

A REQUEST FOR PROPOSAL FOR PERSONAL SERVICES CONTRACT

Department of Highways
Professional Services Procurement Bulletin 2013-09
Warren/US 231/3-8702.00

This document constitutes a Request for Proposals for Personal Service Contract from qualified individuals and organizations to furnish those services as described herein for the Commonwealth of Kentucky, Department of Highways.

I. PROJECT DESCRIPTION

County - Warren

Route – US 231 (Scottsville Road)

Item No. 3-8702.00

Project Description – Widen and expand US 231 (Scottsville Road) from KY 884 (Three Springs Road) (M.P. 9.455) to KY 880 (Lovers Lane) (M.P. 10.453).

II. PROJECT INFORMATION

Project Manager – Deneatra Henderson, P.E. (Planning) & Jon Whitaker, P.E. (Traffic)

User Division – Planning and Traffic

Approximate Fee - \$200,000 Scoping and Traffic Operations Study (Lump Sum Fee)

Project Funding - State Funds (SPP)

Project Length – 1.0 mile

III. PURPOSE AND NEED

The Scottsville Road corridor is a four-lane facility which is designated as US 231 from the interchange with I-65 northward to the intersection with KY 880 (Campbell Lane/Lovers Lane) and is designated as US 231 Business from the intersection with KY 880 (Campbell Lane/Lovers Lane) to the intersection with US 31W. Both segments of Scottsville Road are part of the Kentucky Primary Highway Network.

Accommodating traffic volumes in excess of 34,000 vehicles per day, the US 231 section of Scottsville Road is functionally classified as an “urban principal arterial”, while US 231 Business is classified as an “urban minor arterial” which carries 33,500 vehicles per day.

Originally designed as a rural highway connection from Bowling Green to the interchange with I-65, three decades of commercial growth along Scottsville Road have transformed this facility into an urban street. Currently, Scottsville Road provides access to regional employment and educational and healthcare resources located along the corridor as well as a connection from I-65 into downtown Bowling Green and to the campus of Western Kentucky University. The nature of the commercial activities and visitor amenities along Scottsville Road creates even higher levels of congestion especially on the weekends or during special events.

In regards to other transportation modes, the GO BG Transit system utilizes the Scottsville Road corridor for one of its most heavily utilized routes. Unfortunately, though the function of the entire corridor has evolved into an urban street, no sidewalks exist along the corridor within the project limits.

A major portion of the Scottsville Road corridor is flanked by frontage roads which provide access to adjacent commercial developments. The interaction of traffic from these frontage roads with cross streets at intersections with Scottsville Road creates conflicts which precipitate the inefficient and less-than-optimum safe movement of traffic.

Along the entirety of the Scottsville Road corridor, vehicle crash rates are the highest of any of the roadways within the district.

The *purpose of this project* is to improve the safety and the capacity of Scottsville Road and to provide reasonable access along this vital corridor.

The *purpose of this planning study* is to determine possible improvement alternatives for the Scottsville Road corridor.

IV. DBE REQUIREMENT

None

V. SCOPE OF WORK

The selected consultant will be required to provide engineering services for the completion of a scoping study of various traffic operations and construction possibilities to enhance safety and improve capacity along the corridor. Activities include but may not be limited to an inventory of existing conditions; proposing and analyzing construction alternatives including but not limited to spot improvements, corridor-wide alternatives, and pedestrian accessibility enhancements; and writing a technical report to document the study process and results.

The initial contract will be for a Scoping Study to better define the preliminary engineering alternatives and cost estimates. The project may be advanced to Preliminary Engineering and Final Roadway Design with contract modifications.

VI. SPECIAL INSTRUCTIONS

The selected Consultant must have the availability of and experience with state-of-the-art simulation modeling software such as the preferred software, TransModeler or VISSIM. Responding firms should be aware that an existing TransCad macro model of Warren County is maintained by the Division of Planning. Responding firms should indicate past experience with traffic microsimulation.

There are six (6) signal-controlled intersections within the project limits, all of which are on a coordinated traffic signal system for the corridor. The selected Consultant must have the availability of and experience with signal timing software used to perform capacity analysis and

optimization for signalized intersections such as the preferred software, ~~Syncre~~CORSIM. Responding firms should indicate past experience with signal analysis and optimization.

The Department may retain any of the services advertised here to be performed by in-house state forces.

Instructions for Response to Announcement can be found at:

<http://transportation.ky.gov/Professional-Services/Pages/Respond-to-an-Announcement.aspx>

VII. AVAILABLE STUDIES

US 231/I-65 Interchange Study (adjacent to and partially overlapping project limits), March 2007
<http://transportation.ky.gov/Planning/Planning%20Studies%20and%20Reports/Scottsville%20Road-US%20231-%20I-65%20Interchange%20Study%20Complete.pdf>

VIII. METHOD OF DESIGN

The selected consultant shall utilize the current CADD Standards for Highway Plans Policy in the development of the highway plans.

IX. ENVIRONMENTAL

The Department will provide any necessary Environmental Services.

X. PHOTOGRAMMETRIC SERVICES

The Consultant is responsible for obtaining aerials or equivalent for meeting exhibits. The consultant will be responsible for any necessary surveying to aid in the analysis of alternatives.

XI. STRUCTURE DESIGN

If required in Preliminary Engineering, the Department will provide any necessary Structure Design.

XII. PLANNING

The Consultant will provide traffic counts, turning movement counts, and traffic projections and related information for the project. The Department is conducting intersection counts along this corridor in March 2013; therefore, the level of effort for additional tube and intersection counts by the Consultant will be determined at the Pre-design Conference.

The Consultant will provide Traffic Demand and Simulation Modeling.

XIII. GEOTECHNICAL SERVICES

If required in Preliminary Engineering, the Department will provide any necessary Geotechnical Services.

XIV. UTILITY DESIGN

If advanced to Preliminary Engineering with a contract modification, the Selected Consultant will assist the Department with Utility Coordination and Plans.

The Selected Consultant will provide Subsurface Utility Engineering (SUE) work to field-locate utilities as needed. Horizontal and vertical location of existing utilities shown on Final Roadway Design plans shall be adjusted by the consultant as necessary to reflect actual SUE results.

XV. PREQUALIFICATION REQUIREMENTS

To respond to this project, the consultant project team must be prequalified in the following areas by the date of this advertisement.

ROADWAY DESIGN

- Urban Roadway Design
- Advanced Traffic Engineering Design and Modeling
- Surveying

TRANSPORTATION PLANNING/CORRIDOR PLANNING

- Transportation Corridor Systems Planning
- Traffic Data Collection
- Travel Demand and Simulation Modeling
- Traffic Forecasting
- Pedestrian and Bicycle Facility Planning and Design

XVI. PROCUREMENT SCHEDULE

Dates other than Response Date are tentative and provided for information only.

RESPONSE DATE • April 10, 2013, 4:30 p.m. E.S.T. (Frankfort time)

FIRST SELECTION COMMITTEE • April 16, 2013

SECOND SELECTION COMMITTEE • May 1, 2013

PRE-DESIGN CONFERENCE • May 8, 2013

TENTATIVE DEADLINE FOR CONSULTANT FEE PROPOSAL • May 17, 2013

CONTRACT NEGOTIATIONS • May 31, 2013

NOTICE TO PROCEED • July 1, 2013

XVII. PROJECT SCHEDULE

EXISTING CONDITIONS • August 30, 2013

FIRST ALTERNATIVES REVIEW • December 13, 2013

FINAL ALTERNATIVES REVIEW • January 30, 2014

SUBMIT FINAL STUDY • March 14, 2014

XVIII. EVALUATION FACTORS

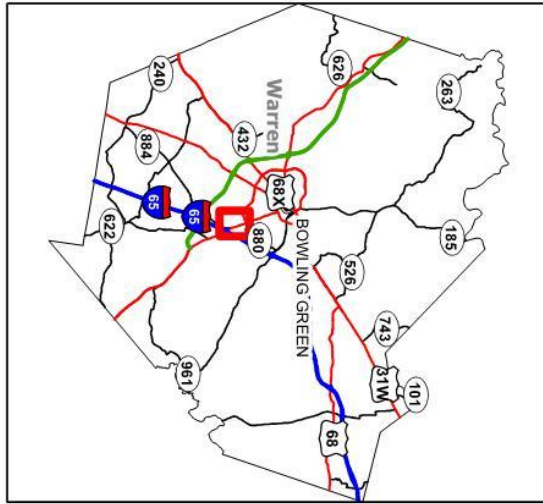
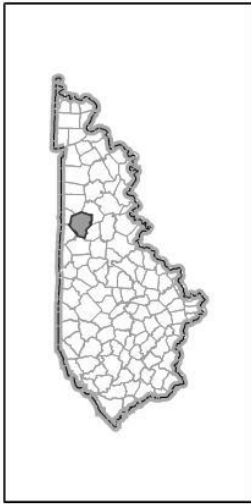
Consultants will be evaluated by the selection committee based on the following, weighted factors:


1. Relative experience of consultant personnel assigned to project team with highway project for KYTC and/or federal, local or other state governmental agencies. (10 Points)
2. Capacity to comply with project schedule. (10 Points)
3. Past record of performance on projects similar in type and complexity. (10 Points)
4. Project approach and proposed procedures to accomplish the services for the project. (10 Points)
5. 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.

XIX. SELECTION COMMITTEE MEMBERS

1. Deneatra Henderson, P.E., User Division
2. Mikael Pelfrey, P.E., User Division
3. Sam Hale, P.E., Secretary's Pool
4. John Moore, P.E., Secretary's Pool
5. Brad Rister, P.E., Governor's Pool




**3-8702.00 Warren County
 Planning Study
 for US-231**
 Date: 2/28/2013

