

**Nelson County
Design-Build Project
SYP 4-8307.00
Questions and Answers**

1. Question:

Why was concrete pavement not allowed as an alternate?

Answer:

The project team determined that the preferred pavement for this project was asphalt due to the following parameters:

1. The existing pavement is asphalt and it will be salvaged and overlaid with this project.
2. The traffic control phasing requires part-width and partial lane construction.

2. Question:

As part of the original construction of KY 245, 30 inch equalizer pipes were installed within the roadway embankment placed through the quarry to address future plans to fill the quarry with water once the quarry closed. What needs to be done to address these pipes as part of the widening project?

Answer:

The DBT should determine the future need for the pipes and address accordingly.

3. Question:

As part of the original construction of KY 245, encasement pipes for utilities were installed at various locations throughout the project for future use. It is our understanding some of these pipes are currently being used and some are not. For the encasement pipes currently in use, please confirm if these encasements will need to be extended to the new toe of slope. Also, for the encasement pipes not in use, please confirm if these encasements will need to be extended to the new toe of slope as well and would be considered an eligible project expense (not betterment).

Answer:

Since existing encasement pipes are not currently in use they are not considered a utility item and therefore not subject to the betterment limitations. In both scenarios the DBT shall coordinate with utilities and/or other interested parties to determine the appropriate treatment of these encasement pipes.

4. Question:

Would it be permissible to overlay the existing 10' paved shoulder in lieu of full depth excavation and reconstruction and if so, how much additional asphalt would be needed over the existing shoulder?

Answer:

Overlaying the existing shoulder would be allowed provided a minimum of 4" of additional asphalt is provided over the existing shoulder. This would equate to a minimum of 7.25" of asphalt base over the existing shoulder and driving lanes.

5. Question:

Have any right-of-ways in the area of the quarry improvements been transferred?

Answer:

Some right-of-way is currently in the process of being transferred to the adjoining property owner. The associated plat is posted. The DBT's should treat this area as privately owned land for purposes of their plan development.

6. Question:

In preliminary discussions with the Railroad, they have expressed a need to "completely close KY 245 at the crossing for 3 days" in order to perform their reconstruction of the existing crossing. Is this acceptable to KYTC (with approved detours in place)?

REVISED ANSWER:

The railroad has indicated that it is not possible to construct the rail crossing part-width and a temporary crossing will need to be constructed. This coordination is ongoing therefore the DBT shall submit separate prices outside the lump sum bid for (1) the temporary diversion and (2) for an offsite detour.

7. **Question:**
Where can we find the standard form referenced in Section 6.2?

Answer:
KYTC does not have a standard form. The DBTs can submit a notarized letter in-lieu of a form.

8. **Question:**
The preliminary plans as prepared indicate for the multi-use path to be constructed on the right side station wise. In discussions with City and County officials, it was suggested that the multi-use path would be better served on the left side, allowing for future connectivity to a City Park located just west of the project on the left side (south side) of KY 245. Is this change acceptable to KYTC?

Answer:
The multi-use path may be designed for the left (south) side provided letters from The City and County in support of this location are submitted with the technical proposal.

9. **Question:**
Can DBT's provide a separate unit price per parcel for condemnation actions since they may not be necessary?

Answer:
Yes, in addition to the right of way estimate DBTs shall provide a unit price per parcel for legal and administrative costs associated with condemnation actions. DBTs shall factor any time requirements associated with condemnation actions into their delivery schedule but shall not include the cost of these services as a part of their lump sum bid. KYTC will pay for these services on an as needed basis based on the unit price provided with the price proposal.