Trigg County
Design-Build Project
SYP 1-151.00
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. This project is the ultimate widening to 4 lanes of an existing 2-lane facility. The existing 2 lanes are constructed with asphalt pavement.

2. **Question:**
Concerning the plans for adjacent section on the western end of the project, it is our understanding that plans for the adjacent project to the west are currently being designed and have been advanced through Joint Inspection plans and that right of way acquisition currently is in progress or is scheduled to soon begin. Can the KYTC provide PDF and DGN/ALG files for the eastern end of the adjacent project which ties to the western end of the Item No. 1-151.00 Design-Build?

**Answer:**
Plans will be made available on the KYTC ftp site [ftp://kytcftp.kytc.state.ky.us/Cadiz%20Bypass/](ftp://kytcftp.kytc.state.ky.us/Cadiz%20Bypass/). Be advised that it is the intent to have the DBT tie into the existing roadway at or about milepoint 16.666 and then to have the consultant on the adjacent section adjust their plans to tie into the completed D/B project.

3. **Question:**
Concerning the Level of Reporting Required for Updated Geotechnical Roadway Report, we understand that a separate foundation Analysis and Design Report will be required for each structure. However, information provided by the KYTC includes a very detailed Geotechnical Engineering Roadway Report for the existing two lanes. The report also includes some analyses within the limits of the ultimate typical section. Therefore, if the Design-Build Team does sufficient work (borings and engineering) to validate geotechnical information provided in the initial report, would it be acceptable to provide a *Supplemental Geotechnical Engineering Roadway Report* that includes only supplemental analyses done to validate information in the initial report and to document supplemental borings and geotechnical analyses?

**Answer:**
If the Design Build Team determines that the existing data can be used in their design, they may do so at their own risk. If the DBT chooses to reference an existing report and issue only a Supplemental Geotechnical Engineering Report, the DBT may do this at their own risk. Existing Geotechnical Data and Analyses cannot be used as the basis of a claim.

4. **Question:**
Can the KYTC provide the Design-Build Team with copies of any recent utility permits / construction that have been issued since the initial two lanes were constructed?

**Answer:**
Copies of encroachment permits have been placed on the ftp site [ftp://kytcftp.kytc.state.ky.us/Cadiz%20Bypass/](ftp://kytcftp.kytc.state.ky.us/Cadiz%20Bypass/). Username: kytc/transportation, Password: bigfiles. However, DBTs are advised it is their responsibility to locate all utilities.

5. **Question:**
Can the KYTC provide the Design-Build Team with copies of any recent encroachment permits and easements for construction off right of way that have been issued since the initial two lanes were constructed?

**Answer:**
Copies of encroachment permits have been placed on the ftp site [ftp://kytcftp.kytc.state.ky.us/Cadiz%20Bypass/](ftp://kytcftp.kytc.state.ky.us/Cadiz%20Bypass/). Username: kytc/transportation, Password: bigfiles. However, DBTs are advised it is their responsibility to locate all utilities.
6. **Question:**
Since the Design-Build Team cannot coordinate directly with the USACE, can the KYTC verify that an individual permit will not be required?

**Answer:**
The DBT can coordinate with USACE during the procurement process to determine permitting requirements.

7. **Question:**
Item 6.11, in the final RFP in part states “The proposal is limited to 25 pages 8.5” by 11”. Does this 25 page limit include the cover letter and table of contents?

**Answer:**
No, the cover letter and table of contents do not count toward the 25 pages.

8. **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.

9. **Question:**
Section 6.1 of the RFP states in the beginning of the section that each member of the DBT shall certify that neither he/she nor any member of his/her immediate family…….The last paragraph of that section states that the sworn statement shall be completed and signed by an authorized agent of the DBT. Could the KYTC clarify if a separate statement is needed from each member of the team or if one statement from one authorized agent of the prime contractor will satisfy the requirements?

**Answer:**
Each member of the team must complete the Required Affidavit for Bidders, Offerors and Contractors.

10. **Question:**
Will repetitive statements/certifications be required from design firms and subcontractors with the price proposal, or will those statements/certifications from the prime contractor alone suffice?

**Answer:**
Only the prime contractor will be required certified the bid.

11. **Question:**
Will the D-B Team be required to pave all entrances on the south side of the road beyond the touchdown point to the right of way line even if they are existing field or gravel entrances? If so, will temporary easements be required for tying the entrance into the right of way line at the control of access break?

**Answer:**
Entrances should be paved as close to the right of way line as possible **without** requiring temporary easements.

12. **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.