

Kentucky Transportation Cabinet (KYTC)

DESIGN-BUILD: MANDATORY MEETING MINUTES

May 17, 2019

Contract No. 19-9002	State Project No:	FD52 008 075 175-176 FD52 008 075 177-179 FD52 008 075 169-178
County: Boone	Routes:	KY 338, KY 536, and I-75

The purpose of this meeting is to provide an overview of the projects, discuss specific requirements included with the ITP, review the project schedule, and respond too Design Build Team (DBT) questions.

Rob Franxman District 6 construction coordinator opened the meeting by welcoming the teams. He stated that the pre-proposal meeting is mandatory. A sign in sheet is provided and all teams must sign in before leaving.

Carol Callan-Ramler, INFRA Project Manager provided an overview of the projects.

- INFRA (Infrastructure For Rebuilding America) Grant
 - \$67.5M Grant was received.
 - Commitment: Construction Completion Date of Nov. 2022
- Interchange Justification Study (IJS) was signed July 2008, Addendum signed 11-19-18. The IJS included both the KY 536 and KY 338 interchanges.
- The general scope of the projects included:
 - Double Crossover Diamonds (DCDs) & widening of ramps at both interchanges. Also includes widening of the crossroads.
 - KY 338 includes grade separation at US 25 & multiple railroad components;
 - Includes Pavement Rehab project to reduce inconvenience to driving public
 - Continuity of Projects:
 - Signing and Striping are similar on each interchange.
 - Wall Facades match throughout projects
- Right of Way (R/W) Status:
 - Cabinet holds responsibility/risk of R/W Acquisition. The ITP committs to Right of Entry (ROE) of March 1, 2020. R/W acquisitions include permanent easements for utility relocations.

- Utilities:
 - Relocation plans will be included, and details addressed per project below. The status of the utility plans and specifications are detailed within a table on the back of the agenda.
 - See Utility Impact Notes for schedules. They are included in the ITP Appendices.
- Project Communications: Website & Emergency Responders
 - www.DrivingNKYProgress.com
 - Design Team already established contact with Boone County first responders to apprise them of the project and that coordination shall continue throughout construction.

Carol Callan-Ramler then provided detail discussion of each individual project.

1. 6-14 (KY 536 – Mt. Zion Road) – Final Stamped Plans were provided on thumb drives.

- a. Purpose & Need (P&N): *Improve safety and traffic operations within and near the I-71/75 interchange with KY 536 and meet projected travel demand of Boone and Kenton Counties. In addition, the project support the local and regional goal of economic development and growth in NKY.*
- b. Design Parameters (Commercial / Residential / with Industrial beyond US 25/Sam Neace):
 - i. Traffic Volumes: existing (15K to 25K); forecast 2030 (49K to 57K)
 - ii. Access Management:
 1. Corridor of high crashes, esp. left turns
 - a. raised median provided to US 25
 - b. drive entrances eliminated or provided a right in/right out.
 2. Backage Roads provide where appropriate to establish access management
 - iii. DCD Efficiency: KY 536 needs 9 lanes at Sam Neace so widening proceeds to US 25 and project ends before existing railroad bridge. US 25 remains an at-grade intersection.
- c. Scope Items
 - i. Reconstruct existing diamond interchange to DCD
 - ii. Termini – Adjacent Projects: 6-158*, 6-14.5*, 6-162, & 6-20002*; **under construction*
 - iii. Widening of interstate ramps & KY 536 from Tiburon to east of US 25

1. North entrance / exit ramps require coordination with contractor constructing the 6-14.50 project which includes the north ends of the ramps to new auxiliary lanes along I-75, tying into the south ramps to/from US 42.
- iv. Backage roads: provided to support access management giving egress to businesses. This includes reconstruction of an existing backage road and a mini-roundabout.
- v. Pedestrian measures: shared-use paths and sidewalks are provided throughout project corridor providing pedestrian connectivity within project limits.
- vi. Traffic Signal Mast Arms have been ordered for the project.
- vii. Structural Features:
 1. Retaining walls used throughout KY 536 to minimize removing adjacent parking spots to businesses along the corridor.
 2. Gravity retaining wall to be provided at north abutment under I-75 overpass
 3. Existing soil-nail wall remains at south abutment under I-75 overpass
 4. Noise walls to be provided as indicated on plans on north side of I-75

d. Environmental:

- i. CE3: initially approved in Oct. 2014; Re-evaluation for Construction approved 1-30-19
- ii. No ACOE or Water Quality Certification required
- iii. Tree Cutting Restrictions: No tree removal June through July
- iv. Critical Initial Construction Action: Wetland clean-up for (3) non-jurisdictional wetlands: #1, #9 and #10. Before any construction can occur on this corridor, the contractor is to use a one-step removal process by using a bucket to remove a thin layer of soil and the wetland vegetation.
- v. Contractor will need to obtain KPDES Permit for Land Disturbance.

e. R/W Status:

- i. 45 Parcels | 23 acquired/checks delivered | 22 suits with 14 ROE obtained; 8 to go
- ii. KYTC purchased utilities' easements for relocation. Because multiple utilities could be in a combined easement or intersecting easements, a matrix is provided in the R/W plans identifying parcel by parcel the respective utility (ies) that are associated with said parcel. *This was beneficial information for all users but an essential aspect to this is KYTC's commitment to Duke to file their related deeds at the courthouse.*

f. Specific Utilities' Issues:

- i. Explained the existing / proposed Duke Transmission situation and requirement to move the proposed transmission line to the back of the properties fronting existing KY 536.
- ii. A duct is to be constructed in vicinity of I-75 overpass to cross multiple utilities under the interstate.

g. Signals: new/re-located signals have been approved by KYTC Central Office.

- i. KY 536 at Tiburon is being constructed with 6-158, currently under construction.
- ii. KY 536 at I-75 ramps, Biltmore, Sam Neace and US 25 are all reconstructed and included in plans.

- 1. Supplemental signals are provided at the DCD ramps to ensure significant advance warning to drivers.

- iii. KY 536 at Berberich is a new location and included in plans.

h. Lighting: design includes combination of 80' high mast and conventional; replacement of fixtures to LED.

- i. Signing & Striping Continuity with 6-18: While the project have different numbers of lanes along the state route / ramps, there was focused effort that designs presented in each set of plans complement each other and provide drivers with a similar experience/expectation for type of signs used, and, as much as possible a similar location for signs.

2. 6-18 (KY 338 – Richwood Road) – Advanced Construction Plans are provided on thumb drives. The final stamped plans will be provided by 7-15-19.

- a. P&N: *The purpose of this project is to improve safety and reduce congestion at the I-71/75 and KY 338 (Richwood Rd.) interchange and within the KY 338 corridor, and to develop and implement a comprehensive access management plan for KY 338 between Triple Crown Blvd. and US 25.*

b. Design Parameters (Industrial / Commercial / Residential):

i. Traffic Volumes:

- 1. KY 338: existing (19,500) to 2030 (31,300); 33% trucks toward east
- 2. US 25: existing (12K) to 2030 (20K)
- 3. I-75: existing (105K) to 2030 (147K)

ii. Access Management:

1. Largely similar to 6-14 for why and resulting design impacts
2. Raised median is established at the Triple Crown roundabout and is carried through to DCD. Breaks in access at Paddock and Frogtown Connector Rd. are proposed.
 - a. Access to the BP and Shell addresses egress to each property and to KY 338 while accounting for serving customers when tankards are unloading fuel to the respective u/g storage tanks.

iii. Grade Separation at Norfolk-Southern (NS) Railroad:

1. Grade Separation permits closure of two at-grade crossings: existing KY 338/US 25 crossing and US 25/Shorland crossing. *This is scope that helped KYTC to be awarded the INFRA grant: multi-modes (vehicles, freight & rail) all addressed.*
2. Parts of US 25 is on land owned by NS/City of Cincinnati. KYTC has to purchase permanent easement from NS as part of this project.

c. Scope Items

- i. Includes roundabout, DCD, Single Point Urban Interchange (SPUI), NS RR Bridge Overpass, and removal of (2) at-grade RR Crossings.
- ii. Widening of interstate ramps, KY 338 and US 25.
- iii. Termini – Adjacent Projects: 6-20002
 1. KY 338 from west of Triple Crown to KY 338/Shorland Drive intersection in industrial park
 2. US 25 from Logistics Blvd. to north of Winning Colors
 3. Reconstruction of ramps will tie into mainline I-75.
- iv. Location of SPUI based on historical “Old Richwood Store” & NS future tracks (3)
- v. NS Railroad
 1. Rail Parameters:
 - a. Approximately 30 trains/day
 - b. Design Speed: 60 mph (mainline & temporary “shoofly”)

- c. No blasting
 - d. Reserve for future tracks
 - e. Either NS or their contractors will perform construction associated to ballast and rail, except as noted on plans. Roadway contractor will do grading and subballast work. Responsibilities detailed in railroad plans.
 - f. No MSE walls allowed on or encroaching on to NS property.
2. Overpass Bridge structure to accommodate 2 future lines of track & is a single span
3. Shoofly
- a. Alignment provided on west side of mainline rail due to (2) existing industrial spurs.
 - b. As noted above: train speeds have to be maintained at 60 mph
 - c. Shoofly construction permanently removes existing KY 338 at-grade crossing. All traffic (vehicles, tractor trailers, emergency responders) within industrial park is routed through Shorland Drive.
 - i. Temporary Signal + RR pre-emption for US 25 / Shorland has been coordinated with NS.
 - d. Shoofly goes thru an existing NS laydown yard. A new laydown yard will be constructed south of the immediate grade separated area.
 - e. Shoofly construction includes a temporary industrial spur connection.
 - i. This results in temporary closure of Old Lexington Pike.
 - 1. NS advised that full signal crossing would cost \$250k and that it takes approximately a year of design/ordering materials
 - 2. To eliminate construction risks and unnecessary costs KYTC coordinated with Boone County to close OLP.
 - 3. During 2019 Boone County forces to widen OLP to accommodate traffic situated on the south side of the OLP at-grade crossing.
 - 4. Traffic for OLP will come out at US 25 / Chambers Rd. A temporary signal is to be provided.

5. Separate to the INFRA project, KYTC was working with NS to put gates/signals at this location. Pre-emption has been added to that scope to function with the temporary signal.
 - ii. The temporary spur is necessary due to high cost of industry reverting raw materials receipt via tractor trailers.
 - f. Laydown Yard: design parameters largely match the existing footprint.
 - i. Site location is situated to minimize impacts to other NS ancillaries: existing huts and signals
 - ii. Vehicular access to the Laydown Yard comes off US 25. The drive entrance will be asphalt near US 25; once the drive is parallel to the laydown track, the drive entrance material is gravel as detailed in plans.
4. Proposed Construction Sequence for the RR (*RR Plans – KYTC/NS Construction Responsibilities Matrix*)
- a. Laydown Yard
 - b. Shoofly + temporary industrial spur
 - c. Foundations for RR bridge + bridge
 - d. Place Rail on bridge, replace other mainline track, new permanent industrial spur
 - i. NS has given permission that excavation for new KY 338 can occur once proposed bridge is opened.
 - e. Remove shoofly and existing Shorland at-grade crossing
5. Status of Railroad Coordination:
- a. 100% Final Plans have been submitted to NS for final review. They could still require plan changes.
 - b. Submitted 90% Structural Plans and review comments pending.
 - c. Submitted R/W plats for permanent easement and right of entry and review pending.
 - d. (2) Temporary signal pre-emption plans are approved.

- e. Construction Agreement is being finalized : KYTC/consultant assembling data
- vi. Old Lexington Pike includes re-alignment with sidewalk crossing of the proposed industry spur. A RR signal/gate design is in progress by NS.
- vii. Structural Features:
 - 1. (2) New Bridge Structures: SPUI and NS Overpass
 - 2. (13) Retaining Walls: includes, MSE, Soldier, Gravity wall types
 - 3. (2) Culvert extensions
 - 4. (1) 72" culvert (replaces an existing 72" culvert)
 - 5. (1) Noise Wall along the SW quadrant of the interchange
- d. Environmental:
 - i. CE 3 was initially approved May 2014, re-evaluation for construction scheduled completion for 5-30-19.
 - ii. Received ACOE Individual Permit via Letter of Permission dated 12-21-18.
 - iii. Received Water Quality Certification approved 12-21-18.
 - iv. Tree Cutting Restrictions: No tree removal June through July
 - v. Contractor will need to obtain KPDES Permit for Land Disturbance.
- e. R/W Status:
 - i. 60 Parcels | 59 Offers | 27 Bought | 15 Probable Suits to date
- f. Utilities:
 - i. The pdf file of the Utility Reference Plans provides a composite of map of utilities relocations
 - ii. Duke has transmission to relocate along the east side of I-75. This relocation has been completed.
- g. Signals: Signals: new/re-located signals have been approved by KYTC Central Office
 - i. KY 338 / Triple Crown: signal removed & roundabout constructed
 - ii. KY 338 / I-75 ramps: reconstructed; situated on mast arms + new supplemental signals

- iii. KY 338 / Best Pal: new signal
- iv. KY 338 / US 25: SPUI w/ signal below bridge; for WB KY 338, they need to be turned horizontal
- v. Mast arms have not been ordered in case ATC's required any adjustments. They will be ordered once any changes have been approved.

3. 6-20002 I-75 Pavement Rehabilitation – Final proposal plans have been provided on thumb drive.

- a. Mill and Fill
- b. Specific Scope:
 - i. Approach Slab Fixes
 - ii. Other miscellaneous items: see proposal provided today
 - iii. Construction to occur on back end of overall construction project.

Rob Franxman emphasized some contractual items and included:

- a. Section 5.6 Payment and Conditions of Stipend;
 - a. A stipend of \$75,000 to each non-selected responsive DBT will be provided.
- b. Section 5.11.1 Disadvantaged Business Enterprises
 - a. A DBE goal is established of 6% of the total value of the contract.
- c. Section 7 General Provisions
 - a. Discussed the general provisions and governing regulations in Section 7.
- d. Quantities
 - a. The advance construction plans and final stamped construction plans will include summaries that demonstrate quantities for individual items. It was explained that the DBT shall draw their own conclusions to determine the items and quantities necessary to construct the mandatory requirements of the project.
 - b. Also, special notes required by the ITP may indicate specific items of work and methods of payment; however, the DBT shall include all costs for all items and quantities necessary to construct the mandatory requirements of the project into the "all-inclusive" single lump sum bid item.

e. Section 7.3 Buy America

- a. The DBT was made aware that the project has potentially already accepted \$15,000 of foreign materials in the construction of the Duke Transmission on the KY 338 project.

f. Section 13.1 Maintenance of Traffic (MOT):

- a. The advanced and/or stamped construction plans have MOT plans for each component of the project that the DBT may choose to utilize. It shall be the responsibility of the DBT to coordinate the MOT between each component.
- b. In principle, the DBT shall maintain the current lane configuration (or better) for the life of the project except as noted in the provided MOT plans.
- c. Discussed the I-75 MOT restrictions as found in Section 13.1.2.1 and allowance for reduction in number of lanes for mainline I-75.
- d. To facilitate the I-75 bridge rehab work, the DBT may reduce traffic by one lane for the duration of 30 calendar days northbound and 30 calendar days southbound.
- e. Traffic control schemes for the I-75 pavement rehab are included in the final proposal plans. The pavement rehab portion of the project shall not be completed until bridge work is complete and all ramps associated with the other portions of the project are fully completed through the top lift of base and fully connected to mainline I-75 as depicted in the stamped construction plans.
- f. To facilitate final resurfacing of the I-75 pavement rehab area, the DBT may reduce traffic to two lanes for the duration of 8 weekends (4 weekends NB and 4 weekends SB).
- g. Section 13.1.2.2 KY 338, KY 536, US 25 and other roadways
 - i. Any time frames established in the stamped construction plans that prohibit traffic restrictions shall be adhered to in any alternate traffic schemes.

g. Section 13.2.8 Excess material sites

- a. It was explained that the construction activities for the project may result in a considerable amount of excess material. It is the DBT's responsibility to dispose of material in compliance with the USACE and KY DOW rules and regulations.

h. Section 13.5 No blasting is expected and shall not be utilized for removal of materials.

i. Section 13.2.12 Additional Description of Required Work and Special Provisions

- a. All areas disturbed along residential properties shall be restored using sod as the seeding and protection.

- b. Discussed other items such as vertical concrete surfaces, approach roads and commercial entrances, intelligent compaction, and E-ticketing.
- j. Section 6.1 Alternative Technical Concepts (ATC)
 - a. Discussed ATC process and one-on-one meetings
- k. Completion Date for the project shall be November 1, 2022. However, the DBT shall identify the contractual completion date and establish the number of calendar days the project will be completed either before or after November 1, 2022.
- l. Price Proposal (A +/- B) was explained. KYTC will need an individual lump sum bid for all three projects that add up to the all-inclusive project cost.
- m. The schedule for the procurement process was presented.
- n. Explained that none of the information provided herewith or at the Pre-proposal meeting should be considered complete or as-built information. The DBT(s) are still required to submit final construction plans. The DBT may choose to present all or portions of the advanced construction plans, and later provided stamped engineering plans, as the final detailed construction plans.

Presentation concluded.

Questions:

Kokosing asked for clarification about DBT responsibility for the plans and whether they can just accept the plans as provided. It was explained that the DBT would become the Engineer of Record for any plan changes they make.

Kokosing asked about request for information (RFI) during construction and it was explained that if stamped plans provided are utilized then the RFI will be handled similarly to a Design-Bid-Build project.

Haydon Bridge asked about plan errors discovered during construction. Again, it was explained that if stamped plans provided are utilized then the RFI will be handled similarly to a Design-Bid-Build project.

Meeting concluded.

Three individual thumb drives containing information for each component of the project (6-14 KY 536, 6-18 KY 338, and 6-20002 I-75) were provided to prime contractors. Kokosing, Walsh, Eaton, Hayden Bridge, and Burgess and Niple each obtained one set of thumb drives.

Contractors and Consultants Potentially Eligible for Lead:

**Note, this listing simply identifies companies who fulfilled the requirement of attending the mandatory pre-proposal meeting. All listed companies shall still meet any requirements identified in section 4.1 of the Instructions and the KY Standard Specifications for Road and Bridge Construction.*

Contractors:

- Haydon Bridge
- Bansal Electric
- Kokosing Construction Company
- Lonkard Construction
- Bluegrass Electrical Consultants
- Eaton Asphalt
- Lawrence Construction
- John R. Jurgensen
- Walsh Construction
- The Harper Company

Consultants:

- Michael Baker International
- JSE
- Burgess & Niple
- DLZ / WMB

Kentucky Transportation Cabinet (KYTC)

DESIGN-BUILD: MANDATORY MEETING AGENDA

May 17, 2019

Contract No. 19-9002

State Project No:

FD52 008 075 175-176

FD52 008 075 177-179

FD52 008 075 169-178

County: Boone

Routes:

KY 338, KY 536, and I-75

Call to Order

Overview of Projects:

- INFRA (Infrastructure For Rebuilding America) Grant
- General Scope
 - Environmental addressed in “Detail Discussion”
- R/W Status
- Utilities
- Project Communications: Website & Emergency Responders
 - www.DrivingNKYProgress.com

Detail Discussion of Projects

1. 6-14 (KY 536)
2. 6-18 (KY 338)
3. 6-20002

Contractual Items of Emphasis

Questions

Status of Utilities Plans - For Your Information

(May 17, 2019)

	6-14 (KY 536)	6-18 (KY 338)
Utility Reference Plans (URP)	N/A	Provided in Roadway Plans
Overhead Power - Transmission	<i>Pending</i>	Provided on URP
Overhead Power - Distribution	<i>Pending</i>	Provided on URP
Duke Gas Plans	<i>Pending</i>	<i>Pending</i>
Duke Gas Specifications	<i>Pending</i>	<i>Pending</i>
Water Plans	<i>Pending</i>	<i>Pending</i>
Water Specifications	<i>Pending</i>	<i>Pending</i>
SD1 – Sewer Plans	Manhole adjustments only; shown on road plans Included locations in the Utility Impact Notes	Provided in Plans
SD1 – Sewer Specifications	<i>Pending</i>	<i>Pending</i>
Duct Design	Provided in Roadway Plans	Provided in Roadway Plans
Utility Agreements	Provide as Needed	



Kentucky Transportation Cabinet

DESIGN-BUILD: PRE-PROPOSAL MANDATORY MEETING

May 17, 2019, 10:00 a.m. | Boone Co. Court House

Contract No. 19-9002

State Project No: FD52 008 075 175-176
FD52 008 075 177-179
FD52 008 075 169-178

County: Boone

Routes: KY 338, KY 536, and I-75

Robert Franxman, P.E. | Carol Callan-Ramler, P.E.



2. PRE-PROPOSAL MEETING

The purposed of the pre-proposal meeting is to introduce the project and discuss any preliminary questions that potential Design Build Team members may have.

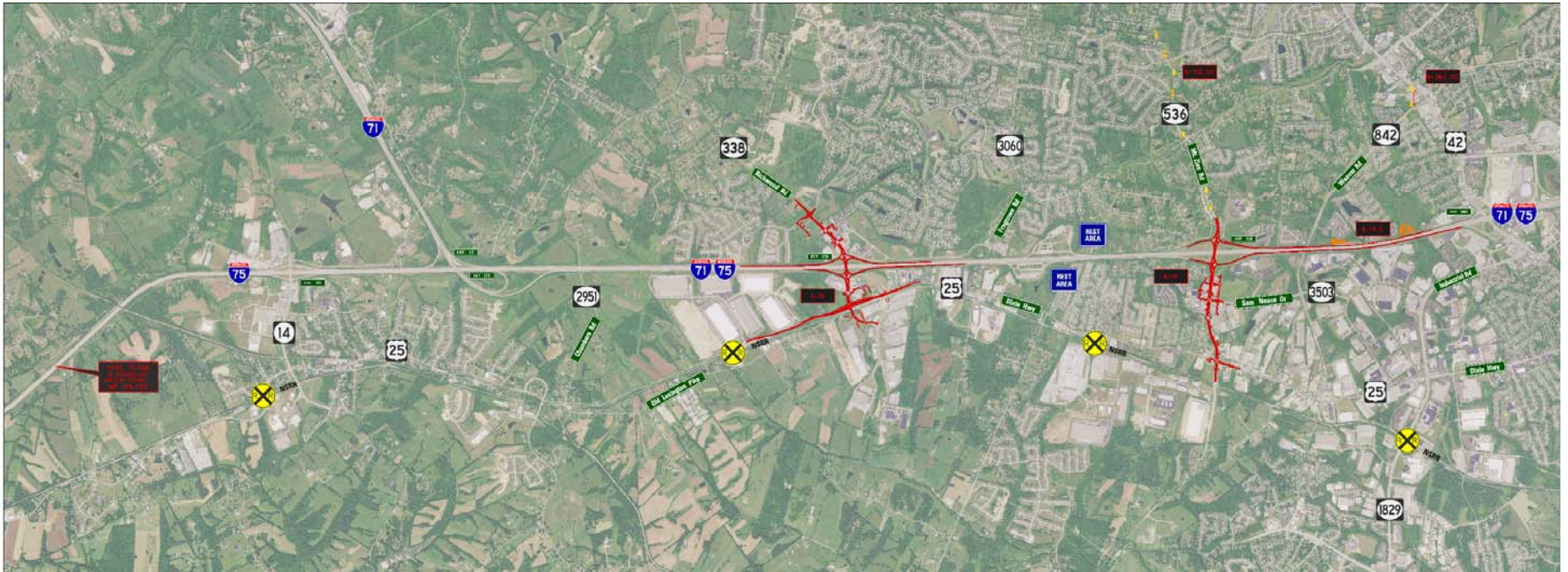
Location: Boone County Court House
2950 Washington Street
Burlington, KY 41005
Date: May 17, 2019
Time: 10:00 a.m. Eastern Time

The meeting is mandatory for contractors and consultants who intend to be leads on a DBT. The Design Build Teams do not need to be finalized at the pre-proposal meeting.

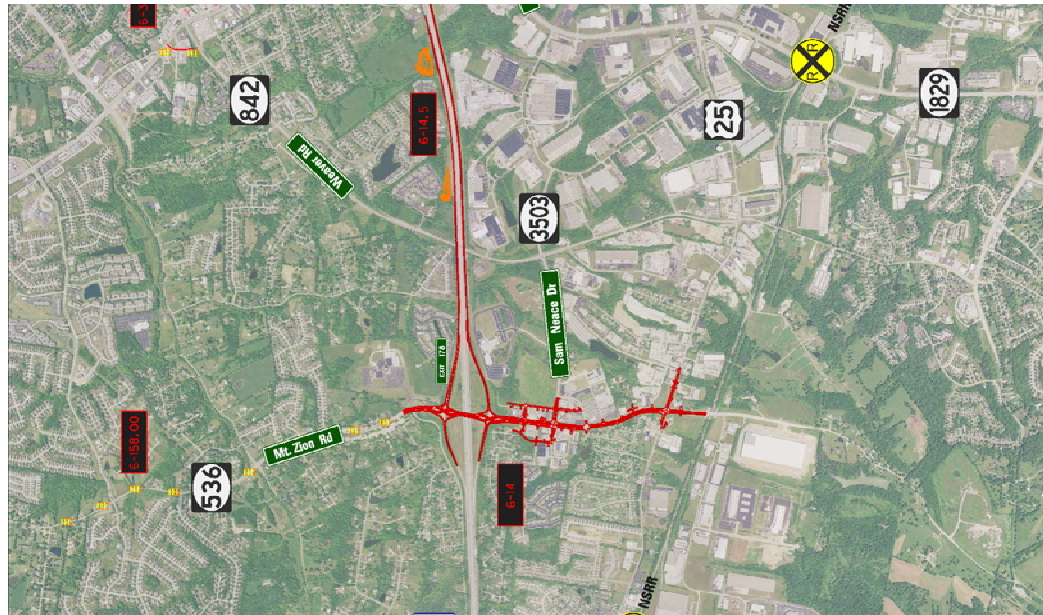
Be Sure to SIGN IN



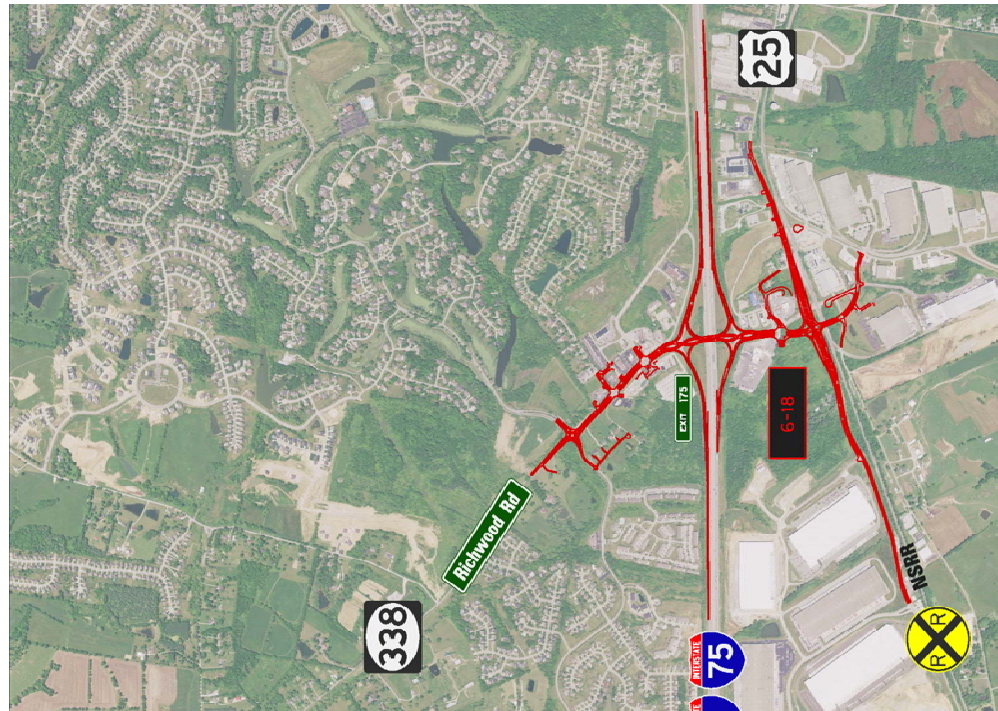
Mandatory Requirements / Overview



Project Description / KY 536 (6-14)

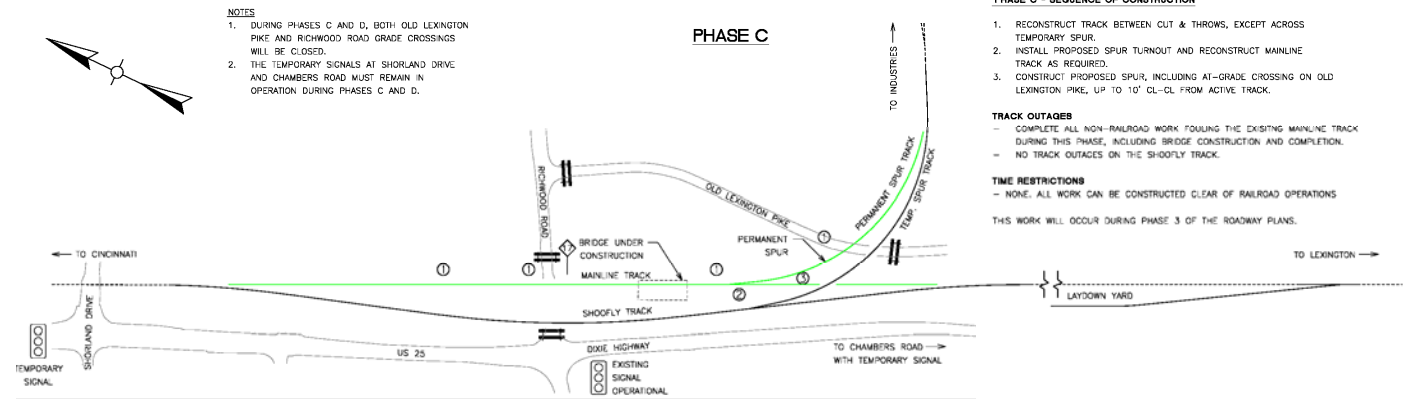


Project Description / KY 338 (6-18)



Project Description / KY 338 – NS RR

RESPONSIBILITIES MATRIX FOR NS RAILROAD CONSTRUCTION		
RAIL COMPONENTS / ELEMENTS	KYTC CONST.	NS RR
PROPOSED LAYDOWN YARD		
LAYDOWN YARD - EARTHWORK (GRADING), SUBBALLAST (SUBBALLAST PAD TO BE CONSTRUCTED ON THE ALIGNMENT UNTIL THE PAD INTERSECTS THE EXISTING TRACK BALLAST SECTION)	X	
LAYDOWN YARD ENTRANCE - GRADING	X	
LAYDOWN YARD - BALLAST & INSTALL TRACK		X
LAYDOWN YARD ENTRANCE - CURBS / ASPHALT BASE LAYER / GRAVEL INCLUDES ANY TEMPORARY PAVEMENT ASSOCIATED TO OVERALL WIDENING OF US 25	X	
EXISTING LAYDOWN YARD, SHOOFLY & TEMPORARY SPUR		
TEMPORARY SPUR: EARTHWORK AND SUBBALLAST	X	
REMOVAL OF EXISTING LAYDOWN YARD		X
REMOVAL OF EXISTING T/O (SWITCH) AND REMAINING TRACK FROM 10' OFFSET TO T/O (SWITCH)		X
OLD LEXINGTON PIKE (INDUSTRIAL SPUR CROSSING) - REMOVE THE EXISTING CROSSING & SIGNAL		X
REMOVE THE EXISTING INDUSTRIAL SPUR		X
SHOOFLY: EARTHWORK & SUBBALLAST (THE SUBBALLAST PAD IS TO BE CONSTRUCTED ON ALIGNMENT UNTIL THE PAD INTERSECTS THE EXISTING TRACK BALLAST)	X	
INSPECTION OF THE SHOOFLY EARTHWORK		X
TEMPORARY SHOOFLY - INSTALL BALLAST & TRACK		X
TEMPORARY CROSSING AT EXISTING RICHWOOD ROAD (RELOCATION OF EXISTING KY 338 CROSSING)		X
TEMPORARY INDUSTRIAL SPUR - INSTALL TRACK		X
NS MAINLINE BRIDGE		
CONSTRUCT BRIDGE ABUTMENTS / SUBSTRUCTURE / RETAINING WALLS	X	
CONSTRUCT BRIDGE SUPERSTRUCTURE	X	
CONSTRUCT SUBBALLAST ON NEW BRIDGE	X	
CONSTRUCT BALLAST AND TRACK ON NEW BRIDGE		X
KYTC - KY 338 ROAD CONSTRUCTION/RECONSTRUCT OLD LEXINGTON PIKE		
EXCAVATE TO NEW ROAD SUBGRADES	X	
UTILITIES RELOCATION (UTILITIES COMPANIES GETTING UNDERWAY, NEEDS ARE YET TO BE DETERMINED.)	X	
KYTC - US 25 MAINLINE ROAD CONSTRUCTION		
US 25 MAINLINE ROAD CONSTRUCTION (ENTIRE CORRIDOR)	X	
RE-ESTABLISHMENT OF NS MAINLINE RAIL + REMOVAL OF TEMPORARY COMPONENTS		
EARTHWORK FOR MAINLINE RAIL CONSTRUCTION	X	
INSPECTION OF EARTHWORK	X	
INSTALL SUBBALLAST FOR MAINLINE RAIL CONSTRUCTION (THE SUBBALLAST PAD IS TO BE CONSTRUCTED ON ALIGNMENT UNTIL THE PAD INTERSECTS THE EXISTING TRACK BALLAST)	X	
INSTALL BALLAST AND TRACK FOR MAINLINE RAIL CONSTRUCTION		X
TEMPORARY INDUSTRIAL SPUR - REMOVE TRACK (CAN'T REMOVE WITHOUT PERMANENT OPEN IF SPUR CANNOT BE SHIFTED)	X	
PERMANENT NEW INDUSTRIAL SPUR - GRADE AND SUBBALLAST	X	
PERMANENT NEW INDUSTRIAL SPUR - INSTALL BALLAST & TRACK		X
OLD LEXINGTON PIKE (AT NEW PERMANENT INDUSTRIAL SPUR CROSSING) - CONSTRUCT A NEW SIGNAL		X
REMOVAL OF SHOOFLY (TRACK, BALLAST, AND GRADE CROSSING AT EXISTING RICHWOOD RD.)	X	
RE-ESTABLISH POSITIVE GRADING IN VICINITY OF SHOOFLY	X	
REMOVAL OF EXISTING CROSSING AT SHORLAND DRIVE		X
REMOVAL OF EXISTING MAINLINE RAIL GRADE CROSSING AT RICHWOOD ROAD		X
KYTC - US 25 ROAD CONSTRUCTION		
LAYDOWN YARD ENTRANCES: FINAL SURFACE COURSE AT ENTRANCE	X	
US 25 CONSTRUCTION: FINAL SURFACE COURSE ALONG US 25	X	



Stipend

5.6 PAYMENT AND CONDITIONS OF STIPEND

Subject to the conditions of the ITP, KYTC will provide a payment of \$75,000 to each non-selected, responsive, DBT. The term “payment” as used in this section shall mean \$75,000.

By submitting its Technical Proposal for this project, the DBT forms a contract and agreement with KYTC for its technical proposal, conceptual design, and any approved Alternate Technical Concepts, whether submitted with the technical proposal or not. Furthermore, by submitting its Technical Proposal for this project, the DBT acknowledges that it is eligible for payment if the DBT’s proposal is not selected. The payment shall be payable by the KYTC to the DBT after KYTC enters into contract with the successful DBT, unless payment is waived by the unsuccessful DBT.



DBE

5.11.1 *DBE GOAL*

The DBE goal established for this contract is 6% of the total value of the contract.

The DBT shall exercise all necessary and reasonable steps to ensure that DBEs participate in at least the percent of the contract as set forth about as goals for this contract.



General Provisions

7. GENERAL PROVISIONS FOR THE SCOPE OF THE WORK

The DBT shall provide for the engineering services, design, and preparation of detailed construction plans for the construction of the proposed project. The DBT may choose to present all or portions of the provided stamped engineering plans, as the final detailed construction plans. Any new or updated plans generated by the DBT shall be stamped by the Engineer of Record. The DBT shall provide for the relocation of utilities impacted by the proposed project as described in Section 11. Further, DBT shall provide for the furnishing of materials, construction and completion in every detail of all the work described in this ITP in order to fulfill the intent of the contract.

7.1 GOVERNING REGULATIONS

All services, including but not limited to survey, design and construction work, performed by the DBT and all subcontractors, shall be in compliance with all applicable AASHTO Design Standards, KYTC Department of Highway's Standard Specifications for Road and Bridge Construction, Standard Drawings, MUTCD, Manuals and Guidelines. The railroad work shall be in compliance with all applicable AREMA and Norfolk-Southern Railway guidance and specifications.

It shall be the responsibility of the DBT to acquire and utilize the necessary KYTC and Norfolk-Southern Railway manuals that apply to the design, right-of-way, utility, and construction work required to complete this project.



Quantities

The advance construction plans, and later provided stamped engineering plans, will include summaries that demonstrate quantities for individual items. In no instance shall these quantities be considered the final quantities to be used nor should they be considered the only items required to construct the project. The DBT shall draw their own conclusions to determine the items and quantities necessary to construct the mandatory requirements of the project. Also, special notes required by this ITP may indicate specific items of work and methods of payment; however, the DBT shall include all costs for all items and quantities necessary to construct the mandatory requirements of the project into the “all-inclusive” single lump sum bid item. Change order proposals will not be considered based upon items or quantities indicated in this ITP or any of the items conveyed with this ITP. Change order proposals will only be considered when the KYTC elects to add mandatory requirements that were not previously identified in any of the bidding documents.



Buy America

7.3 BUY AMERICA

The DBT shall follow the “Buy America” provisions as required by 23 CFR § 635.410. Except as expressly provided herein, all manufacturing processes of steel or iron materials including but not limited to structural steel, guardrail materials, corrugated steel, culvert pipe, structural plate, prestressing strands, and steel reinforcing bars shall occur in the

The DBT shall use foreign materials only under the following conditions:

1. When the materials are not permanently incorporated into the Project
2. When the delivered cost of such materials used does not exceed 0.1 percent of the total Contract amount or \$2,500.00, whichever is greater

The DBT shall submit to the Engineer the origin and value of any foreign material used.

The DBT should be aware that the project has potentially already accepted \$15,000 of foreign materials in the construction of the Duke Transmission on the KY 338 project. Duke may determine that the materials are Buy America certified at a later date. Until that can be confirmed, the DBT should assume that a portion of the 0.1 percent of the total contract amount has already been utilized.



Specifics

13.1 MAINTENANCE OF TRAFFIC (MOT)

In addition to the Governing Regulations listed in Section 7.1 of this document, the DBT shall submit an approach for MOT for the project that incorporates the work required within this ITP as well as propose any innovative ideas that may expedite the work. A Traffic Management Plan shall need to be submitted and approved (form can be found on the KYTC Highway Design Web Page). The advanced and/or stamped construction plans have maintenance of traffic plans for each component of the project that the DBT may choose to utilize. It shall be the responsibility of the DBT to coordinate the MOT between each component. KYTC will entertain changes to the MOT plans through the ATC process as described in Section 6.1.



Specifics

13.1.2 MOT RESTRICTIONS

In principle, the DBT shall maintain the current lane configuration (or better), for the life of the project except as noted in the provided MOT plans.

Ramp closures shall only be allowed as detailed in the stamped construction plans final proposal plans for the pavement rehab. Multiple ramp closures at a single time must be approved by the engineer unless prescribed in the stamped construction plans.



Specifics

13.1.2 MOT RESTRICTIONS

13.1.2.1 I-75

The contractor will be allowed to reduce the number of mainline I-75 lanes open to traffic in each direction during non-peak hours in any phase or direction. From 8:00 PM to 6:00 AM, the contractor will be allowed to reduce traffic to two lanes. From 12:00 AM (Midnight) to 6:00 AM (5:00 AM for Northbound), the contractor will be allowed to reduce traffic to a single lane. Construction operations on I-75 using shoulder closures without barrier wall are prohibited unless they are less than one work shift and positive separation of at least 11 feet is provided.



Specifics

13.1.2 MOT RESTRICTIONS

13.1.2.1 I-75

I-75 (Bridge Work Included with Pavement Rehab)

Traffic control schemes for the bridge work associated with the pavement rehab are included in the final proposal plans for the pavement rehab. The contractor will be allowed to reduce the number of mainline I-75 lanes open to traffic in each direction during non-peak hours in any phase or direction. From 8:00 PM to 6:00 AM, the contractor will be allowed to reduce traffic to two lanes. From 12:00 AM (Midnight) to 6:00 AM (5:00 AM for Northbound), the contractor will be allowed to reduce traffic to a single lane. To facilitate the bridge rehab work, the DBT may reduce traffic by one lane for the duration of 30 calendar days Northbound and 30 calendar days southbound.



Specifics

13.1.2 MOT RESTRICTIONS

13.1.2.1 I-75

I-75 (Pavement Rehab)

Traffic control schemes for the pavement rehab are included in the final proposal plans. The pavement rehab portion of the project shall not be completed until the bridge work is complete and all ramps associated with the other portions of the project are fully completed through the top lift of base and fully connected to mainline I-75 as depicted in stamped construction plans.

In addition, the pavement rehab portion of the project shall not be completed during the months of November thru March of any year.



Specifics

13.1.2 MOT RESTRICTIONS

13.1.2.1 I-75

I-75 (Pavement Rehab)

To facilitate final resurfacing of the pavement rehab area; the DBT may reduce traffic to two lanes for the duration of 8 weekends (4 weekends NB and 4 weekends SB). A weekend shall be described as the 57 hour period between 8:00 PM on Friday to 5:00 AM on Monday. Traffic shall not be permitted to drive on milled pavement surfaces. Ramp closures will not be permitted for completion of the pavement rehab.



Specifics

13.1.2 MOT RESTRICTIONS

13.1.2.2 KY 338, KY 536, US 25, and other roadways

Traffic control schemes for the construction of these roadways are provided in the stamped construction plans. Any time frames established in the stamped construction plans that prohibit traffic restrictions shall be adhered to in any alternate traffic schemes.



Specifics

13.2.8 *EXCESS MATERIAL SITES*

The construction activities of this project may result in a considerable amount of excess material. It is the DBT's responsibility to dispose of material in compliance with the United States Army Corps of Engineers (USACE) and the Kentucky Division of Water (DOW) rules and regulations pertaining to discharges into U.S. Waters. The DBT will be responsible for obtaining the excess material site(s) and the associated required permits (i.e. Section 404 & 401 permits) and certifications. When applying for permits, obtain approval from KYTC and obtain the permit in the DBT's name from USACE. The DBT will include the time to acquire the permit in their project schedule. Mitigation requirements resulting from the use of an excess material site will likely be in the form of in-lieu fees and will be the responsibility of the DBT and should be included in the Lump Sum bid. Any work associated with the excess material site will be incidental to the excavation cost including but not limited to the following items: Erosion Control Devices, Clearing and Grubbing, Seeding and Protection, Temporary and Permanent Drainage Ditches and Structures.

13.3.5

J. No blasting is expected and shall not be utilized for removal of materials.



Specifics

13.2.12 ADDITIONAL DESCRIPTION OF REQUIRED WORK AND SPECIAL PROVISIONS

All areas disturbed along residential properties shall be restored using sod as the seeding and protection. Vertical concrete surfaces in excess of 30 inches in height and 48 inches in width shall receive an architectural treatment as detailed in the advanced and/or stamped construction plans. Approach roads and commercial entrances may require reconstruction, as a part of this reconstruction, existing widths and profile grades shall be maintained or improved upon. This may require work off the existing Right of Way and in accordance with Section 10 of this document. Intelligent compaction of soils, aggregates and asphalt mixtures shall be used in along with paver mounted temperature profiles and E-ticketing as described in Appendix I.



ATC

6.1 ALTERNATE TECHNICAL CONCEPT (ATC)

6.1.1 *DEFINITION*

An Alternative Technical Concept (ATC) is a change to the Project Scope that provides a solution that is equal to or better than the required scope as determined by KYTC. The ATC process allows for innovation, increased flexibility, time reductions, and cost savings to deliver the best value for the public.

6.1.3 *EVALUATION OF ATCs*

ATCs are approved by the KYTC at its discretion and the KYTC reserves the right to reject any ATC submitted.

6.1.5 *ONE-ON-ONE MEETINGS*

Each short-listed DBT shall be permitted to request one-on-one pre-ATC meetings with KYTC to discuss potential ATCs. Meetings will last no more than two hours. The location of the meetings will be determined by the nature of the ATC. The meetings will be held once every two weeks on Wednesdays beginning June 19, 2019 through August 14, 2019. Short-listed DBTs shall submit a request for a meeting by the Friday in advance of the proposed meeting date.



Completion Date

Completion Date:

KYTC has determined that the baseline completion date for the project shall be November 1, 2022. However, the DBT shall identify the contractual completion date and establish the number of calendar days the project will be completed either before or after November 1, 2022.

(See Section 14.2 for correlation of Completion Date and Price Proposal). If the project is not completed by the completion date identified in the DBT's proposal, per Section 108.09 of the Standard Specifications, liquidated damages shall be applied for each calendar day including weekends and holidays. Contrary to current specifications, the liquidated damage rate shall be \$15,000.00 per day, and will be assessed through the winter months and during any times when a work item cannot be pursued due to seasonal limitations.



Price Proposal

The procedure for calculation of price proposals on this project involves an “A & B” concept. Where:

A = the dollar amount of the All-Inclusive Project Cost.

B = the number of calendar days the selected completion date is before or after November 1, 2022 (see Section 6).

The “B” component shall have a daily dollar amount that will be used to calculate the total “B” cost component of the project. The value of each “B” day shall be \$15,000.

If the selected completion date is earlier than November 1, 2022; the following formula shall be used:

$$\text{Price Proposal (PB)} = A - (B \times \$15,000)$$

If the selected completion date is later than November 1, 2022; the following formula shall be used:

$$\text{Price Proposal (PB)} = A + (B \times \$15,000)$$



Price Proposal

Determination of All Inclusive Project Cost ("A" Value)

Item Description	Unit	Price
6-14 Project (Mt. Zion Road Interchange)	Lump Sum	
6-18 Project (Richwood Road Interchange)	Lump Sum	
6-20002 Project (I-75 Pavment Rehab)	Lump Sum	
Subtotal:		
Demobilization (3%):		
ALL INCLUSIVE PROJECT COST	Lump Sum	

"A" Value



Schedule

Date	Submittal
Early May 2019	Advertisement
May 17, 2019	Pre-Proposal Meeting (Mandatory)
May 31, 2019	Statements of Qualifications Due
June 14, 2019	Short-list
June 19, 2019 thru August 14, 2019	Alternate Technical Concept Process
August 30, 2019	Alternate Technical Concept Approvals
October 4, 2019	Technical Proposals Due
October 18, 2019	Price Proposals Due
By October 31, 2019	Project Award
November 1, 2022	Project Completion Date



Overview of Data Provided

None of the information provided herewith or at the Pre-Proposal meeting should be considered complete or as-built information. The DBT(s) are still required to submit final construction plans. The DBT may choose to present all or portions of the advanced construction plans, and later provided stamped engineering plans, as the final detailed construction plans.



Questions

This presentation and Pre-Proposal Meeting are not intended to cover every facet of the *Instructions to Proposers* for the project. Rather, the presentation is intended to highlight some key points within the *Instructions*. All Design-Build Teams shall be aware that it is their responsibility to review the *Instructions to Proposers*, and any related or relevant information, in greater detail for specific requirements.

Be Sure to SIGN IN





Kentucky Transportation Cabinet
Division of Construction
KYTC - District 6 -- CID #: 19-9002 Pre-Proposal
Meeting



Meeting Date: May 17, 2019

Name (Printed)	Signature	Company	Email Address	Phone	Design Build Team Lead Contractor / Lead Consultant
THOMAS S. HAYDEN III		HAYDEN Bridge design company	thomas.hayden3@gmail.com	859-330-1533	JRT/JHC/EATON/BEIN
TOM BUZEK		BANSAL	Tom, Buzek & Associates	504-999-1217	
PATRY DUNAWY		Michael Baker Int'l	patty.dunaway@mbakerintl.com	270-230-7770	Kokosing / Michael Baker
BRIAN SLAGLE		JSE	bslagle@jsengr.com	(317) 254-9688	JRT/JHC/EATON/BEIN
Donnie Miracle		KYTC	donnie.miracle@ky.gov	502 782 4902	
KEVIN OHL		KOKOSING CONSTRUCTION COMPANY	KAC@KOKOSING.COM	64-309-4073	KOKOSING / MICHAEL BAKER
Jon Brunot		BEIN	jon.brunot@brunoteswrite.com		Eaton/BEIN
Erika Drury		KYTC	erika.drury@ky.gov	502 544 4780	
JAMES D. NAPIER		DLZ WMS	snapiere@dlz.com	859-333-2382	



Kentucky Transportation Cabinet
Division of Construction
KYTC - District 6 -- CID #: 19-9002 Pre-Proposal
Meeting



Meeting Date: May 17, 2019

Name (Printed)	Signature	Company	Email Address	Phone	Design Build Team Lead Contractor / Lead Consultant
Jim Quinn		HDR	jim.quinn@hdrinc.com	859-628-4888	
Kyle Chism		Parsons	kyle.chism@parsons.com	502-553-6608	N/A
Betty Hull		Parsons	betty@parsons.com	513-325-3924	
Marshall Carrier		KETC	marshall.carrier@ky.gov	502-782-4872	
Kenny LONKARD		LONKARD Const.	RONNIE@LONKARD CONSTRUCTION.COM	859-384-3223	
Steve McDuff		BURGESS Electric	steve.mcduff@burgessnyc.com	502-254-2344	EATON/BEH
Ray Vice		BAUSAL	RAY.VICE@BAUSALINC.COM		
Ray Vice					
Kyle Price		Bluesgrass Electrical Consultants	Kyle.Price@bceinc.com	859-371-2583	N/A



Kentucky Transportation Cabinet
Division of Construction
KYTC -- District 6 -- CID #: 19-9002 Pre-Proposal
Meeting



Meeting Date: May 17, 2019

Name (Printed)	Signature	Company	Email Address	Phone	Design Build Team Lead Contractor / Lead Consultant
Carol Callan-Ramler		KYTC	carol.callan-ramler@ky.gov	859-341-2760	—
Robert Frankman		KYTC	Robert.Frankman@ky.gov	859-341-2700	
KEN SPERRY		HMB	Ksperry@hmb.com	502-229-9019	
Mitch Crump		Eaton Asphalt	mitch.crump@ijnet.com	859-331-2303	TRI/EATON/HANDON/B
Tim Mahonen		Lawrence	lawrence.construction@outlook.com	859-593-5677	
PAT COLLINS		Lawrence	"	"	
Glen Handlin		STANTEC	Glen.Handlin@stantec.com	859-2100	
Antonio Pousa		STANTEC	antonio.pousa@stantec.com	"	

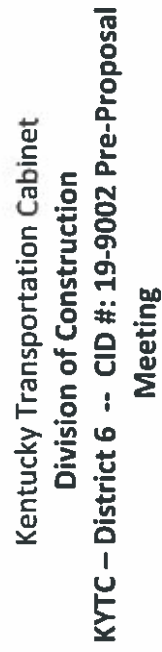


Kentucky Transportation Cabinet
Division of Construction
KYTC - District 6 -- CID #: 19-9002 Pre-Proposal
Meeting



Meeting Date: May 17, 2019

Name (Printed)	Signature	Company	Email Address	Phone	Design Build Team Lead Contractor / Lead Consultant
Kevin Wouter		HAYDON BRIDLE	Kevin.Wouter@kentuckytransportationcabinet.com	859-336-7533	JRS/HBC/EATON B+N
Tony Blaw		KyTC	Tony.Blaw@ky.gov	859-341-2700	KyTC
Ed DODDLE		DLZ	edoddl@dlz.com	859-433-5089	V/AZS i-l.
Don Kleinhentz		Walsh	donkleinhentz@walshgroup.com	812-841-2442	Walsh
Rob BIERLY		JOHN R. JURGENSEN	Rob.Bierly@JRSNEI.com	(513) 771-0020	JRS/HBC/EATON B+N
Don Kleinhentz		Walsh	donkleinhentz@walshgroup.com	(812) 841-2442	Walsh/DLZ

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