

COUNTY	Hopkins and McCracken	
ROUTE	N/A	
ITEM NUMBER	N/A	
DISTRICT	N/A	
PROJECT DESCRIPTION	Consulting services are needed to conduct small urban area transportation studies for the cities of Madisonville and Paducah, Kentucky.	
USER DIVISION	Multimodal Programs	
APPROXIMATE FEE	<\$100,000 (estimated) per study including no more than 15% operating margin	
PROJECT MANAGER	Barry House, P.E.	
PURPOSE AND NEED	To identify current and future transportation deficiencies within the urban study area and develop a recommended transportation plan to meet these deficiencies.	
PROCUREMENT SCHEDULE	RESPONSE DATE	Thursday, February 3, 2000, 4:30 pm., Frankfort time
	FIRST SELECTION COMMITTEE DATE	February 8, 2000
	SECOND COMMITTEE DATE	February 16, 2000
	PRE-DESIGN CONFERENCE	March 1, 2000
	TENTATIVE DEADLINE FOR CONSULTANT FEE PROPOSAL	March 14, 2000
	CONTRACT NEGOTIATIONS	March 22, 2000
	NOTICE TO PROCEED	April 17, 2000
PROJECT SCHEDULE MILESTONES	The duration of these studies, from Notice to Proceed to submittal of the final report, is expected to be completed within 12 - 18 months. The successful completion of all services within this time period will be an important factor in the evaluation of the consultant's work.	

<p><b>EVALUATION FACTORS</b></p>	<ol style="list-style-type: none"> <li>1. Relative experience of consultant personnel assigned to project team with urban transportation studies for KYTC and/or for federal, local or other state governmental agencies. (10 points)</li> <li>2. Capacity to comply with project schedule. (10 points)</li> <li>3. Past record of performance on projects of similar type and complexity. (10 points)</li> <li>4. Project approach and proposed procedures to accomplish the services for the project. (10 points)</li> <li>5. Consultant's Kentucky office where work is to be performed. (2 points)</li> </ol> <p>75% - 100% of work accomplished in Kentucky offices – 2 points.</p> <p>26% - 74% of work accomplished in Kentucky offices – 1 point.</p> <p>0% - 25% of work accomplished in Kentucky offices – 0 points.</p>
<p><b>SELECTION COMMITTEE MEMBERS</b></p>	<ol style="list-style-type: none"> <li>1. Barry House, P.E. User Division</li> <li>2. Charles Schaub, P.E. User Division</li> <li>3. Ken Sperry, P.E. Secretary's Pool</li> <li>4. Willie McCann, P.E. Secretary's Pool</li> <li>5. Tom Francis, P.E. Governor's Pool</li> </ol>
<p><b>DBE REQUIREMENT</b></p>	<p>None</p>
	<p>The Department reserves the option to modify the selected consultant's agreement to include any necessary engineering and/or related services for this project. The firm(s) will at that time be prequalified by the Department in the required area(s). Consultant services will be considered for each area individually and separate selections will be made. Consultants are invited to submit a proposal for either or both studies, however, the proposal(s) should be structured so that each study can be considered separately.</p> <p>The consultant will be required to coordinate the study with all interested parties including local officials and citizens. This coordination should include an appropriate number of advisory committee and/or public meetings (it is anticipated that 4 - 6 meetings will be needed to accomplish this objective). It will be consultant's responsibility to arrange and conduct the public meetings in coordination with KYTC and local officials.</p>

## SPECIAL INSTRUCTIONS

A report documenting traffic model development and calibration should be submitted in draft form for review by the Cabinet as early in the conduct of the study as possible - but in no case later than eight months from the initiation of the study. Traffic model computer files should be provided at the same time in a form that is compatible with the Cabinet's modeling software (currently MINUTP). Following this review and a reconciliation of the Cabinet's comments, and the incorporation of future year data, a final technical document is to be prepared. Ten copies, in conjunction with a print ready copy, are to be provided to the Cabinet. Future year model development and analysis of transportation plan alternatives are not to be undertaken until the base year model is approved.

An Urban Area Transportation Study Report should be submitted in draft form for review by the Cabinet as early in the conduct of the study as possible (chapters may be submitted separately to facilitate this). The Recommended Transportation Plan is not to be finalized until the draft report is approved. 35 copies of the final Urban Area Transportation Study Report, in conjunction with a print ready copy, are to be provided to the Cabinet at the conclusion of the study.

## SCOPE

The selected consultant(s) will be required to develop an Urban Area Transportation Study for the areas identified in the Project Description. While the detailed design and conduct of a transportation study should be sensitive to the unique characteristics and transportation issues associated with each area, certain elements (listed below) are common to all studies. Following selection, a meeting between the consultant and the Transportation Cabinet's user division will be held for the purpose of developing the detailed scope of work needed for the contract proposal.

1. Collection of relevant data - socioeconomic, roadway characteristics, traffic volume, and accident data. See Additional Information section.
2. Coordination and public involvement including review of previous planning documents, formation of mechanism for public input, and identification of significant issues.
3. Analysis of existing system including identification of high accident and congestion locations and development of a traffic operational improvement plan.
4. Development of calibrated base year traffic model. See Additional Information section.
5. Forecast of base year socioeconomic data to study's target. See Additional Information section.
6. Development of future year traffic model.
7. Analysis of future conditions.
8. Identification and analysis of improvement alternatives including development of preliminary cost estimates.
9. Development of a prioritized and phased recommend transportation plan.
10. Report preparation.

AVAILABLE KYTC STUDIES	N/A
PROJECT LENGTH	N/A
ADDITIONAL INFORMATION	<p>The availability of socioeconomic data is discussed for each area below. Basic roadway characteristics data on the state maintained system is available through the Cabinet's Highway Information System. It is anticipated that the Cabinet will provide most, or all, required traffic data and a general compilation of accident data. The collection of more detailed data, especially any that might be required on local roads and streets, will be the responsibility of the consultant.</p> <p>The study area for the Madisonville Urban Area Transportation Study includes an area slightly larger than the incorporated limits of Madisonville on the eastern, western, and northern sides. The southern limits of the study extend to the Western Kentucky Parkway and include the incorporated communities Earlington and Mortons Gap. The study has been divided in 67 traffic analysis zones. Zonal population and employment data were collected by the Pennyriple Area Development District in 1995, and year 2015 projections of the socioeconomic variables were developed at that time. The consultant will be required to reconcile the socioeconomic data and update to a base year of 2000 and revise the forecast to the study's target year (2020). The Madisonville traffic simulation model was last updated in 1980. This model will be made available to the consultant, however, it should be noted that the study area's zonal structure has been expanded and refined for this study. The consultant may either revise and expand upon the existing network or develop a new network. In either case the development of a link-node system and map (in both paper and computer formats) will be required. The scope of the model update includes the development of calibrated internal trip generation equations and triptable and a simulated external trip matrix using conventional KYTC procedures or procedures approved by KYTC. It is expected that frequent coordination between the consultant and the Transportation Cabinet's user division will be necessary for the model development components of this project.</p> <p>The study area for the Paducah Urban Area Transportation Study has been expanded to include all of McCracken County, and it has been divided into 286 traffic analysis zones. Zonal population and employment data were collected by the Purchase Area Development District in 1999, and year 2020 projections of the socioeconomic variables were developed at that time. The consultant will be required to reconcile the socioeconomic data for the base year and review/refine the target year forecasts. The Paducah traffic simulation model was last updated in 1994. This model will be made available to the consultant, however, it should be noted that the study area's zonal structure has been expanded significantly for this study. The consultant may either revise and expand upon the existing network or develop a new network. In either case, the development of a link-node system and map (in both paper and computer formats) will be required. The scope of the model update includes the development of calibrated internal trip generation equations and triptable and a simulated external trip matrix using conventional KYTC procedures or procedures approved by KYTC. It is expected that frequent coordination between the consultant and the</p>

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**PREQUALIFICATION REQUIREMENTS**

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

[URBAN TRANSPORTATION STUDIES](#)