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COUNTY	Statewide
ROUTE	N/A
DISTRICT	Statewide
ITEM NUMBER	N/A
PROJECT DESCRIPTION	Consulting services are needed to perform various travel demand modeling tasks involving development, refinement, or use of small urban area models, county-level models, the statewide model, and MPO model enhancements. Consultant services will also be utilized to refine current modeling procedures through the incorporation of additional data sources and innovative modeling methodologies.
PROJECT MANAGER	Rob Bostrom, P.E. and Amy Thomas, P.E.
USER DIVISION	Division of Multimodal Programs
PURPOSE AND NEED	To develop traffic demand models to support air quality conformity analyses, small urban area planning applications, traffic forecasting, corridor studies, and other special planning studies.
APPROXIMATE FEE	<p>\$500,000 per consultant with up to four consultants being selected including no more than a 15% operating margin. Each project will vary between approximately \$25,000 to \$100,000. Project assignments will be made on a rotational basis. Work is anticipated in five categories, and the approximate amount in each category will be as follows:</p> <p>Air Quality Models: \$100,000</p> <p>Small Urban Area Models: \$150,000</p> <p>Statewide Modeling: \$100,000</p> <p>MPO Model Enhancements: \$100,000</p> <p>Innovative Modeling Methodologies: \$50,000</p>

**PROJECT SCHEDULE &
PROJECT SCHEDULE
MILESTONES**

RESPONSE DATE

May 4, 2004 4:30 P.
M. Frankfort Time

SELECTION COMMITTEE DATE

May 18, 2004

**TENTATIVE DEADLINE FOR
CONSULTANT FEE PROPOSAL**

June 1, 2004

CONTRACT NEGOTIATIONS

June 15, 2004

NOTICE TO PROCEED

July 1, 2004

COMPLETION OF SERVICES

June 30, 2006

The selected consultants are expected to meet the scheduled milestone dates.

EVALUATION FACTORS

1. Relative experience of consultant personnel assigned to project team with travel demand modeling projects for KYTC and/or for federal, local or other state governmental schedule. (10 points)
2. Capacity to comply with project schedule. (10 points)
3. Past record of performance on project of similar

		<p>type and complexity. (10 points)</p> <p>4. Project approach and proposed procedures to accomplish the services for the project. (10 points)</p> <p>5. Consultant's Kentucky office where work is to be performed. (2 points)</p> <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>SELECTION COMMITTEE MEMBERS</p>	<p>1. Charles Schaub, P. E., User Division</p> <p>2. Lynn Soporowski, P.E., User Division</p> <p>3. Ananias Calvin, Secretary's Pool</p> <p>4. Jeff Jasper, Secretary's Pool</p> <p>5. Paul Gravely, Governor's Pool</p>
<p>DBE REQUIREMENT</p>	<p>None</p>	

SPECIAL INSTRUCTIONS

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).

Four (4) firms will be selected to provide these services. The contract period is each firm receiving a one-year contract with the option of extending the period for (1) year.

SCOPE

Selected consultants must possess the expertise and capacity to be able to perform at least one of the travel demand modeling tasks listed below:

1. *County Level Modeling* - Use the Kentucky Statewide Model, abbreviated data collection techniques, and transferable model parameters to develop sub area models for selected counties within Kentucky. These models would provide a basis for supporting KYTC's air quality conformity analysis being performed in multiple counties throughout the state.
2. *Small Urban Area Modeling* - Develop or update small urban area models for selected urban plan development purposes and traffic forecasting for preconstruction activities on major projects.
3. *Statewide Modeling* - Maintain and improve the Kentucky Statewide Traffic Model. The statewide model has been used since 1975 to support traffic forecasting and systems analysis. The consultant must be familiar with freight modeling, long distance travel modeling, and other unique features of statewide modeling.
4. *MPO Model Enhancements* - Edit or enhance existing MPO models in cooperation with MPO model project managers. Create sub area travel demand or micro simulation models from MPO models to support Cabinet and MPO activities.
5. *Innovative Modeling Methodologies* - Develop new modeling methodologies for the applications listed above by incorporating new techniques and new data sources.

The table below lists the approximate number of studies and cost per study.

Category	# Studies	Fee Per Study	Category Total Fee
Air Quality Models	3	\$33,333	\$100,000
Small Urban Area Models	3	\$50,000	\$150,000
Statewide Modeling	1	\$100,000	\$100,000
MPO Model Enhancements	2	\$50,000	\$100,000
Innovative Modeling Methodologies	2	\$25,000	\$50,000
Total			\$500,000

The upset limit for each consultant will be \$500,000.

<p>ADDITIONAL INFORMATION</p>	<p>Selected consultants must have the capability to work in both the MINUTP and Trans CAD software formats. Capability to work with the Cabinet's Highway Information System (HIS) database and GIS capability are also required.</p> <p>The County Level Modeling task and the Small Urban Area Modeling task are expected to be similar in approach to existing practice although innovative approaches are encouraged. Reports on both of these tasks are available upon request.</p> <p>It is expected that frequent coordination between the consultant and the Transportation Cabinet's user division will be necessary for each project.</p> <p>Air Quality Models, Small Urban Area Models, Statewide Modeling, MPO Model Enhancements and Innovative Modeling Methodologies are activities that are related and/or covered by the Cabinet's prequalification categories listed below.</p>
<p>PROJECT SCHEDULE MILESTONES</p>	<p>To be established as projects are initiated. The anticipated time frame for each modeling task is as follows:</p> <p>Air Quality Models: Three Months</p> <p>Small Urban Area Models: Six Months</p> <p>Statewide Modeling: Twelve to Eighteen Months</p> <p>MPO Model Enhancements: Twelve Months</p> <p>Innovative Modeling Methodologies: Twelve Months</p>
<p>PREQUALIFICATION REQUIREMENTS</p>	<p><u>MULTIMODAL</u></p> <p>Urban Transportation Studies</p> <p>Traffic Forecasting</p>

