they they've worked with this pretty well on other contracts, but all the little things that the cabinet needs.

In order to issue final payment we we just need to make sure we go through that process quick and efficient to to try to stick to the 90 day deadline that the feds have with their contracts.

Any other questions, comments.

GC **Griffith, Ryan C.** 47:51

Out one comment.

I just want to throw this out there and just what it back, rewinding back to the question about the overrun underrun formula, would there be a lot of heartburn if it didn't apply to this project and and if you don't answer in in every in front of everybody, just send it in the question answered or something just for us to consider. Just wondering.

CH **Chris Hibberd** 48:24

I don't.

I don't know that it would be significant heartburn if it didn't apply, but I'd would highly recommend that you specify one way or the other.

If it does or doesn't, because I think that that's where the heartburn would come.

If you're trying to assassinate, implement or argue both options, you know being

applicable ID, IQ and overrun underrun.
I think that be a tough one to navigate.

GC **Griffith, Ryan C.** 48:57

Thank you.

VS **Vaughn, Mike S (KYTC)** 49:26

Alright, another thought.

Another call for questions comments.

Alright, well, hearing nothing.

I think we can wrap up here.

Really do appreciate all the interest in this contract and all everybody registering and attending this morning.

We're we're kind of excited about this.

We're we're hopeful that, umm, this will be a good contract mechanism for this work type it.

This is kind of the gaining pig, but.

Depending on how this goes, we we could roll this type of contract out and in other districts.

And for for pavement markers, we're we're also looking at other work types.

But you know the this seemed like a good a good contract for some of our goals around pavement markers and trying to get them out a little little more responsive, so to speak.

But with that, we are adjourned.

I really do appreciate everybody's time this morning.

Umm.

If you do have follow up questions later, obviously you all know we have the the question and the answer portion of the of the of the lighting on our construction procurement web page.

Don't don't hesitate to submit any other questions that way.

Brian.

Rachel, I know we record all this.

Is there anything we do with that?

You know, I I don't know if we imagine we don't necessarily send out the recording to anybody, but I didn't know that for certain.

MA Mills, Rachel A (KYTC) 51:33

Yes, we do immediately following this, uh, we'll get back on and I'll show you what you need to do.

VS Vaughn, Mike S (KYTC) 51:35

Ohh OK.
OK, alright.

MA Mills, Rachel A (KYTC) 51:42

OK.

VS Vaughn, Mike S (KYTC) 51:44

Thank you, Rachel.

MA Mills, Rachel A (KYTC) 51:45

Thanks.

VS Vaughn, Mike S (KYTC) 51:45

Alright, everybody.
Appreciate again.
Appreciate you's time this morning.
We are adjourned.
You all can hop off and well, talk to you soon.

JM Jeff McMahan 51:56

Thank you.
Much appreciate you guys.

MA Mills, Rachel A (KYTC) 51:58

Thanks.

□ Vaughn, Mike S (KYTC) stopped transcription