

PROFESSIONAL SERVICES PROCUREMENT BULLETIN 2011-03 BOONE

COUNTY	Boone
ROUTE	I-71/75
ITEM NO	6-18.00
PROJECT DESCRIPTION	Reconstruct the KY 338 Interchange to a Double Crossover Diamond, as per the Interchange Justification Study, with a grade separated intersection at US 25. Anticipated project limits on KY 338 are from Paddock Dr. (west) to Old Lexington Pike (east). Anticipated project limits on I-71/75 are approximately 1/2 mile (south) and approximately 1 mile (north).
PROJECT MANAGER	Carol Callan-Ramler, PE
USER DIVISION	Highway Design
APPROXIMATE FEE	\$1,800,000.00 (Lump Sum Fee)
PROJECT FUNDING	Federal Funds (Interstate Maintenance and STP)
PROJECT LENGTH	6.1 miles including I-71/I75 Auxiliary Lanes, KY 338, US 25 ramps and temporary ramps.

PURPOSE AND NEED

Increase safety, improve functionality and reduce traffic delays experienced at and within the immediate vicinity of the I-71/I-75-KY 338 interchange thereby enhancing the viability of I-71/I-75 as a major transportation corridor. This will include the provision of auxiliary lanes on the I-71/75 from the KY 338 interchange, north to approximately the KY 3060 (Frogtown Road) overpass. Due to the close adjacency of the KY 338/US 25 intersection, it will be reconstructed to a grade separated interchange as part of the interchange reconstruction, thereby eliminating two at-grade railroad crossings and establishing functionality between the I-71/I-75—KY 338 interchange and KY 338/US 25 intersection. The project area is now zoned residential, commercial, and industrial. The Interchange Justification Study provides traffic information related to the interstate. Along KY 338, existing truck percentages can reach 33% due to the truck stops and the industrial park immediately east of US 25. The Norfolk Southern Rail which runs parallel to US 25 has approximately 28 to 36 trains per day. Twelve crashes, including three injuries, have occurred in the last five years at the two intersections leading to/from the at-grade RR crossings.

PROJECT LIMITS

The 6-18.00 design effort of work along US 25 that is included with said project is identified as 6-351.00/6-8200.10 for D (Phase II)/ R / U / C funds. 6-351.00, the parent project, has completed Phase I design with PL&G, but there remain outstanding environmental issues, not within the KY 338/US 25 vicinity, that have delayed finalization of the EA/FONSI. In essence, 6-351.10/6-8200.10 becomes part of 6-18.00. Duplication of environmental services will not occur or will be minimized or re-evaluated, as appropriate.

SCOPE OF WORK

The selected consultant will provide Engineering Services to perform Phase I Preliminary Engineering and Environmental and Phase II Final Roadway Design. Phase I design includes typical sections, line and grades, drainage, situation folders, and cost estimate. Phase II design includes at a minimum, preparation of any design studies, drainage design, right-of-way plans, construction plans, traffic control plans, striping plans, signal plans, lighting plans, cost estimates and structural design.

SPECIAL INSTRUCTIONS

The Department may retain any of the services advertised here to perform in-house. The purpose of the design contract is to provide Phase I Preliminary Engineering, Environmental and Phase II Final Roadway Design. The initial contract agreement will be for Phase I Preliminary Engineering and Environmental Services only. Phase II Final Roadway Design may be added by contract modification. Phase II units may be negotiated at the end of Phase I after an approved Preliminary Line and Grade. Structure Design Services may be added to the Contract Agreement by Contract Modification. Additional Phase I design work includes the following preliminary plans and cost estimates: striping, signing, signal, lighting, potential waste areas, potential structures locations, utilities relocation; traffic modeling; coordination with existing 6-351/8200 project series (Reconstruction of US 25), coordination with 6-14.00 DCD project, submittals to Norfolk Southern Railroad, and support to a project website to be developed by KYTC.

Instructions for Response to Announcement can be found at:

http://transportation.ky.gov/progperform/instructions_for_response_to_kentucky_transportation_cabinet_6-9-09.pdf

The following modifications to the standard response format:

- Page 4 (A-E) Resumes, may be expanded, not to exceed 10 pages total (A-J).
- Page 5 (A-B) Workload/commitments, may be expanded, not to exceed 4 pages total (A-D).
- Page 6 (A-E) Project Experience, may be expanded, not to exceed 10 pages total (A-J).
- Page 7 (A-C) Project Approach, may be expanded, not to exceed 7 pages total (A-G), which includes DBE Participation Plan.

DBE REQUIREMENT	The consultant team shall include a DBE Participation Plan with their response to announcement. An additional page will be allowed with the project approach in the response to announcement to convey this plan. A maximum of 4 points will be considered in the evaluation factors for the DBE Participation Plan.
METHOD OF DESIGN	The Selected Consultant shall utilize the current CADD Standards for Highway Plans policy in the development of the Highway Plans.
AVAILABLE STUDIES	<ol style="list-style-type: none"> 1. <u>Interchange Justification Study: 6-14.01 (KY 536 & KY 338)</u> - 122MB 2. <u>Boone County Transportation Plan 2030</u>
PHOTOGRAMMETRIC SERVICES	The Department will provide the aerial mapping to the Selected Consultant.
GEOTECHNICAL SERVICES	The Department will provide all Geotechnical Services required for the project.
STRUCTURE DESIGN	<p>The selected Consultant shall do the necessary engineering service to submit to the KYTC an Advanced Situation Folder(s) for the appropriate applicable structure(s).</p> <p>The Structure Design will be performed by the Consultant. Structure Design services will be added to the Contract by Contract Modification. Prequalification in the area of Structure Design is required to be identified in the Consultant's Response to Announcement.</p>
UTILITIES	The Selected Consultant will be responsible for determining the existing locations of utilities to determine feasibility of redesign or utility relocation, and cost estimates.
TRAFFIC	<p>The selected consultant will be responsible for a preliminary layout plan in Phase I Engineering for Roadway Lighting so that the physical three dimensional aspects of light poles can be considered by the design team to evaluate (1) sight distance concerns throughout the DCD and grade separated footprints and (2) to strategically locate lighting to assure appropriate lighting for all users and roadway signs. Phase II Engineering includes finalizing plans for construction drawings.</p> <p>The selected consultant will be responsible for a preliminary layout in Phase I Engineering for Signals so that the physical three dimensional aspects of signal locations can be considered by the design team to evaluate (1) sight distance concerns throughout the DCD and grade-separated footprints and (2) to strategically locate signals (traffic & pedestrian) to supplement striping for the DCD and grade separated intersection at US 25/KY 338. Phase II Engineering includes finalizing plans for construction drawings.</p>

<p>PLANNING</p>	<p>The selected consultant will be responsible to provide a Traffic Model.</p> <p>The selected consultant will be responsible for all aspects of traffic movements, including lane adds/drops and coordination with adjacent project series 6-351/8200 and the Boone County project near Triple Crown Blvd.</p> <p>Traffic projections and related information will be provided by the Department.</p>
<p>ENVIRONMENTAL</p>	<p>The Selected Consultant will be responsible for the preparation of the appropriate Environmental Studies; CE III document anticipated.</p> <p>The adjacent project 6-351.00 is in the midst of an EA/FONSI. Coordination will be required between the projects so that environmental work is not duplicated.</p>
<p style="text-align: center;">PREQUALIFICATION REQUIREMENTS</p> <p style="text-align: center;">To respond to this project, the project team must be prequalified in the following areas by the date of this advertisement.</p>	
<p>ROADWAY DESIGN</p>	<ul style="list-style-type: none"> • Urban Roadway Design • Surveying
<p>STRUCTURE DESIGN</p>	<ul style="list-style-type: none"> • Spans under 500 feet
<p>TRANSPORTATION PLANNING</p>	<ul style="list-style-type: none"> • Traffic Demand Modeling
<p>TRAFFIC ENGINEERING</p>	<ul style="list-style-type: none"> • Electrical Engineering Roadway Lighting Services • Electrical Engineering Traffic Signal Services
<p>ENVIRONMENTAL AQUATIC & TERRESTRIAL ECOSYSTEMS</p>	<ul style="list-style-type: none"> • Macroinvertebrates • Water Quality • Botany • Zoology • Wetlands
<p>ENVIRONMENTAL ARCHAEOLOGY & OTHER SERVICES</p>	<ul style="list-style-type: none"> • Prehistoric • Historic • Highway Noise • Air Quality Analysis • Cultural Historic Analysis • EIS Writing & Coordination
<p>ENVIRONMENTAL & UST SERVICES</p>	<ul style="list-style-type: none"> • Hazmat Preliminary Site Assessment (Phase I) • UST Preliminary Site Assessment

PROCUREMENT SCHEDULE

RESPONSE DATE	Wednesday, October 13, 2010 4:30 p.m. EST. (Frankfort time)
SELECTION COMMITTEE DATE	November 1, 2010
PRE-DESIGN CONFERENCE	November 15, 2010
TENTATIVE DEADLINE FOR CONSULTANT FEE PROPOSAL	December 1, 2010
CONTRACT NEGOTIATIONS	January 15, 2011
NOTICE TO PROCEED	February 15, 2011

PROJECT SCHEDULE

PRELIMINARY LINE AND GRADE	January 1, 2012
JOINT INSPECTION	July 1, 2012
RIGHT OF WAY AND UTILITY PLANS	November 1, 2012
FINAL PLANS	February 1, 2014

EVALUATION FACTORS

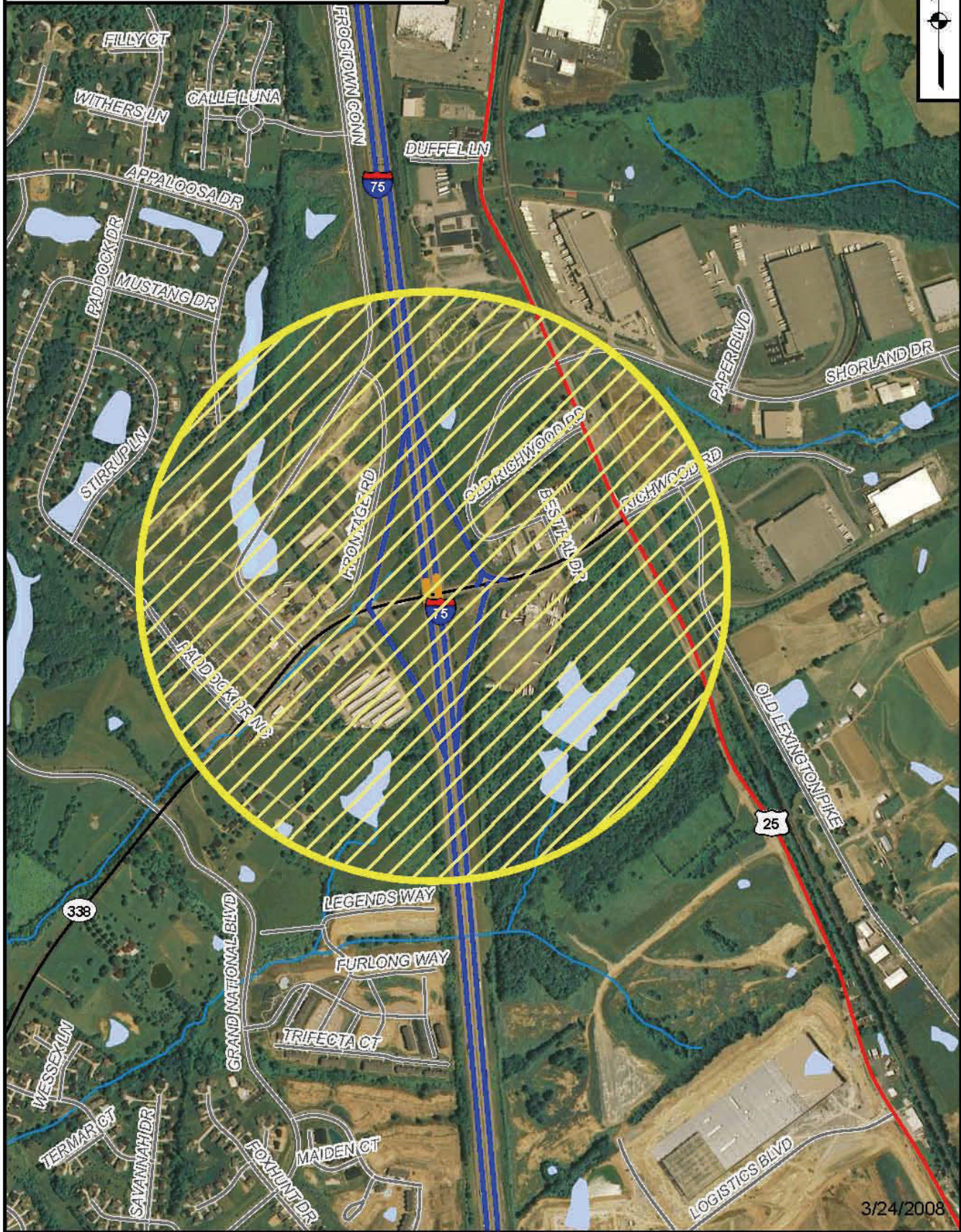
1. Relative experience of Consultant personnel assigned to project team with highway projects for KYTC and/or for federal, local, or other state governmental agencies. (15 points)
2. Capacity to comply with project schedule. (15 points)
3. Past record of performance on project of similar type and complexity. (15 points)
4. Project approach and proposed procedures to accomplish the services for the project. (15 points)
5. DBE Participation Plan (4 points)
6. Consultant's offices where work is to be performed. (2 points)

For state-funded projects, if a Selection Committee vote results in a tie between two (2) firms, one (1) of which will perform more of the work tasks in Kentucky than the other, then the former firm shall be ranked one (1) place ahead of the latter.

SELECTION COMMITTEE MEMBERS

1. John Eckler, PE, User Division
2. Jim Simpson, PE, User Division
3. Deanne Miller, PE, Secretary's Pool
4. Joe Plunk, PE, Secretary's Pool
5. David Atwell, PE, Governor's Pool

6-18.00 Project Limits



3/24/2008

