

**CID #: 19-9001 -- I-275 Interchange @ Graves Road
Boone County, KY**

Questions and Answers

Question Number	Question	Answer	Date Answered
1	The RFQ requests that the DBT submit one unbound version of the SOQ. Can the SOQ be provided in a 3-ring binder provided no permanent binding is used?	Yes.	3/21/2019
2	For graphics and sidebars, can the DBT use a smaller size font provided it remains legible, such as 9 pt?	No. All font sizes shall be 11 point or larger.	3/21/2019
3	Paragraph C on Page 9 instructs the DBT to provide Key Personnel information within the SOQ, but expound upon this information "through resumes provided in Part D." Please clarify correct location for resumes.	Resume's shall be included in Part C (Section 4.2.1.3). An addendum will be issued to correct this information.	3/21/2019
4	The RFQ does not provide instructions for the number of pages for resumes. We request that resumes be provided in an Appendix and limited to two pages to better address each Key Person's qualifications.	The Design Build Team shall decide how many resumes to present as well as their length; however, all resumes and key personnel information shall be included within the 18 pages allowed for parts B and C.	3/21/2019
5	Are the Technical Experience Attachments included in the 15 page limit for Part D?	Technical Experience descriptions shall be provided within the allowable number of pages. The word "attachments" is not accurate, an addendum will be issued for correction.	3/21/2019
6	Do the projects described in the technical experience attachments have to be substantially complete?	Yes, if presenting the entire project. Components may be used as long as the component itself is substantially complete. Form A should clearly identify when a component of a project is being presented.	3/21/2019

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7	The RFQ instructs the DBT to "Provide an attachment (to be only included in Part D) listing all projects designed and/or constructed by the Lead Designer and or Lead Contractor that have resulted in the assessment of liquidated damages and/or penalties exceeding \$50,000 in the last five years if applicable to the respective role." Does this attachment count toward the 15 page limit for Part D or should it be included in an Appendix?	The penalty information shall be provided within the allowable number of pages. The word "attachment" is not accurate, an addendum will be issued for correction.	3/21/2019
8	ITP, Section 4.1.1 states "since this is an alternate bid project, the Company shall need to be prequalified only with its bid type", either Asphalt or Concrete. Not knowing how the bid alternates will shake out are you saying that we cannot use both types of pavement in our design unless we are prequalified in both types? Please clarify.	A design build team submitting a proposal for the asphalt pavement alternate shall be pre-qualified for either work class A, or work class C2. A design build team submitting a proposal for the concrete pavement alternate shall be pre-qualified for either work class A, or work class B.	3/21/2019
9	Would the Cabinet consider a larger stipend since only 3 teams now will be short-listed per the Addendum to the ITP?	No.	3/21/2019
10	As to the ROW, will there be any compensation afforded the DBT for delays that are out of our control in regard to the acquisition of ROW? Extended overhead, etc.?	Please refer to section 10.4.18 of the Instructions to Proposers.	3/21/2019
11	As to the Utilities, will there be any compensation afforded the DBT for delays that are out of our control in regard to Utility Relocations? Extended overhead, etc.?	Please refer to section 11.4.3 of the Instructions to Proposers.	3/21/2019

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12	For Utilities, please clarify as to who is responsible for the cost of the utility relocation work assuming it is not a BETTERMENT? The document is vague regarding whether this is reimbursed to the DBT and then the DBT reimburses the Utility since the agreement is between the Utility and the DBT.	Please refer to section 11.1 of the Instructions to Proposers. Specifically, "All costs associated with the design, right-of-way (utility easement) and relocation of utilities for this project shall be the responsibility of the DBT." For clarity, the DBT shall include all costs for relocation of utilities in their Lump Sum Bid.	3/21/2019
13	If the cost is the responsibility of the DBT, will each Utility be prepared to tell us the value of their relocation costs prior to bid submission date – we have no other way of knowing or guessing these costs. The DBT suggest the Cabinet consider utilizing a utility relocations allowance to better manage this risk between parties.	Each DBT is responsible for contacting and obtaining costs from each utility company. KYTC will not be involved in any quantities, costs or engineering estimates obtained by or for the DBT.	3/21/2019
14	Regarding ROW, will schedule relief be granted for ROW activities such as challenges to take or condemnation proceedings, extends both to overall schedule and bonus schedule?	Please refer to section 10.4.18 of the Instructions to Proposers.	3/21/2019
15	The submittal of the SOQ does not give any guideline for Addendum Acknowledgement. Is this required to be part of the SOQ? If so, can the Addendum covers for Acknowledgement be included as an Appendix and not count towards the 35 page document total?	Proposers will need to acknowledge addenda and questions when submitting a Statement of Qualifications. Such acknowledgement shall be conducted with "Form AOR" included in Appendix Q. An addendum will be posted requiring form AOR to be submitted with the SOQ. Form AOR may be submitted as an appendix to the SOQ. Form AOR will not count toward the page count for the SOQ.	3/21/2019

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16	Can Form A (Work History Form) go in an Appendix and not count towards the 35 page document total?	Form A may be submitted as an appendix to the SOQ. Form A will not count toward the page count for the SOQ. An addendum will be posted indicating that form A may be submitted as an appendix to the SOQ.	3/21/2019
17	In regards to project experience, Form A (Work History Form), can components of projects be used for Form A if components of the project (such as design) are substantially complete even if the entire project is not completed?	Components may be used as long as the component itself is substantially complete. Form A should clearly identify when a component of a project is being presented.	3/21/2019
18	Can it be confirmed that Engineering Services firm registration certificates for ITP Section 4.2.1.1.K do not count towards the 35 page document total? Are these to be placed in an appendix?	The certification for the lead consulting firm shall be included within the allowable number of pages. In the event the proposer deems it essential to present additional certifications, those may be presented as an appendix to the SOQ. An addendum will be issued to clarify this information.	3/21/2019
19	As a follow-up to Question #18, is it intended that just the registration number is provided as certification of pre-qualification or does the full 1-page certification need to be provided? If the full 1-page certification needs to be provided, Part A – Introduction is currently limited to 2 pages and should be expanded to 3 pages to account for adding this certification page.	Please submit the full 1 page certification. Addendum #2 increased the part A page limit to 3 pages, and the overall page limit to 36 pages.	3/25/2019

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Question Number	Question	Answer	Date Answered
20	Can a DBT get permission to access KYTC Right of Way along I-275 for geotechnical test borings?	Yes. The proposer shall request permission to access the Right of Way through an email to Robert.Franxman@ky.gov. All requests should contain the subject "CID #: 19-9001 Graves Road Design Build – REQUEST TO ACCESS R/W". The actual request shall include a traffic control plan detailing the specific time and locations of the work. The work shall be performed under standard drawing TTC-135-02 except that drums shall be required and Temporary Traffic Barrier shall not be required. In addition, all equipment and vehicles must be located at least 10 feet from the driving lane portion of the roadway and all work must be performed during daylight hours. The proposer shall be responsible to preserve and protect any and all existing utilities and shall be responsible to restore the Right of Way to the satisfaction of KYTC.	4/22/2019
21	Is survey information available for the existing utilities from Sta. 116+00 to Sta. 175+00 along the proposed alignment for the realigned Graves Road? We received detailed survey information for the area along KY 20 and the section of existing Graves Road from the interstate to KY 237, but no data for area in the middle along the proposed alignment.	The segment of relocated Graves Road from STA 116+00 to STA 175+00 is along new alignment and GIS Data was used to identify utility impacts along the proposed alignment.	5/9/2018
22	Can the location of the four properties that have not completed the archeological study be identified?	Parcels 34, 39, 58 & 69.	5/9/2018
23	Are there any FAA requirements/restrictions on the project?	None that KYTC are aware of. In the event coordination with the FAA is necessary, KYTC will conduct the coordination.	5/9/2018

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24	What are the design hourly volumes and intersection turning movements for opening day and design year?	The analysis conducted for the IJS was performed only for 2040, opening day volumes are not available. The point of contact for each DBT will receive an e-mail containing the 2040 data.	5/9/2018
25	Please provided for the exact limits of the identified disturbance areas cleared under the NEPA process described in section 9.1 of the scope.	The Disturbed limits for the project are identified in Appendix G of the ITP. Appendix G contains the CE-3 document and several appendices to it. Appendix A to the CE-3 contains exhibits that define the disturbed areas. The disturbed areas can be found Exhibit 7, 7a - 7f and Exhibits 8a & 4b. In addition, the point of contact for each DBT will receive an e-mail containing a map that illustrates the boundary of multiple environmental research areas.	5/9/2018
26	Can any survey information or design level mapping that has been previously completed in the projects limits be made available?	All available mapping and survey information has been provided.	5/9/2018
27	Are SD-1's stormwater rules and regulations required to be followed for project drainage design?	No, being that KYTC is identified as it's own MS4, the DBT shall be responsible to follow the rules and regulations set forth by KYTC for locations that are ultimately part of the roadway. However; locations that are ultimately not part of the roadway that are used by the DBT for borrow, waste or other purposes will be subject to the rules and regulations of SD-1.	5/28/2019

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28	Do requirements of KYTC's MS4 permit overrule SD-1's stormwater rules and regulations for project drainage design?	Yes, for locations that are ultimately part of the roadway KYTC's rules and regulations override those of SD-1. However; locations that are ultimately not part of the roadway that are used by the DBT for borrow, waste or other purposes will be subject to the rules and regulations of SD-1.	5/28/2019
29	Please confirm that underdrain as shown on the typical sections in Appendix E is required for all curbed roadway sections.	Underdrain is required for all curbed sections, except that underdrain shall not be necessary on the high side of super elevated sections or in other locations where an underdrain would not collect water.	5/28/2019
30	ITP Section 12.4.1 discusses inlaid pavement markings on I-275. Are the DBT's responsible for placing new inlaid pavement markings/re-striping all lanes of I-275 or just the new pavement added for auxiliary and ramp lanes?	The successful DBT shall be responsible to construct new pavement markings and inlaid pavement markers on all new and existing lanes of I-275 between milepoint 7.2 and milepoint 9.4.	5/28/2019
31	Appendix J lists known utility companies within the project limits. Is it to be assumed that KYTC will be responsible for unknown utilities, which are not included on this list prior to the bid, but which are encountered on the project?	No. Section 11.3.1 details the responsibility of the DBT for identification of utilities within the project. Appendix J simply provides contact information for obviously present utilities. The DBT shall be responsible for relocation of all utilities encountered on the project that are in conflict with their design.	5/28/2019
32	If the results of the Running Buffalo Clover survey in ITP Section 9.2 negatively impact the project schedule will this be a compensable delay to the DBT?	No. Results of the Biological Assessment (BA) for Running Buffalo Clover are expected to be available within a timeframe that allows the DBT to incorporate the results into their proposal.	5/28/2019

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33	Due to recording fees for deeds being dependent on the final compensation value of properties, will KYTC reimburse the cost of recording the deeds since this value cannot be determined pre-bid?	The DBT shall draw their own conclusion as to the amount of these services and include the costs in their lump sum bid.	5/28/2019
34	Cost of mortgage and liens release, this cost will be unknown until banks are contacted, will KYTC reimburse for this cost?	The DBT shall draw their own conclusion as to the amount of these services and include the costs in their lump sum bid.	5/28/2019
35	Condemnation cases are unknown at bid time but will carry high fees if a parcel heads to condemnation after project award. Will KYTC reimburse for court related expenses (i.e. court reporter, transcription costs, mediation fees, expert witness fees, exhibits, etc.) in regards to condemnation cases?	The DBT shall draw their own conclusion as to the amount of these services and include the costs in their lump sum bid.	5/28/2019
36	Condemnation Jury trial costs can be high and are unknown if it will go to a jury trial until right of way acquisition begins. Will KYTC reimburse for these expenses if it goes to a jury trial?	The DBT shall draw their own conclusion as to the amount of these services and include the costs in their lump sum bid.	5/28/2019

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37	Can a DBT get permission to access Right of Way or pavements along roadways other than I-275 for geotechnical test borings?	Yes. The proposer shall request permission to access the Right of Way or pavement through an email to Robert.Franxman@ky.gov. All requests should contain the subject "CID #: 19-9001 Graves Road Design Build – REQUEST TO ACCESS R/W". The actual request shall include a traffic control plan detailing the specific time and locations of the work. For accessing right of way, the work shall be performed under standard drawing TTC-135-02 except that drums shall be required and Temporary Traffic Barrier shall not be required. For accessing pavement, the work shall be performed under standard drawing TTC-100-04 and the engineer may set work hour restrictions if traffic delays become unreasonable. In addition, under any circumstance, all work must be performed during daylight hours. The proposer shall be responsible to preserve and protect any and all existing utilities and shall be responsible to restore the Right of Way to the satisfaction of KYTC.	5/28/2019
38	The Microstation files from HMB have the disturbed limits for the I-275/KY 237 Interchange for KY 237, Ramp B, Ramp C and Ramp D. Will KYTC provide the Microstation files with the alignment, profile and cross sections files that were used to determine these disturbed limits?	KYTC does not intend to provide any additional information for this area. These improvements require field survey, development of typical sections, and final design.	5/28/2019

Questions and Answers

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39	<p>Is the DBT responsible for the purchase price of the utility easements? Following are excerpts from the ITP that seem to conflict.</p> <p>(Section 10.4) - PROCUREMENT OF RIGHT-OF-WAY states: "The DBT shall be responsible for all services and costs necessary to properly obtain the Right-of-Way and/or easements needed to complete the roadway project and utility relocations except for the purchase price of the property, which KYTC shall retain responsibility for."</p> <p>(Section 11.1) - UTILITIES - GENERAL REQUIREMENTS states: "All costs associated with the design, right-of-way (utility easement) and relocation of utilities for this project shall be the responsibility of the DBT."</p>	<p>The DBT is not responsible for the purchase price of property required for utility relocation. An addendum will be issued to clarify section 11.1.</p>	5/28/2019
40	<p>Is the DBT required to pay 100% reimbursement for private utility relocations or use the standard calculations based on the location of their existing facilities within public right of way, private easement and/or prior rights?</p>	<p>KYTC has committed to utility companies that the cost of their relocation will be 100% paid regardless of the location of the existing utility being on or off of current right of way. As described in section 11.1 of the ITP, the DBT shall be obliged to reimburse utility owners for all costs of utility adjustment; thus the DBT shall ensure their lump sum bid will cover 100% of the cost for utility relocation.</p>	5/28/2019

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41	The instructions to proposers, Section 8 states that KYTC is unaware of any hazardous or contaminated materials within the project limits. The instructions provide direction for unanticipated discoveries. However, the CE recommends two parcels for Phase II site investigation. Is KYTC planning to address these two parcels prior to project award? Will these two parcels be treated as outlined in Section 8, or will these Phase II site investigations be the responsibility of the DBT?	Only one parcel identified in the CE for Phase II investigation is within the project limits. The baseline Hazmat report identifies that a "Limited Phase II Investigation" should be performed on Parcel 19. In addition to the requirements of section 8, the successful DBT shall be responsible to perform the limited Phase II Investigation upon securing access to the parcel through the right of way process.	5/28/2019
42	Are there any environmental requirements for utility easements to be acquired?	There are no additional environmental requirements if utility easements are acquired within the limits covered by the CE-3 document in Appendix G of the ITP. If utility easements are desired outside of the limits identified in the CE-3 document, then additional environmental work may be necessary and shall be the responsibility of the DBT as outlined in section 9.1 of the ITP.	5/28/2019
43	Will KYTC allow ATC's to be submitted in electronic format only (email, dropbox, sharefile, etc.) with no hardcopy required?	Yes, KYTC will accept ATC's electronically. The ATC or link should be e-mailed to Rachel.Mills@ky.gov. Be aware that KYTC cannot accept e-mail attachments that are 10 MB or larger. For any DBT wishing to submit a hardcopy, it can be delivered to the KYTC Central Office or the KYTC District 6 office (C/O Robert Franxman).	5/28/2019

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44	Does the DBT team need to send notice to landowners for surveying? Will KYTC send out another letter to landowners?	The point of contact for each DBT will receive an e-mail containing a letter that was previously sent to property owners regarding surveying. All survey teams should present this letter when accessing private property. In addition, KYTC does intend to send another letter to property owners identified in the plans provided to the DBT. This letter will identify the project as design build and indicate that right of way acquisitions will be forthcoming.	5/28/2019
45	Will the 404 Permit submittal be made available to the DBTs?	No, KYTC expects the 404 permit to be in place prior to the date that price proposals are due. A copy of the final permit will be issued by addendum.	5/28/2019
46	What future wearing surface load does the new bridge need to be designed for considering the large number of girders lines and the ability for future partial width deck replacement possible?	According to TRANSMITTAL MEMORANDUM 08-01 issued by the Division of Structural Design in July of 2008, bridges should be designed to facilitate future deck replacement. If it is not practical to remove and replace the deck in phased construction, then provisions should be made for a full depth structural overlay. For bridges where it is practical to remove and replace the deck in phased construction use 15 psf for future wearing surface.	5/28/2019

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47	Per the provided KYTC CADD drawings, the westbound I-275 lane reduction is 415' (Sta. 477+85 to Sta. 482+00). Per Green Book section 10.9.5.11, it notes if a basic lane reduction or an auxiliary lane is to be eliminated between interchanges, it should be accomplished at a distance of 2,000 to 3,000 feet from the previous interchange to allow for adequate lane reduction signing and markings. Further on, it also notes Figure 10-54D which shows +/- 1,500 feet. What minimum distance is required for the lane reduction?	The 2018 AASHTO Policy on Geometric Design of Highways and Streets Figure 10-54 D should be used for the Auxiliary Lane Dropped beyond an Interchange.	5/28/2019
48	What is the required vertical clearance for I-275, including shoulders and ramp lanes, under the proposed Graves Road bridge? The KYTC highway design manual indicates 16.5' minimum clearance, and the KY Bridge Design Manual requires an additional 12" over AASHTO requirements (16.0') for future overlays. Please confirm that the required vertical clearance is 17.0'	The vertical clearance shall be 17.0ft.	5/28/2019

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49	What is the required design speed, lane width, left turn lane width, shoulder width, etc. for the KY 20/Fister Blvd Intersection? The provided CADD file has 10-foot travel lanes and 11-foot left turn lanes with no shoulders, which does not match the KY 20 typical section included in Appendix E.	The KY 20 typical sections included with Appendix E are only intended for KY 20 reconstruction adjacent to reconstructed Graves Road. The conceptual drawing for the proposed spot improvement to construct turn lanes at the intersection of KY 20 and Fister Blvd requires field survey, development of typical sections, and final design. The conceptual drawing was developed with the intent to construct widening within the existing right of way utilizing 10ft through lanes and an 11ft turn lane. Shoulder widths should match existing shoulders at this location. The KYTC Planning Highway Information (HIS) Database indicates that the posted speed limit for KY 20 at this location is 45 mph.	5/28/2019
50	Is the KY 20/Fister Blvd roadway intersection classified as rural or urban collector?	The KYTC HIS Database indicates that KY 20 at the intersection with Fister Blvd is classified as an Urban Major Collector. A rural template was developed with the conceptual turn lane drawing to match existing conditions.	5/28/2019
51	What is the required turn lane length at the KY 20/Fister Blvd Intersection?	The KYTC Highway Design Manual Section 902 should be used to develop the proposed turn lane.	5/28/2019
52	KY 20/Fister Blvd Intersection approach taper in the provided CADD file starts at the end of the bay taper versus the beginning. This contradicts Figure 4 in Section HD-902.13 of the design manual. What is required?	The KYTC Highway Design Manual Section 902 should be used to develop the proposed turn lane.	5/28/2019
53	Will KYTC provide the Microstation files of the bridge sheets in the advanced folder.	KYTC does not intend to provide these drawings.	5/28/2019

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54	Will KYTC provide any available information on existing control points?	The point of contact for each DBT will receive an e-mail containing the final survey report for this project. No additional survey data is available.	5/28/2019
55	Is KYTC aware that two additional utilities companies are affected that are not shown in ITP Appendix J – Utility Company Contacts: Zayo and Charter Communications.	Section 11.3.1 details the responsibility of the DBT for identification of utilities within the project. Appendix J simply provides contact information for obviously present utilities. The DBT shall be responsible for relocation of all utilities encountered on the project that are in conflict with their design. Charter Communications operates under the branding of Spectrum Communications. An addendum will be issued to add Zayo to the list in Appendix J.	5/28/2019
56	Duke Energy is currently underground and plans to go back underground from the transmission station to 200' south of Worldwide Boulevard. Duke also plans to go underground across I-275. This would leave a 1,400' unaffected aerial section between these two underground sections. Duke does not want circuits going from underground to aerial to underground and back to aerial. They plan to place this entire length underground. Is moving this 1,400' unaffected aerial section to underground considered a "Betterment"?	KYTC is aware of this circumstance and does not consider it a betterment for Duke Energy to be underground from the south side of I-275 to the transmission station.	5/28/2019

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57	Does the project require the DBT to match post-construction peak flows to pre-construction peak flows through design/construction of detention ponds or other means?	In addition to standard guidance within the KYTC Drainage Manual, the DBT shall ensure that the post-development discharge and velocity does not exceed the pre-development discharge and velocity at each final point of discharge from the project. In some instances this will require the use of energy dissipaters and/or detention basin storage before disposal. An addendum will be issued to update section 12.2.7 of the ITP.	6/3/2019
58	Is DBT responsible for Logo Signs (Food, Gas, Lodging	No. The DBT shall be responsible to remove any logo signs that are in conflict with their final design. The DBT shall also be responsible to deliver any removed signs to the Boone County Maintenance Barn.	6/3/2019
59	For existing Logo Signs, is DBT responsible for changes to signs such as accommodating additional business logos	No. The DBT shall be responsible to remove any logo signs that are in conflict with their final design. The DBT shall also be responsible to deliver any removed signs to the Boone County Maintenance Barn.	6/3/2019
60	Are the Westbound Logo signs for the KY 237 Interchange that are east of the Interchange allowed to remain in place?	Provided these signs are not in conflict with the final design of the DBT, they may remain in place. The DBT shall be responsible to remove any logo signs that are in conflict with their final design. The DBT shall also be responsible to deliver any removed signs to the Boone County Maintenance Barn.	6/3/2019
61	There are currently no businesses that would necessitate Logo Signs for the new Graves Road Interchange. If that changes after submittal of the bid, will KYTC be responsible for adding those signs?	The DBT shall not be responsible for any new logo signs.	6/3/2019

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62	The right of way for the cul-se-sacs proposed for Graves Road are not covered in all the NEPA studies. Do these areas need to be studied? If so, who will be responsible for completing the studies?	In the event additional environmental study is required for the cul-de-sacs, KYTC will coordinate the study.	6/3/2019
63	Is it possible for the DBT to clear trees within the June 1-July 31 restricted window if the DBT updates the CMOA and accepts costs for required mitigation fees?	No, the location and size of the project is such that this is not allowable.	6/3/2019
64	Will KYTC provide the Environmental Baseline Reports? Archaeology, Cultural Historic, Ecological, HazMat, Noise, etc.	KYTC has environmental baseline reports for: Socioeconomics Assessment, Ecological Impact Assessment, Phase 1 Environmental Site Assessment, Noise Impact Analysis, Cultural Historic Assessment, Environmental Justice Analysis and Archaeology Initial Baseline (Archaeology does not include 4 parcels that were denied access - an addendum to this baseline is currently being completed). This information will be provided via thumb drive.	6/3/2019
65	Does the DBT need to include in their bid the cost associated with condemnation tasks? (ie attorney fees, court cost, and all cost associated with this condemnation)	The DBT shall draw their own conclusion as to the amount of these services and include the costs in their lump sum bid.	6/3/2019
66	Can you confirm what the Professional Liability Insurance requirements are for this project?	All design consultants must continuously carry the amount of professional liability insurance that is required by the prequalification necessary for the service they are performing.	6/3/2019

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67	Is underdrain required for any uncurbed sections of the roadways?	Yes, underdrain is required on the typical sections for I-275. An addendum will be issued to adjust the typical sections and show the underdrain on I-275. The point of contact for each DBT will receive an e-mail containing the electronic drawings for the new typical section.	6/11/2019
68	Will KYTC allow the overhead lines (power and communications) currently crossing over I-275 adjacent to the existing Graves Road bridge to be put back overhead across I-275 such that the poles are outside of the Control of Access Line?	All utility relocations crossing I-275 shall be placed underground.	6/21/2019

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69	If the existing overhead utility lines over I-275 are moved underground in their current location, their pull length may be too great without a manhole inside the control of access line (COA). Will manholes for the power and communications lines will or will not be allowed inside the COA?	KYTC permits and the FHWA approvals will ultimately be dependent upon the final design of the utility relocation. Recent FHWA communications have stated "The general practice is to NOT have access points on the Interstate ROW." Further communications from the FHWA indicate "When we receive permit requests from the KYTC for Interstates, we generally do not approve them with access points on the ROW due to safety reasons. In the case of an interchange, the KYTC may be more acceptable to access points along the cross street if they are set back near the outer limits of the ROW..." Ultimately, the DBT shall draw their own conclusion as to where manholes will be allowed based on experiences of the utility companies and on the information provided. The DBT shall include costs for completed utility relocations in their lump sum bid and shall assume responsibility for the risk that several design iterations may be necessary to receive finalized utility relocation permits.	6/21/2019
70	A 16 inch waterline currently runs parallel to I-275 within the proposed interchange limits. Most of that line will not be disturbed by the construction. Will it be allowed for existing utilities that are not being disturbed but are inside the COA to remain, or will the line have to be completely removed from the Control of Access?	The waterline in question and any other utilities located within the proposed interchange or mainline interstate control of access shall be relocated outside the control of access for the interchange or mainline I-275.	6/21/2019

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Question Number	Question	Answer	Date Answered
71	Are the CCTV near Sta. 471+00 and the Dynamic Message Board near Sta. 461+00 allowed to remain where they are?	Yes, the DBT shall complete final design and construction without disturbing CCTV near Sta. 471+00 and the Dynamic Message Board near Sta. 461+00. The DBT shall be responsible to ensure all power, communications and other utilities serving these elements remains undisturbed and that both items remain completely functional during and after construction.	6/21/2019
72	Is the DBT required to change the exit number on the signs for the KY 237 exit as discussed in the IJS?	According to the conceptual signing schematic for mainline I-275 included in the IJS, there are no significant changes for WB I-275 approaching KY 237; the only changes to existing signage in the WB direction includes changing the exit numbers "8" with a "6" due to the exit number change. These existing numbers are riveted to the sign panels and shall simply be replaced with the new number according to a method approved by the engineer.	6/21/2019
73	If any large signs are required to be moved due to construction, can the sign panels be reused?	According to the conceptual signing schematic for mainline I-275 included in the IJS, there are significant changes for EB I-275 approaching KY 237; the changes to existing signage will include location and in some case message alterations. As a result, all panel signage required for the EB direction will be required to be new, including bases, structures, signage and any other components. In addition, the "2 MILE HEBRON" sign in the eastbound direction shall be removed and shall become the property of the DBT.	6/21/2019

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Boone County, KY**

Questions and Answers

Question Number	Question	Answer	Date Answered
74	Is the DBT required to add a "½ mile to exit" sign in the east bound direction for the KY 237 exit?	Yes; however, the DBT shall be aware that the drawing regarding signage in the IJS is simply a conceptual schematic. The DBT shall be responsible for designing and constructing all permanent signage for the project according to the MUTCD, KYTC design manual and KYTC traffic manual. Permanent signage shall include all panel or sheeting signs required to provide regulations, warnings, and guidance information for road users on mainline 275, ramps, Graves Rd. and any other side roads included in the project.	6/21/2019
75	Addendum #3 clarified that the minimum offset of structure elements shall be 38' from the edge of driving lane to the face of structure element. Due to the Graves Rd Bridge pier being restricted by existing I-275 on both sides, will the 38' offset be waived for the bridge pier?	An addendum will be issued to indicate that a pier along the median centerline of I-275 is permissible with less than 38 feet of clear distance. The DBT shall be responsible to complete design of the structure and roadway elements according to the AASHTO Roadside Design Guide and ensure that adequate motorist shielding is provided.	6/21/2019
76	Has KYTC already completed a Kentucky 811 call? If so, could the ticket response and/or ticket number be provided?	No, KYTC does not intend to file utility locate request for the project. The DBT shall be responsible to file such request.	6/21/2019
77	As part of Addendum #3, is the 38' clearance requirement from driving lanes only required for the I-275 mainline driving lanes?	The 38 foot clear zone is required on both outside shoulders regardless of whether the shoulder is for a mainline driving lane or a ramp driving lane.	6/21/2019
78	SOQ lists formatting info for font, tabs, footer, and margins (Section 4.2.1, page 6). Should the RFP (Section 13.1.4, Page 75) follow the same formatting for the previously listed items	Yes. An addendum will be posted clarifying that the formatting rules displayed in section 4.2.1 are to be followed for technical proposal submission.	6/21/2019

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Boone County, KY**

Questions and Answers

Question Number	Question	Answer	Date Answered
79	The provided traffic for the Graves Road / KY 20 Intersection is for a 3 leg intersection and not the 4 leg shown in the RFP. The projected left turns from SB Graves Road to EB KY 20 appear to not consider a new 4 leg intersection. In addition, there are two traffic turning movement sheets for this intersection with different numbers. Neither sheet shows the south leg of Bullittsville Road. If Contractor is required to use the provided traffic projections, the required left turn storage would be much greater than the design provided in the RFP. Please verify that the provided traffic is to be used for this intersection, that new traffic will be provided, that the turn lane configurations provided in the RPF are adequate, or that additional direction will be forthcoming.	The information initially provided on the "thumb drive" for traffic at the Graves Road / KY 20 Intersection is not correct. The point of contact for each DBT will receive an e-mail containing the correct traffic data for this intersection and all of the necessary traffic model files. The DBT shall use this new information to complete design of the roadway.	6/21/2019
80	Addendum 3, Section 5.11.1, lists the DBE goal as 7% of the total value of the contract. On page 74 of the ITP, section 13.1.2.7, second paragraph lists the DBE amount as 9%. Should this too be 7%?	Section 13.1.2.7 is incorrect. An addendum will be posted clarifying in section 13.1.2.7 that the DBE goal is 7%.	6/21/2019
81	Referencing 7.1 Governing Regulations, what is the effective date for standards, specifications, drawings, manuals and guidelines? To avoid late changes during the proposal stage, we suggest this date to be on or near the date of project advertisement. Please note the Standard Specifications for Road and Bridge Construction Edition of 2019 is dated June 1, 2019.	KYTC intends for the project to be governed by the 2019 edition of the Standard Specifications for Road and Bridge Construction. According to Construction Memorandum 03-2019, the 2019 edition of the specification book shall be effective on 6/21/19. To match that date, an addendum will be posted clarifying section 7.1 to mean that all specifications, manuals, standards, guidelines and etc. in effect on 06/21/2019 shall be used for the project.	6/21/2019

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Boone County, KY

Questions and Answers

Question Number	Question	Answer	Date Answered
82	There are numerous existing metal pipes under I-275 that will be extended by this project. Can it be assumed that these pipes will not require any rehab due to corrosive effects or structural decay? If, during construction, it is determined that these pipes require additional protection from corrosion or strengthening due to structural decay, will a change order will be issued for corrective action?	At any location, on any roadway, where the final design prescribes an existing pipe to be left in place as part of the active storm drainage system and new pavement is to be constructed over the existing pipe or over an extension of the existing pipe, the entire length of the existing pipe shall be lined according to the Cured-In-Place Rehabilitation method or an approved equal. The specifications for the Cured-In-Place method will be issued by addendum to the appendix.	7/12/2019
83	Where new Williams Road connects to the existing road at station 50+65, is this the end of the construction limits? Is superelevation required for this last curve? If so, this would appear to extend the limits of pavement reconstruction (including curb and walk) west on existing Williams Road. Please confirm superelevation requirements for other road locations as well.	Station 50+65 of Williams Road is an acceptable tie-in location. It is understood by KYTC that full superelevation is likely not attainable at this tie-in location.	7/12/2019

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Questions and Answers

Question Number	Question	Answer	Date Answered
84	Should the full depth pavement buildup for KY 20 included in Appendix E also apply to the KY 20/Fister Blvd Intersection? Also, is this section just widening or complete pavement replacement?	The KY 20 typical sections included with Appendix E are only intended for KY 20 reconstruction adjacent to reconstructed Graves Road. The conceptual drawing for the proposed spot improvement to construct turn lanes at the intersection of KY 20 and Fister Blvd requires field survey, development of typical sections, and final design. The conceptual drawing was developed with the intent to construct widening within the existing right of way utilizing 10ft through lanes and an 11ft turn lane. Construction in this area may be performed by widening the existing pavement, provided that the top lift of widened asphalt base pavement overlaps the existing pavement saw-cut by at least 12 inches. (i.e. the existing pavement must be longitudinally edge-keyed at a depth of 3 inches and a width of 12 inches).	7/12/2019
85	Existing utility poles in many locations do not meet clear zone requirements, specifically along KY20 & Fister Blvd. If pavement widening does not impact the utility poles can they remain in place?	Any relocated utility poles along new urban typical sections must be relocated out of the clear zone or at least 2 feet behind sidewalks or multi-use paths. Any relocated utility poles along new / widened rural typical sections or tie-in points may be relocated within the clear zone but must be located behind guardrail and sufficient distance must be provided for guardrail deflection. The conceptual drawing for KY 20 @ Fister Place Blvd was developed with the intent to construct widening within the existing right of way utilizing 10ft through lanes and an 11ft turn lane. Final designs at this location may incorporate guardrail to minimize utility relocations.	7/12/2019

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Questions and Answers

Question Number	Question	Answer	Date Answered
86	There appears to be no existing shoulder near the KY20 / Fister Blvd Intersection. What shoulder width is required?	Shoulder widths should match existing shoulders at this location; however, the minimum of 1 foot shoulders shall be provided in areas where the existing roadway is perceived to have no existing shoulder.	7/12/2019
87	Section 7.2 and 13.2.1 says that in addition to the price proposal, the DBT shall be required to furnish the Department with an initial Schedule of Values showing a complete breakdown of the lump sum bid item established for the project. This will take significant time to organize and prepare for submittal. Since this is used post bid to check partial payment requests and not for award of the project, can this be submitted after award?	An initial schedule of values shall be submitted with the price proposal to document how the lump sum bid price was determined. The initial schedule of values does not need to be all encompassing. KYTC understands the schedule of values will be updated and expanded as buildable units and designs are finalized.	7/12/2019
88	Can the KYTC provide us the as-built plans for the ARTEMIS CCTV and dynamic message board?	This information is not available.	7/12/2019
89	Is Complete interchange lighting or Partial Interchange Lighting, as defined KYTC TO-708, required at the Graves Road interchange.	Complete Interchange lighting is required.	7/12/2019
90	Can the existing circuit plan for the lights at the existing 237/Graves Road Roundabout and 237 on ramp to WB 275 be made available?	The point of contact for each DBT will receive an e-mail containing informational lighting drawings for these locations.	7/12/2019

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Questions and Answers

Question Number	Question	Answer	Date Answered
91	Reference section 13.1.2.1 of the ITP, "Provide a detailed report of all current projects being worked on by members of the DBT and identify all areas where individuals will have significant responsibilities outside of the Graves Road Interchange project." For nationwide firms, a detailed list of projects for each firm will be extensive. Will the Cabinet consider a more defined limit on this project report, such as projects with Key Personnel involvement or KYTC projects?	The DBT shall submit as much or as little information as they deem necessary to allow KYTC personnel to evaluate the DBT's level of dedication to the Graves Road project.	7/12/2019
92	If the Phase II ESA for Parcel 19 (to be performed after NTP) shows contamination, will the ROW have to be adjusted to account for this contamination? Contamination could greatly increase the time to acquire this property.	The baseline Hazmat report identifies that a "Limited Phase II Investigation" should be performed on Parcel 19. The DBT shall perform the "Limited Phase II" investigation upon securing access to the parcel through the right of way process necessary for their design. In the event that additional right of way is required at parcel #19 as a result of the "Limited Phase II" investigation and the work at parcel #19 is on the critical path as identified by the DBT's critical path schedule, the department will consider an extension of Contract time according to section 108.07 of the Standard Specifications.	7/12/2019
93	In regards to question #77 we request clarification for the cut/fill slopes. Are cut/fill slopes steeper than 4:1 permitted within the 38' clear zone if protected by guardrail or other approved barrier?	The minimum 38 foot clear zone requirement only applies to structural elements on the outside of mainline or ramp pavement. Cut / Fill slopes shall meet the minimum requirements of the AASHTO Roadside Design Guide.	7/12/2019

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Questions and Answers

Question Number	Question	Answer	Date Answered
94	The ITP requests that the DBT submit one unbound version of the Technical Proposal. Can the Technical Proposal be provided in a 3-ring binder provided no permanent binding is used?	Yes.	7/12/2019
95	Can the required organization chart for the Part A of the Technical Proposal (ITP 13.1.2.1) be placed in an Appendix in order to utilize an 11x17 page and not count towards the DBT's 35 page limit?	The organizational chart is allowed to be submitted at an 11" x 17" page and will not count toward the 35 page limit.	7/12/2019
96	Has the 404 permit been submitted yet to the Army Corps based on the construction limits or project impacts identified in the preliminary design files distributed at Pre-Proposal meeting?	The 404 permit application for the project, as identified in the preliminary plans, has been submitted to the USACE.	7/12/2019
97	ITP Section 7.4 FINAL PAYMENT states "the DBT shall prepare and submit the following prior to the request for final payment: As-Built Plans in PDF and ArcGIS format previously approved by an engineer." Please provide the specifications for the ArcGIS file.	The ArcGIS format will be an ESRI based geodatabase with feature classes that closely resemble the Microstation levels used for KYTC roadway design. Prior to the end of construction, the DBT will be provided a geodatabase template that the DBT will import the final as-built information into. The final geodatabase template is still being developed by KYTC. The point of contact for each DBT will receive an e-mail containing an example of what the final geodatabase template may resemble.	7/29/2019
98	Can the DBT assume that all proposed ROW acquisition areas (permanent ROW, permanent and temporary easements) as identified in the preliminary plan set have been addressed in the project Categorical Exclusion?	Yes. The only areas that may not have been addressed are the two proposed cul-de-sacs that will terminate existing Grave Road. In the event additional environmental study is required for the cul-de-sacs, KYTC will coordinate the study.	7/29/2019

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Questions and Answers

Question Number	Question	Answer	Date Answered
99	Please clarify that DBT will not be expected to sign the transportation manifests for any pre-existing hazardous or contaminated materials.	According to section 8 of the ITP, KYTC shall retain status as "generator" of all wastes and complete disposal of Hazardous Materials. The DBT shall be responsible for coordination with KYTC but shall not be required to take possession of the hazardous material or be responsible for its transportation.	7/29/2019
100	Appendix F Note III.B.11 refers to a structural schedule for the main viaduct. Can KYTC please clarify if this note is to remain or is it typo?	The word "viaduct" in Appendix F Note III.B.11 shall be understood to mean the proposed Graves Road bridge over I-275.	7/29/2019
101	The existing lighting layout at the I-275/ KY 237 Interchange does not appear to meet the current KYTC requirement of 0.8 FC average illuminance along the ramps to be modified. Please confirm that the intent is to maintain the current illuminance levels for the modified KY 237 off-ramps.	The DBT shall maintain the current illuminance levels at all locations where existing lighting is modified. The DBT shall be responsible to undertake any investigation and design necessary to ensure reconfigured lighting meets the appropriate design criteria and existing illuminance levels. In addition, KYTC will require all luminaires in the existing systems at the KY 237 / I-275 interchange and the KY 237 / Graves Road round-about to be replaced with appropriate LED luminaires.	7/29/2019
102	Section 7.2 and 13.2.1 says, The Schedule of Values shall be developed using the current version of Estimator software by Info Tech or equivalent program approved by the Engineer. Can the DBT provide an Excel file exported from our bidding software in lieu of the Estimator file for the bid submission?	The DBT may submit a printed excel file with submission of the price proposal. However the ultimately successful DBT shall be required to submit an initial schedule of values to KYTC in the format detailed in the ITP. In addition, all schedule of values updates will be required to be submitted in the format detailed in the ITP.	7/29/2019

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Questions and Answers

Question Number	Question	Answer	Date Answered
103	Section 7.2 and 13.2.1. How does the Department want the schedule of values file to be submitted? Is this a hard copy submitted with the price proposal?	The schedule of values submitted with the price proposal is intended to be a "hard copy". However the ultimately successful DBT shall be required to submit an initial schedule of values to KYTC in the format detailed in the ITP. In addition, all schedule of values updates will be required to be submitted in the format detailed in the ITP.	7/29/2019
104	Section 12.2.10 of the ITP specifies the type of pedestrian fence, but does not specify the height or the limits of the fencing. Please clarify the desired height of the fence and the limits (over the driving lanes of I-275, over the I-275 pavement, or across the entire bridge length, etc.)	The pedestrian fencing on the new Graves Road Bridge over I-275 should be designed to meet any and all applicable standards and should continue across the entire length of the bridge.	7/29/2019
105	ITP Section 13.1.2.2 requests a summary of the project report in Section 10.4.3. Can KYTC confirm that this summary does not require Form TC 62-75 from Appendix I to be placed in the 35 pages of the tech proposal as Form TC 62-75 will take up significant space? If it is required, can this form be placed in an Appendix?	A completed form TC 62-75 is not required with submittal of a technical proposal. The DBT should summarize the information required by section 13.1.2.2 of the ITP and present as much or as little additional information as they deem necessary to allow KYTC personnel to evaluate the DBT's understanding of the right of way needs for the project.	7/29/2019
106	What occurs in the event KYTC denies approval for the amounts that the DBT has received from KYTC certified appraisers?	KYTC's assessment of the appraisal and appraisal review will only consist of an examination for meeting protocol and obvious errors. Provided the appraisal and appraisal review are conducted according to section 10.4.13 of the ITP and no obvious errors exist, KYTC will not challenge the amount of the appraisal.	7/29/2019

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Questions and Answers

Question Number	Question	Answer	Date Answered
107	Please allow for an extension of Contract time in the event of condemnation and eminent domain suits.	The DBT shall ultimately be responsible for the schedule of the project including right of way acquisition. As specified in section 10.4.18 of the ITP, KYTC will consider an extension of Contract time according to section 108.07 of the Standard Specifications only when KYTC withholds consent to file suit against a property owner or a condemnation suit escalates into a "Right to Take" challenge.	7/29/2019
108	Contract time should be given for utility company restrictions. It is overly onerous to hold the DBT responsible for another entity's restrictions.	The DBT shall ultimately be responsible for the schedule of the project including the utility relocations. The DBT will enter into a utility agreement with each utility company and may choose to include scheduling language in that agreement.	7/29/2019
109	Please allow for an extension of Contract time in the event KYTC or utility owners cause DBT delay.	The ITP language related to delays will remain unchanged.	7/29/2019
110	Throughout the ITP, KYTC pushes the majority of the ROW and Utility risk on to DBT. We ask that KYTC take responsibility, in both situations, for delays and circumstances caused by third parties or utility companies. DBT is unable to truly determine the potential risk of being responsible, for instance, for a delay caused by condemnation hearings or for a difficult utility owner that causes delay. Pushing this risk onto DBT will result in higher contingencies being built into DBT's price.	The ITP language related to delays will remain unchanged.	7/29/2019
111	DBT should be granted time extensions for delays caused by KYTC instead of as is currently drafted in the ITP which says that KYTC "will consider an extension of Contract time."	The ITP language related to delays will remain unchanged.	7/29/2019

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Questions and Answers

Question Number	Question	Answer	Date Answered
112	Reference ITP section 7.2, will KYTC allow an SOV in Microsoft Excel format in lieu of the Info Tech software listed? All information of the information provided from the Info Tech software would be provided in Excel format.	The DBT may submit a printed excel file with submission of the price proposal. However the ultimately successful DBT shall be required to submit an initial schedule of values to KYTC in the format detailed in the ITP. In addition, all schedule of values updates will be required to be submitted in the format detailed in the ITP.	7/29/2019
113	Regarding Section 10.4.10, we understand that it is the DBT's duty to handle all aspects of the condemnation case, which would include right to take challenges, challenges to reasonable access, interlocutory appeals on right to take, and direct appeals to an appellate court from the judgment of the Court in the condemnation case. We would like to confirm that the DBT's agreement will not include the obligation to defend the Commonwealth or its employees in a separate action filed in the Board of Claims, or as a separate lawsuit in a State or federal Court. Such actions are very rare and unlikely, but section 10.4.10 section (H) includes the very general terms requiring representation in "subsequent proceedings" and "related proceedings" so it is important that we are talking about the proceedings in the actual condemnation case and appeals therefrom.	ITP section 10.4.10 - H refers only to proceedings related to condemnation suits.	7/29/2019

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Questions and Answers

Question Number	Question	Answer	Date Answered
114	Regarding Section 10.2, the DBT does not foresee any conflicts of interest during right of way acquisition based on our investigation; however, we would like to confirm that KYTC will be able to assist with negotiations if a conflict of interest arises after completion of title reports. If this need does arise, will KYTC request payment from the DBT for acquisition services provided?	In the event a conflict of interest arises during R/W acquisition, and the DBT is not able to remedy the conflict, then KYTC could complete that acquisition. In this instance, the DBT would be expected to provide a monetary credit to KYTC, and the DBT would not be able to seek extensions of contract time.	7/29/2019
115	Does KYTC strictly follow the FHWA recommendations for RSS reinforced fill having 50% or less fines, or does KYTC allow cohesive soils to be used in the reinforced soil zone of the RSS? If cohesive soils are allowed, does KYTC limit the cohesive soil plasticity index to 20 or lower or are there any other restrictions on the cohesive reinforced soil fill?	Current KYTC practice for Reinforced Soil Slopes (RSS) is to require rock in the internal reinforced fill zone. The rock shall consist of either quarried stone or durable rock from Roadway Excavation. The top size is 1" and 0-10% may pass the No. 8 sieve. See attached Special Note for Reinforced Soil Slopes. Reinforced Soil Slopes are not allowed at bridge ends.	7/31/2019
116	In the past, KYTC has provided lighting items such as: Controller Cabinet, Coordinating Unit, LED Signal, Steel Strain Pole, etc. Will the cabinet provide the standard lighting items for the Graves Road project or is the DBT responsible for these items? If the DBT is responsible, will KYTC provide specifications for such items?	KYTC will provide the items for this project that would normally be provided. During the final design process the DBT shall coordinate with district and central office traffic personnel to ensure the necessary equipment is available to meet the schedule requirements of the project.	7/31/2019

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Questions and Answers

Question Number	Question	Answer	Date Answered
117	After review of the geotechnical information provided in the existing plans and based upon our experience working in the region; the existing subsurface soils on this project are likely to have very high moisture contents. On similar local projects lime has been required to meet project requirements for moisture conditioning, compaction, and to meet project schedule requirements. With limited existing geotechnical information provided; it will be impossible for the contractors to determine how much lime will be needed to condition the soil to meet the project embankment requirements for this project. This places a large risk on the contractors that must be passed on in our bid. In order to minimize the risk and provide the most economic project, will KYTC consider providing an allowance for lime for soil conditioning?	Lime conditioning of soil to meet moisture requirements for embankment construction is not mandatory on this project. The DBT may elect to condition soils through other methods. In the event lime conditioning for moisture content manipulation is chosen by the DBT, then the DBT should include those costs in their lump sum bid. In addition, the DBT shall be required to perform any geotechnical and soils testing required to determine the proper rate of application of lime.	8/8/2019
118	Will the DBT be required to cement stabilize the subgrade in areas that are undercut due to the presence of shale and backfilled with suitable material?	Yes.	8/8/2019
119	Does the truss on KY-237 near STA 41+00 require replacement due to IJS roadway modifications and clear zone requirements?	Replacement of the truss is not specifically required but the DBT may choose to incorporate replacement. The final design may utilize appropriate longitudinal roadway barriers in the event that clear zone spacing requirements can't be met. In order to reflect the new lane arrangement, alterations to the panel sign message and position will be required.	8/8/2019

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Questions and Answers

Question Number	Question	Answer	Date Answered
120	The Price Proposal has a line item for Demobilization listed at 3%. This is double the typical Demobilization in Section 110.02 of the Kentucky Standard Specifications. Considering this is a design build with a large up front design cost with a lengthy schedule, would the Department consider reducing Demobilization to the standard 1.5%?	The price proposal will be adjusted by addendum to reflect the current KYTC Specifications.	8/8/2019
121	The Price Proposal has a line item for Demobilization but no line item for Mobilization. Considering this is a design build project with a large up front design cost, would the Department consider adding a line in the Price Proposal for Mobilization in accordance with Kentucky Standard Specification Section 110.01?	The price proposal will be adjusted by addendum to reflect the current KYTC Specifications.	8/8/2019
122	Per Appendix T CIPP Section 2.6: Contractor shall pay all governmental charges, permits and inspection fees necessary for the prosecution of the work. Can KYTC provide a list of the governmental charges, permits and inspection fees with dollar amounts to be included in our proposal?	There are no governmental charges, permit or inspection fees for this project.	8/8/2019
123	Please clarify what costs are to be included in the 'Project Development Services' item on the Price Proposal, Form PP.	Proposers should include costs that are typically considered project "design" costs.	8/8/2019
124	Are alternative methods of reinforcing a 2H:1V to slightly steeper than 3H:1V embankment slope faces acceptable other than using the Special Note for Reinforced Soil Slopes (5-28-19), provided global stability analyses indicate that deep seated stability issues are not a failure mechanism in the embankment material?	Embankment slopes steeper than three to one (3H:1V) shall be reinforced according to the SPECIAL NOTE FOR REINFORCED SOIL SLOPES provided to the proposers.	8/8/2019

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Questions and Answers

Question Number	Question	Answer	Date Answered
125	<p>The contact for Spectrum Communications as provided in Appendix J has been unresponsive due to personal reasons to multiple requests for pricing and/or relocation plans.</p> <p>Additionally, Spectrum has been unresponsive in providing an alternate contact as well. Due to the unsuccessful communication with Spectrum, will KYTC please provide and alternate contact at Spectrum so pricing and relocation can be coordinated, or provide an allowance for each contractor to include in the bid for the relocation work specifically with Spectrum?</p>	<p>Neal Hensley (Neal.Hensley@charter.com (513)386-5907) and Joseph Angel (Joseph.Angel@charter.com (513)233-5705) have been identified as additional contacts for Spectrum Communications.</p>	8/8/2019
126	<p>Section 11.1.2.2 states, "Longitudinal underground utilities shall not be located within the proposed roadway. When crossing the roadway, crossings shall occur perpendicular to the proposed roadway." Can KYTC confirm that this design directive does not apply to proposed storm sewer within the right-of-way?</p>	<p>This directive does not apply specifically to storm sewers. However; proposers shall be aware that KYTC will expect the final roadway designs to minimize instances where storm sewers are constructed in onerous positions and final designs shall keep skewed crossings reasonable.</p>	8/8/2019
127	<p>ITP section 11.1.2.2 states "Longitudinal underground utilities shall not be located within the proposed roadway." Will all existing utilities which are unimpacted and do not otherwise require relocation, be required to be relocated if under proposed pavement?</p>	<p>KYTC prefers that underground utilities are not under roadways. In the event an existing utility will not be disturbed by roadway construction and the existing utility position ultimately meets the specification of the utility company; then, the existing utility can remain under the roadway.</p>	8/8/2019

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Questions and Answers

Question Number	Question	Answer	Date Answered
128	Will KYTC accept the use of readily available and similar ODOT approved 32" Portable Concrete Barrier Wall as a temporary barrier wall to protect the work zone from vehicular traffic?	Alternate barrier types may be used provided the alternate wall system meets FHWA crash testing standards and the deflection distance of the alternate wall is equivalent to KY 9T wall or additional deflection space is provided for the alternate wall to account for the differences in deflection distance. In addition, wall types shall not be mixed within a continuous string of barrier wall and transition pieces shall not be allowed at the beginning of wall strings. All wall string beginnings shall be protected with crash cushions.	8/8/2019
129	Will the department provide mast arms or standard strain poles for the signal locations?	The department will provide standard steel strain poles if those are required by the final approved signal plans. If the final approved signal plans require mast arms then procurement of those will be the responsibility of the DBT. The point of contact for each DBT will receive an e-mail with a listing of the items that are typically provided by KYTC. Any items required by the final approved signal plans that are not on the list shall be provided by the DBT.	8/14/2019
130	Related to questions 103 and 112, when will the ultimately successful DBT be required to submit an initial schedule of values to KYTC in the format detailed in the ITP?	The successful DBT shall be required to submit an initial detailed schedule of values, in the format detailed in the ITP, to Rachel Mills by 2:00 PM on 8/23/19.	8/14/2019
131	Related to the response to question #127, does the Cabinet waive the requirements of the KYTC Utilities and Rails Guidance Manual section UR-401-3 related to the COVER requirements if the existing utility under the proposed pavement meets the requirements of the utility facility owner?	The answer to question 127 was not intended to waive the depth requirements of the Utility and Rail manual. Existing utilities may remain under the roadway provided they meet all typical KYTC depth standards and the standards required by the utility company.	8/14/2019

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Questions and Answers

Question Number	Question	Answer	Date Answered
132	Related to the response to question #127, does the Cabinet waive the requirements of the KYTC Utilities and Rails Guidance Manual section UR-401-3 related to the ENCASEMENT requirements if the existing utility under the proposed pavement meets the requirements of the utility facility owner?	In the event an existing utility does not interfere with the construction of the proposed pavement and all required KYTC and utility company depth requirements are met, then the utility company may determine if encasement is necessary based upon the load bearing capabilities of the existing pipe in question.	8/14/2019
133	Related to Question 45 and Section 9.3 and 9.4 of the ITP. Has KYTC obtained all of the surface water permits and archaeological clearances.	KYTC is still pursuing the surface water permits and archaeological clearances and still intends to have them in hand by Notice to Proceed.	8/14/2019
134	Do the flowable fill requirements noted in ITP Section 11.1.2.3 apply to longitudinal storm sewer trunk lines from inlet to inlet whose centerline of pipe is located outside of the pavement limits?	Section 11 of the ITP is not intended to apply to KYTC owned storm drainage systems. Flowable fill requirements for storm drainage is detailed in Section 701 of the 2019 Standard Specifications for Road and Bridge Construction.	8/14/2019
135	Do the flowable fill requirements noted in ITP Section 11.1.2.3 apply to storm sewer crossings within the roadway limits?	Section 11 of the ITP is not intended to apply to KYTC owned storm drainage systems. Flowable fill requirements for storm drainage is detailed in Section 701 of the 2019 Standard Specifications for Road and Bridge Construction.	8/14/2019
136	The current ITP does not place construction inspection and testing responsibility on the contractor. Standard Specification 113 states in 113.08.01 that it shall be incorporated "when listed as a bid item", which it is not on this project. Please confirm that KYTC will be providing QC testing and inspection on this project	The successful DBT is not expected to perform any construction inspection or materials testing on behalf of KYTC.	8/14/2019