

PROJECT INFORMATION

<i>COUNTY</i>	<i>A. Warren</i> <i>B. Laurel</i>
<i>ROUTE</i>	<i>A. I-65</i> <i>B. I-75</i>
<i>DISTRICT</i>	<i>3 (Bowling Green)</i> <i>11 (Manchester)</i>
<i>ITEM NUMBER</i>	<i>A. 1. 3-5.00 & 5.01</i> <i>2. 3-6.00</i> <i>3. 3-7.00 & 3-7.01</i> <i>4. 3-9.00</i> <i>B. 1. 11-9.00 & 11-9.01</i> <i>2. 11-11.00 & 11.01</i>
<i>PROJECT DESCRIPTION</i>	<i>I-65 and I-75 Widening/Pavement Rehabilitation - FY 1998</i> <i>A. 1. Widen I-65 to 6-lanes from KY 446 to US 68</i> <i>2. Widen I-65 to 6-lanes from US 68 to KY 101</i> <i>3. Widen I-65 to 6-lanes from KY 101 to the Cumberland Parkway (Exits 38 - 43)</i> <i>4. Widen I-65 to 6-lanes from Natcher Parkway to KY 446</i> <i>B. 1. Widen I-75 to 6-lanes from US 25E to KY 192 (Includes the Laurel River Bridges)</i> <i>2. Reconstruct and widen I-75 to 6-lanes from KY 80 at London to just North of the Rockcastle County Line. (Includes Rockcastle Bridges)</i>

CO-USER DIVISIONS*Highway Design & Bridge Design***APPROXIMATE FEE**

A. 1. \$1,000,000

2. \$500,000

3. \$800,000

4.

\$1,500,000

B. 1. \$2,000,000

2. \$1,500,000

PURPOSE AND NEED*Improve safety and traffic operations on Interstate Routes.***PROCUREMENT SCHEDULE**

RESPONSE DATE	<i>Thursday, October 30, 1997, 4:30 p.m. (Frankfort Time)</i>
FIRST SELECTION COMMITTEE DATE	<i>Friday, October 31, 1997</i>
SECOND COMMITTEE DATE	<i>Friday, November 7, 1997</i>
INITIAL PRE-DESIGN CONFERENCE	<i>Friday, November 14, 1997</i>
DEADLINE FOR CONSULTANT FEE PROPOSAL	<i>December 12, 1997</i>
DATE FOR CONTRACT NEGOTIATIONS	<i>December 16, 1997</i>

EVALUATION FACTORS

- 1. Relative experience of consultant personnel assigned to project team with highway projects for KTC and/or for federal, local or other state governmental agencies. (10 points)*
- 2. Capacity to comply with project schedule. (10 points)*
- 3. Past record of performance on project of similar type and complexity. (10 points)*
- 4. Project approach and proposed procedures to accomplish the services for the project. (10 points)*
- 5. Location of offices where work is to be performed. (2 points)*

SELECTION COMMITTEE MEMBERS

- 1. John Geddes, State Auditor's Office*
- 2. Steve Goodpaster, Co-User Division (Bridge Design)*
- 3. Gary Sharpe, Co-User Division (Highway Design)*
- 4. Ken Sperry, Secretary's Pool*
- 5. Roger Coffey, Secretary's Pool*
- 6. Huston Wells, Governor's Pool*

DBE REQUIREMENT

15% DBE participation required

SPECIAL INSTRUCTIONS

Two consultants or consultant teams will be selected for this work. Consultants or consultants teams should identify in their proposals on Project A or Project B.

The Response to Announcement shall include a two page project approach describing the consultants' project approach to project's concepts for widening the identified sections of each Interstate to six lanes .

Respondents also are advised that the concepts of "phased" design and construction have been discussed with the FHWA. The phased approach generally involves the following:

Phase 1: Development of Bridge

Widening Plans (Full Six Lane Section)

Phase II: Development of Roadway Widening Plans (Widening to the Inside, Flattening Slopes and Extending Pipe to Eliminate Guardrail, etc. within the limits of existing right of way). This Phase will not involve right of way acquisition or utility relocation.

Phase III: Development of plans for the "ultimate" full safety typical section. This Phase will include development of plans for interchange reconstruction, truck climbing lanes, re-benching cuts, etc. and would involve all other aspects of the project involving right of way acquisition or utility relocation.

It is anticipated that plans will be delivered in "modules" to be let individually or in combination, dependent upon priorities of the Department. Plans for Phase I and Phase II must be delivered within 365 days from the date of Notice to Proceed. The schedule for Phase III plans will be determined at an appropriate time.

The Cabinet at a later date reserves the right to amend the selected consultant's agreement to include any necessary engineering or related services for these projects. The firm(s) will at that time must be prequalified by the Cabinet in the required area(s).

Consultants must illustrate experience in performing economic studies applicable to these services.

SCOPE

The Consultant will be required to provide engineering services for the completion of roadway design, including the preparation of any design studies, right of way plans, right of way plans for utilities and construction plans as required.

Geotechnical services and right of way services as required will be the responsibility of the selected consultants or consultant teams. This work will be added by change order and be provided by firms prequalified by the Cabinet at that time.

All project design shall be in accordance with Department of Highways and AASHTO standards. The consultant will evaluate existing conditions and determine the scope of work required to bring the roadway and interchanges up to current standards when prudent and practical. It is anticipated that major widening of Interstate routes will be developed to the largest extent possible under the concept of "widening to the inside" with the intent to minimize or eliminate the need for construction outside the limits of existing right-of-way. The concept for design in accordance with the Cabinet's ["Policy for Rehabilitation and/or Restoration for Interstate and National Highway System Routes"](#) also may be incorporated into some aspects of these projects depending upon specific conditions.

The consultant will be required to develop studies in sufficient detail to allow for evaluations (economic and engineering analyses) of variations in courses of action for each project. The consultant will make recommendations regarding the most desirable course of action for addressing the scope of work for each specific project. The consultant also will be required to attend and document project review meetings, research past records, and prepare documentation to enable the Department to comply with applicable federal requirements.

Projects may require requests for "design exceptions."

The need for design exceptions will be discussed on a project specific basis. The consultant must document all design exceptions and the basis for all exceptions.

All projects should involve upgrading guardrail, guardrail end treatments, and related safety hardware to current standards. Wherever possible, plans shall be developed to minimize the use of guardrail.

Major widening of Interstate routes will require development of structural design details for widening existing bridges. Specifics regarding the development of structural designs and geotechnical design will be determined on a project specific basis.

The pavement design concept will be recommended by the Consultant. The consultant will be required to provide data for determination of the most appropriate pavement design strategy and may be asked to determine cost comparisons to determine the most appropriate pavement design strategy. Specific data for pavement design requirements will be identified on a individual project basis.

Projects will be done as "Metric" projects. However, consideration may be given to compute quantities on a "Metric" basis but use project stationing developed on the basis of the existing "English" stations stenciled in the pavement edges.

AVAILABLE KTC STUDIES

None

PROJECT LENGTH

- 1. 12.1 km*
- 2. 3.2 km*
- 3. 9.7 km*
- 4. 12.0 km*
- 5. 15.0 km*
- 6. 13.7 km*

METHOD OF DESIGN

X Metric Units

X CADD Capability(with DGN Design File Format) _

X CADD Based Automated Highway Design System

X Digital Terrain Modeling

ENVIRONMENTAL

Environmental services will be performed by the Cabinet.

PHOTOGRAMMETRIC SERVICES

The Cabinet will be responsible for aerial photography and will furnish manuscripts on computer discs in .DGN format. Mapping for the listed projects is scheduled to be available before March 15, 1998.

STRUCTURE DESIGN

The selected consultant shall do the necessary engineering services and submit to the Kentucky Transportation Cabinet, an Advanced Situation Folder (s) for the all structures. Upon approval of the Advanced Situation Folder(s) by the Kentucky Transportation Cabinet a change order should be processed with the selected consultant or consultant team for the structure design. Prequalification in the area of structure design is required to be identified in the consultant Response to Announcement.

GEOTECHNICAL SERVICES

Geotechnical services will be the responsibility of the consultant. A sub-consultant for geotechnical services will not be required to be identified in the Consultant's response to advertisement.

PROJECT FUNDING

Federal Funds

TRAFFIC

To be provided by the Department

*PROJECT SCHEDULE
MILESTONES*

***FINAL ROADWAY PLANS
(Phase I & II)***

December 31, 1998

*PREQUALIFICATION
REQUIREMENTS*

The project team shall be prequalified in all areas as follows:

ROADWAY DESIGN

Rural Roadway Design > \$250,000

Surveying

STRUCTURE DESIGN

Spans under 500'

Culvert Design

LOCATION MAP



