

COUNTY	(A) Madison (Richmond/Berea)  (B) Mason (Maysville)	
ROUTE	N/A	
ITEM NUMBER	N/A	
DISTRICT	N/A	
PROJECT DESCRIPTION	Consultant services are needed to conduct small urban transportation studies for the cities of Richmond/Berea, and Maysville, Kentucky.	
PROJECT MANAGER	Barry House	
USER DIVISION	Multimodal Programs	
APPROXIMATE FEE	<\$100,000, (estimated) including no more than 15% operating margin, per study	
PURPOSE AND NEED	To identify current and future transportation deficiencies within the urban study area and develop a recommended transportation plan to meet those deficiencies.	
PROCUREMENT	(Dates are inclusive for both A & B)	
SCHEDULE	Response Date	Thursday, January 24, 2002, 4:30 p.m. (Frankfort time)
	Selection Committee Date	February 13, 2002  (A) 10:00 a.m.  (B) 11:00 a.m.
	Pre-Design Conference	February 27, 2002
	Tentative Deadline for Consultant Fee Proposal	March 18, 2002

	Contract Negotiations	April 2, 2002
	Notice to Proceed	May 15, 2002
<p><b>PROJECT SCHEDULE &amp; PROJECT SCHEDULE MILESTONES</b></p>	<p>The duration of these studies, from Notice to Proceed to submittal of the final report, is expected to be approximately 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>	
<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 project 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 offices where work is to be performed - to facilitate access to study area and efficient exchange of data and preliminary results between consultant and user division. (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 office - 0 points</p>	

<p>(A) Madison County (Richmond/Berea)</p> <p>SELECTION COMMITTEE MEMBERS</p>	<ol style="list-style-type: none"> <li>1. Barry House, P.E., User Division</li> <li>2. Amy Thomas, P.E., User Division</li> <li>3. David Jones P.E., Secretary's Pool</li> <li>4. Andy Buell, P.E., Secretary's Pool</li> <li>5. Joe Kearnes, P.E., Governor's Pool</li> </ol>
<p>(B) Maysville</p> <p>SELECTION COMMITTEE MEMBERS</p>	<ol style="list-style-type: none"> <li>1. Barry House, P.E., User Division</li> <li>2. Amy Thomas, P.E., User Division</li> <li>3. Andy Buell, P.E., Secretary's Pool</li> <li>4. Ananias Calvin, P.E., Secretary's Pool</li> <li>5. Bill Gatewood, P.E., Governor's Pool</li> </ol>
<p>DBE REQUIREMENT</p>	<p>None</p>
<p>SPECIAL INSTRUCTIONS</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. At that time, the firm(s) will be pre-qualified by the Department in the required area(s).</p> <p>The Richmond and Berea urban areas are to be done as a combined study encompassing all of Madison County. The Maysville study will focus on the Maysville urban area. 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. <i>(If submitting on both projects, two separate proposals will be needed.)</i></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 the consultant's responsibility to arrange and conduct the public meetings in coordination with KYTC and local officials.</p> <p>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</p>

computer files should be provided at the same time in a form that is compatible with the Cabinet's modeling software (MINUTP or TransCAD). 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.

A 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 year. 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 recommended transportation plan.
  10. Report preparation.

## ADDITIONAL INFORMATION

Socioeconomic data at the traffic analysis zone level is to be assembled by the consultant for both the base and target years of the study. Population data is to be based on Census 2000 block level data. Employment estimates are to be based on available data sources supplemented by field verification. Socioeconomic projections for the year 2025 are to be based on the allocation of consultant-developed control totals using the best local information available. 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.

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.

The scope of traffic model development and calibration includes the activities listed below:

1. Identification of study area (Maysville only - for Richmond and Berea a county-wide model is to be developed)
2. Identification of traffic analysis zones (zones defined by the Cabinet for Census 2000 through the TAZ-UP process should be used to the maximum extent possible)
3. Identification and building of the highway network
4. Development and calibration of synthesized internal trip generation equations and travel time factors (based on default values and transferable parameters)
5. Development and calibration of a synthesized external trip matrix using conventional KYTC procedures or procedures approved by KYTC
6. Assignment of the total vehicle triptable using appropriate

	state-of-the-procedures 7. Production of statistics and summaries sufficient to assess goodness of calibration.
PROJECT FUNDING	State funds
PREQUALIFICATION REQUIREMENTS	(For A & B)
	<a href="#">Urban Transportation Studies</a>