

**Hardin County**  
**Design-Build Project**  
**CID 15-9001**  
**Questions and Answers**

**1. Question:**

I have a question about the Hardin Co. Design Build project. We have reviewed the files that are in the RFP and on the KYTC FTP site. We did not see information on the survey control points used. We are needing more information on the control used for surveying that was used in creating the existing ground surface. We see on the KYTC FTP site in the project folder there is a Survey folder with an Existing DTM.dgn and an Existing DTM.dtm. We do not see a survey report or survey points with the control used for surveying the existing breaklines. It appears that both statewide LIDAR mapping and conventional surveying was used in developing the existing ground model and the existing topo. We also see in the in the folder called Preliminary plans, there is a .dgn file called Existing Manu 2d.dgn. In this file we see control points but no elevations for the control were listed. Can you provide us with the coordinates and elevations for the control used in surveying the existing topo?

**Answer:**

The information is now available on the ftp site.

**2. Question:**

Will KYTC contact Dray Willoughby at Brandenburg Telephone Company (Outside Plant Superintendent – (270) 422-2121) to notify him and the Brandenburg Telephone company of this D-B project? He has indicated that their policy is to not participate in design or cost estimating until notified by KYTC.

**Answer:**

The Cabinet has contacted Mr. Willoughby regarding this project.

**3. Question:**

Per section 9 of the RFP “Hazardous Materials”, it states “The contractor will be provided the Environmental Overview for the project”. When can we expect to receive the overview and will it disclose the known environmentally impacted media and other hazards located within the project limits?

**Answer:**

The environmental overview may be accessed from the KYTC Planning website at the link below. The EO did not cover the KY 434 corridor. It did not identify known environmentally impacted media or other hazards within the project limits, but rather identified sites with the potential to contain environmentally impacted media. It is recommended that the DBT have a Phase I Environmental Site Assessment completed for both corridors.

<http://transportation.ky.gov/Planning/Pages/Project-Details.aspx?Project=KY%20251%20Scoping%20Study%20%E2%80%93%20Hardin%20County>

**4. Question:**

Section 14.4 of the RFP states that a MTV is required. Is this correct?

**Answer:**

No. Please see revised Pg 46 in Addendum 2.

**5. Question:**

Are the Preliminary Line and Grade minutes available for the DBTs?

**Answer:**

Yes. Please see attached minutes.

6. **Question:**  
During the Pre Proposal meeting there was discussion about how the ROW acquisition services would be bid. We were told that an addendum would be issued to clarify the bid process and post bid negotiations of these services. Can we expect an addendum to clarify this question?

**Answer:**

This was addressed in the question and answers portion of the Pre-Proposal meeting minutes and in addendum number #1. Please see the Division of Construction Procurement's website to find these documents.

7. **Question:**  
During the Pre Proposal Meeting, the DBTs were told that the roadway design shall adhere to the clear zone requirements per AASHTO Roadside Design Guide. ~~We believe~~ the typical section included with the RFP may be open to some interpretation and our potential team would like to define some details. For the typical fill slope, the section shows a "barn roof" concept with a 4:1 for a distance and a 3:1 fill slope which is non-recoverable. If this typical is used, will the DBTs be required to keep a 10 ft. recoverable slope area at the toe of the fill? With respect to the typical cut section with a ditch; we interpret the clear zone width to have the same clear zone as that shown for the fill slope. Either way, it falls within the limits of the ditch, therefore the ditch back slope would need to be on a 6:1 or flatter slope making the channel fall within the "preferred" channel cross section per figure 3-6 of the guide. Does the DBTs design need to meet this preferred channel cross section?

Our interpretation of the required clear zone for KY 251 ranges from 24 to 28 ft. for 45mph and ADT over 6000, and for KY 434 the clear zone ranges from 24 to 30ft. for 55 mph and ADT 1500-6000. Please confirm the clear zone widths that shall be used.

**Answer:**

See Appendix B for lane and shoulder configurations only. A 24' clear zone shall be maintained for the entire project. DBTs are not required to meet the "preferred" channel cross section.

8. **Question:**  
Would the state be willing to buy permanent easements for the utilities as needed and then deed the easement back to the utility?

**Answer:**

Yes.

9. **Question:**  
In regards to ROW services and the pre-proposal meeting minutes; please clarify the extent to what the DBT is responsible for in terms of legal services. At what point does the department's attorney take over a condemnation case? Is it after the condemnation is filed and a commissioner's award is completed with a notice to vacate, or will the DBT need to be involved beyond that point?

**Answer:**

The DBT will be responsible for all legal services through and including trial, if necessary.

10. **Question:**  
The typical on KY 434 shows widening of the traffic lane beginning at the edge of the overlaid concrete and saw cut at the concrete edge. Is it required to begin the widening at the edge of the concrete or can it begin at the edge of the existing asphalt similarly as shown on the KY 251 typical section?

**Answer:**

The widening must begin at the edge of existing concrete.

11. **Question:**  
The first vertical sag curve on KY 434 does not meet the required stopping sight distance and the proposed grade received with the RFP did not correct the deficiency. Due to this vertical curve being so close to the intersection of US 31W and it being a “stop” condition, will the DBT be required to correct this particular vertical to meet standards?  
**Answer:**  
This location may be left as shown on the preliminary plans.
12. **Question:**  
The typical pavement section in the RFP does not accommodate drainage of the existing rock sub base. Will the contractor be required to construct the widening with a rock sub grade under the proposed DGA to allow drainage of the existing sub base? If rock is required, what type of material shall be used?  
**Answer:**  
The DBT will be responsible for providing a solution.
13. **Question:**  
Would the department be open to negotiating attorney fees for ROW condemnations as a change order in lieu of including these services as a lump sum fee in the fee proposal?  
**Answer:**  
Yes. Contrary to the RFP, Legal Services required for condemnations will be negotiated by Change Order at a time agreed upon between the DBT ROW Project Manager and the KYTC ROW Project Manager. All other required Legal Services, including Title work and Closing Services, shall be inclusive in the submitted price proposals.
14. **Question:**  
Will the Phase II Inspections and Phase III Remediation for UST type sites, and the Phase II remediation for ACM sites be addressed as a Changed Condition contract modification, or should a scope and **project cost** for all phases be included in the initial proposal?  
**Answer:**  
These items, if determined to be required, will be handled by contract modification to cover additional costs. The DBT will be responsible for maintaining original project schedule.