

Listed below are corrections and clarifications for projects included in the Kentucky Transportation Cabinet's

Procurement Bulletin for Engineering and Related Services, Bulletin No. 2003-08, dated June 10, 2003.

(Please be sure to scroll to bottom of page.)

Location Maps - Please click on the underlined text to view the project location maps.

QUESTION: Regarding the Campaign Finance Law Compliance form - Does this form have to be copied for each proposal, included in each copy of the proposal, or is only one loose original needed per bulletin? If you are sending responses to more than one project should there be one original for each project?

ANSWER: One original should be provided for each project. We must include in each contract that is awarded.

Clarification: Nelson County, 4-133. The project begins at KY332 (Milepoint 6.529) and extends to Highland Drive (Milepoint 7.679) across from the proposed hospital.

QUESTIONS: RE: Structural Steel Shop Inspection

1. What are the complete qualifications of the inspector? The complete qualifications of the inspector is as stated in the Special Instructions Section. The inspector must be an AWS certified welding inspector and a Level II in magnetic particle and ultrasonic non-destructive testing.
2. What nondestructive tests are to be actually performed by the inspector verses witnessing the tests performed by others? The inspector will perform ultrasonic testing and magnetic particle testing at the frequency for the QA inspection as stated in AWS D1.5. All Radiographic testing will be performed by the Fabricator or an outside testing firm he has employed to do this work. The shop inspector will only witness the radiographic testing. The Level III inspector with the company that is awarded the Statewide Shop Inspection contract may be requested to review the radiographic negatives.
3. Is radiographic testing to be performed by the inspector? All radiation safety regulations now require a radiographic crew of at least two inspectors. Additionally, all states require reciprocity fees to permit out-of-state companies to perform radiography. These factors make impractical to quote one hourly rate for all of the testing to include radiography. No the inspector will not perform radiographic testing and no equipment will be needed for witnessing the fabricators testing.

Questions RE: Breathitt County, 10-1076

In the ad, the bridge is over Upper Twin Creek on CR 1360 about 0.15 mile south of KY 52. About 0.07 mile south of KY 52 on CR 1360, there is a one lane 40' bridge over Keens Branch of Upper Twin Creek. Also, about 0.5 mile from KY 52 on CR 1360 there is a 7' diameter pipe in Upper Twin Creek. One location is a bridge in the wrong creek and the other location is not a bridge in the right creek.

Neither

one is at the correct distance from KY 52, but the first one is closer.

However, if the distance from KY 52 were measured from the intersection as shown on the USGS map (this intersection has been closed), the second one would be close to the correct distance. Which is the correct structure to be replaced?

Answer:

The one lane 40' bridge is the correct one. The description given is what is in the six year plan. This is the only bridge on this county road everything else in this area are culvert pipes.

Questions: RE: Menifee County, 10-1073

We would like to ask for clarification of the location of two bridges in District 10 as identified in the June, 2003 Bulletin.

Item 10-1073 Menifee County---The advertisement identifies a bridge and approaches at Indian Creek 0.2 miles south of KY 713. There is a bridge 0.2 miles south of KY 713 over Myers Fork and a bridge 0.5 miles south of KY 713 over Indian Creek. Which bridge is intended to be replaced?

Answer:

The subject bridge is over Indian Creek.

Clarification: Just a point of clarification regarding the location of this bridge. The bridge in question is # C-11. It is located about 0.2 miles from the intersection of Bear Branch Road (CR 1215) and KY 713. The bridge number is stated in the SYP. I have pulled the bridge maintenance reports for the bridge and have visited the project site. Bridge #C-11 is over the Myers Branch of Indian Creek, not Indian Creek. The inspection report itself states Indian Creek. Some would argue, however, that the location of this bridge crossing is in the Indian Creek floodplain and so near the confluence of the Myers Branch and Indian Creek that it is, in effect, Indian Creek.

My point in emailing you is that the revisions section indicates that the bridge is over Indian Creek. The bridge over Myers Branch is the bridge in the inspection reports for bridge #C-11. I feel that the statement in the revisions section will mislead the person who posed the question as there is another bridge further down the road that crosses Indian Creek. That bridge, however, is not #C-11 which is identified in the SYP.

Reply: The bridge is C-11. The location is about 0.2 miles from the intersection of Bear Branch Road and KY 713. To help further clarify, it is a 24 foot simple span, pre-cast, pre-stressed, structure.

Questions RE: Full In-depth Underwater Inspection

In the evaluation factors section of your request there is no mention of unit rates or fees. Should we include unit rates with our submittal? How will fees be addressed in this submittal?

Answer: Unit rates have no role in this portion of the selection process. Three firms will be selected by a selection committee in the order of 1st, 2nd and 3rd place based on their statement of qualifications

submitted in response to our procurement bulletin. The firm selected as No. 1 will participate in a scoping meeting with the user Division (Operations). Once they have been shown the detailed scope of the work, they will submit a person-hour estimate for doing the work along with their unit costs, and other financial information to the Division of Professional Services. If their estimate is out of the acceptable range of the User Division's estimate, they will then be asked to meet to negotiate. If an acceptable person-hour number and costs cannot be successfully negotiated, then the firm selected as No. 2 will be asked to take No. 1's place and the process starts over.

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