

Pulaski County  
8-119 Design Build on KY 914  
Mandatory Pre-Proposal Meeting  
November 15, 2013  
KYTC District 8 Office

A mandatory Pre-Proposal Meeting for the Pulaski County 8-119 Design Build Project was held on Friday, November 15, 2013 at 10:00AM in the District 8 Multi-Purpose Room. The sign in sheet showing the contact information for those in attendance of this mandatory meeting is attached.

Mr. Gary Valentine, Executive Advisor for the KYTC, opened the meeting. He asked that everyone in attendance sign the sign in sheets being circulated so that all parties present could be documented. Everyone in attendance introduced themselves, stating their names and the company that they are representing. Mr. Bruce Neely, Chief District Engineer for District 8, formally welcomed everyone in attendance and gave a brief project description. He stated that the purpose of this project was to complete the construction of the ultimate four lane design for the two lane portion of KY 914, from approximate mile point 9.65 to mile point 13.301. Mr. Gary Valentine followed up, going through the following points.

**Schedule**

- November 1<sup>st</sup> RFP Issued
- November 15<sup>th</sup> Mandatory Pre-Proposal
- December 6<sup>th</sup> DBT identifies Lead Contractor and Lead Consultant
- January 10<sup>th</sup> Last day to ask questions
- January 17<sup>th</sup> Technical Proposals Due
- January 31<sup>st</sup> Price Proposals Due – Subsequent to the November 15<sup>th</sup> Pre-Bid meeting, this date has been changed to **February 14<sup>th</sup>**. The change will be reflected in Addendum #2.

**Prequalification (Contractor and Consultant)**

- Team must be identified in writing by December 6<sup>th</sup>, 2013
- Stipend – A stipend of \$18,000 will be paid to each non-selected, responsive Design Build Team (DBT).

**Technical Proposal**

- January 17<sup>th</sup>, 2014
- 40 Percent of Score
- Schedule/Capacity worth 25 points – Contrary to what is shown in the RFP, the Schedule/Capacity portion of the scoring will account for 25 points, not 20 points as indicated in the RFP. The breakdown of points as shown in the RFP is correct, the proposed

schedule is worth 20 points, and the capacity is worth 5 points, however the sum of the two should read 25 points, not 20 as shown in section 18.1 Subsection A.

- Innovation/Project Management 15 Points

#### **Price Proposal**

- January 31<sup>st</sup>, 2014
- Lump Sum Bid with supporting unit bid items
- 60 Percent of Score

#### **Environmental Permits**

- DBT Responsible – DBT will be responsible for all necessary work to obtain any required permitting.

#### **Right of Way**

- DBT Responsible – It is anticipated that no additional right of way will be required. In fact, additional right of way acquisition is discouraged. However, if acquisition of right of way becomes necessary, the DBT will be responsible for ALL aspects of the right of way acquisition as defined in the RFP, including any potential legal work necessary to facilitate legal cases through the legal process to conclusion.

#### **Utilities**

- DBT Responsible – The Design Build team will be responsible for the relocation of any and all utility conflicts that may exist on the project. The KYTC will pay 100% of the costs associated with the movement of each affected utility, and the costs associated with these moves should be reflected in the DBT's fee proposal.

Tom Clouse, T.E.B.M. for Project Development in District 8, addressed the issues of design as follows:

#### **Design**

- Design Speed – The design speed for this project will be 60mph, consistent with the design speed of the initial project.
- Typical Section – This project will complete the construction of the ultimate design - 4 lanes with 40' depressed median, as shown in the typical section in Appendix B of the RFP.
- MOT – As shown in the RFP, the DBT will not be allowed to close the roadway on all National Holidays, including the adjoining weekend, or on the weekend of the Lake Cumberland's Annual Poker Run. The DBT will be responsible for working around the Poker Run date when it is known. Additionally, the DBT's were told that the contractor will limit all road closures to 20 minutes. This time includes the time to halt traffic, blast, clean the existing pavement, and return traffic to normal operation. If traffic is stopped for longer than the 20 minutes, then Special Liquidated Damages will be **CUMULATIVELY** assessed as shown in the RFP.
- Pavement – The pavement design will be what is shown in the RFP. A pavement design submittal is NOT required for this project.
- Structures – It is thought that this project will require the extension of a single 6' x 6' RCBC. However if the DBT deems that any of the other RCBC culverts will require extension, then it is the responsibility of the DBT to perform those operations as a part of the DB contract.

- Geotech – Additional Geotechnical services beyond those carried out with the original project are not required. However, if the DB team chooses to utilize the old geotechnical report, the DB team will assume any and all risk involved with that decision. Any geotechnical issues that may arise with the project will be the responsibility of the DB team. The DB team may conduct additional geotechnical investigation if they deem it necessary. It is explicitly stated that it will be the responsibility of the DBT to determine whether they will utilize the existing geotechnical report that was provided with the original project, and will hold the Department harmless of any issues arising from the use of the old report.
- Traffic Signals – Information provided in RFP
- Intersection requirements –Any and all entrances/roads will be accessible from both directions upon the completion of the DB contract. This means that median crossovers will be required at every entrance. The DBT may choose to move an existing entrance provided that it is moved to a location where all aspects of the entrance are at least equivalent to the existing, and complies with the minimum project spacing between consecutive entrances of 1,200. This includes entrance width, grade, and usability/functionality to the property owner. Left turn lanes will be provided at all crossovers. For all minor roads and entrances, the length of the left turn lanes will be a minimum of 350' decel/storage plus an additional 100' bay taper. The left turn lanes at KY 769 and KY 192 will be required to be a minimum 500' decel/storage plus an additional 100' bay taper. The left turn lanes at KY 769 and KY 192 will be offset 12'. Dual left turn lanes will be required at KY 80 westbound onto KY 914. Split phasing of the signal will not be considered as an option at this intersection.

## **Questions**

There were no questions posed at the Pre-Proposal meeting.





