

A REQUEST FOR PROPOSAL FOR PROFESSIONAL SERVICES CONTRACT

Department of Highways
Professional Services Procurement Bulletin 2017-01
Brent Spence Strategic Corridor Study | 6-431

This document constitutes a Request for Proposals for a Professional 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

Study all major highway corridor options to relieve traffic in the Brent Spence bridge corridor, (includes in-depth look at Eastern Bypass of greater Cincinnati), as well as possible traffic management improvements at the existing Brent Spence crossing.

II. PROJECT INFORMATION

Counties – Boone, Kenton, Campbell
Project Manager – Amanda Ratliff Spencer, P.E.
District 6 Liaison – Stacey Hans
Division of Planning Liaison – John Moore, P.E.
User Division – State Highway Engineer's Office
Approximate Fee – \$1,900,000 Lump Sum
Project Funding – Federal (NH funds)

III. PURPOSE AND NEED OF CONTRACT

I-75 within the Greater Cincinnati/Northern Kentucky region is a major thoroughfare for local and regional mobility. Locally, it connects to I-71, I-74 and US Route 50. The Brent Spence Bridge provides an interstate connection over the Ohio River and carries both I-71 and I-75 traffic. The bridge also facilitates local travel by providing access to downtown Cincinnati, Ohio and Covington, Kentucky. Safety, congestion and geometric problems exist on the structure and its approaches. The Brent Spence Bridge, which opened to traffic in 1963, was designed to carry 80,000 vehicles per day. Currently, approximately 160,000 vehicles per day use the Brent Spence Bridge and traffic volumes are projected to increase to approximately 233,000 vehicles per day in 2035. The I-75 corridor within the Greater Cincinnati/Northern Kentucky region is experiencing problems which threaten the overall efficiency and flexibility of this vital trade corridor.

The purpose of this Strategic Corridor Study is to review and verify previous analysis and recommendations to date. Additional potential solutions (not previously studied or not studied in adequate detail) will be explored, including traffic management strategies and the Eastern bypass of greater Cincinnati. Three to four viable alternatives will be studied in greater detail to determine potential benefits, impacts, and cost.

IV. DBE REQUIREMENT

The Consultant team shall include a DBE Participation Plan with their Response to Announcement. The plan needs to demonstrate how DBE companies will be mentored or used to assist in the area(s) pertaining to this contract. An additional page will be allowed in the Project Approach to demonstrate this plan. A maximum of 8 points will be considered in the Evaluation Factors for the DBE Participation Plan.

V. SCOPE OF WORK

The selected Consultant shall be responsible for assisting the Department in the development and delivery of the Brent Spence Strategic Corridor Study, including:

- Draft problem statement and project goals.
- Collect, summarize and verify existing data and findings from previous studies and highway projects.
- Develop purpose and need statement.
- Review and update Brent Spence Bridge cost estimate.
- Gather data to identify possible solutions not previously studied or not studied in adequate detail, including the Eastern Bypass of Greater Cincinnati. Study in greater detail three to four viable alternatives (does not include no-build) and traffic management strategies.
- Provide cost estimates for all viable alternatives; the cost estimate for any off alignment alternate should also include a cost estimate for necessary traffic relief improvements along the Brent Spence Bridge Corridor.
- Identify engineering, operational, constructability and environmental constraints for all viable alternatives.
- Create a red flag summary by mapping environmental resources, geotechnical, utilities, drainage, flood plain, and R.O.W.
- Provide traffic for the existing, future no build, and all future build scenarios.
- Utilize probe data to gather origin/destination information on interstate routes to determine traffic patterns in the region and anticipated use of new roadway.
- Prepare for and lead project team meetings and, as needed, stakeholder meetings.
- Prepare a draft and final *Feasible Alternatives Report*.

The Consultant may be asked to assist in preparation of traffic modeling studies. This may include traffic data collection, travel demand and simulation modeling, and traffic forecasting. The Consultant shall be required to demonstrate experience with travel demand modeling and traffic forecasting. The studies will be used to support design and environmental efforts. Revenue studies are not required with this contract.

VI. SPECIAL INSTRUCTIONS

Instructions for Response to Announcement can be found at:

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

KYTC will allow the following modifications to the standard response format for response to this project advertisement only.

- KYTC will allow for font smaller than 10 point throughout but all text must remain legible

- Page 3: Project Team Organizational Chart and Page 5: Available Team Workload Capacity, KYTC will allow for 11" x 17" pages to be used and to count as two pages
- 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); again 11" x 17" pages will count as 2 pages
- 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 10 pages total (A-J). As standard procedure, the DBE Participation Plan should also be included in this portion of the response

VII. AVAILABLE STUDIES

<http://www.brentspencebridgecorridor.com/>

VIII. INTERVIEW

The selection committee will shortlist three (3) proposers who submit a responsive proposal to participate in an oral interview. All responding firms should be prepared to present a short presentation and respond to questions. The oral interview will last no more than 60 minutes. Each Proposer will be allowed a 15 - 30 minute presentation followed by 15 - 30 minute question and answer session. The presentation shall not be used to fill in missing or incomplete information in the written proposal. KYTC will ask the Proposers specific questions relative to their proposal. Follow-up questions from KYTC will be permitted. The oral interview will not be scored separately. The interview is used solely for KYTC to seek clarification of the Proposer's proposal. Proposers will not be permitted to ask questions of KYTC.

Persons with a disability may request a reasonable accommodation such as a sign language interpreter. Request for accommodations must be made one week in advance of the meeting, to allow time to arrange the accommodation.

Each firm shall be required to bring the Consultant's Project Manager and up to five other individuals to the interview.

Members of the KYTC's Selection Committee will attend each oral interview. Additional subject matter experts and District and Planning Liaisons may also attend the interviews. Elected officials will not be permitted to attend. KYTC will terminate the interview promptly at the end of the allocated time.

KYTC may audio tape, videotape and/or use a court reporter to document the oral interviews. All interviews will be held at the Kentucky Transportation Building at 200 Mero Street, Frankfort, Kentucky.

IX. PREQUALIFICATION REQUIREMENTS

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

[Transportation Planning](#)

- Planning Services
- Transportation Corridor & Systems Planning

- Traffic Data Collection
- Traffic Demand and Simulation Modeling
- Traffic Forecasting

Roadway Design

- Rural Roadway Design
- Urban Roadway Design

Traffic Engineering

- Traffic Engineering Services
- Electrical Engineering Services for Traffic Signals
- Electrical Engineering Services for Roadway Lighting

Environmental and UST Services

- Hazmat Preliminary Site Assessment (Phase 1)
- UST Preliminary Site Assessment

Environmental Aquatic Terrestrial Ecosystem Analysis

- Fisheries
- Macro invertebrates
- Water Quality
- Botany
- Zoology
- Wetlands

Environmental Archaeology and Other Services

- Prehistoric Archaeology
- Historic Archaeology
- Highway Noise
- Air Quality Analysis
- Socioeconomic Analysis
- Cultural Historic Analysis
- EIS Writing and Coordination

X. PROCUREMENT SCHEDULE

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

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|--------------------------------------|-------------------------|
| • Advertisement Date | July 12, 2016 4:30pm ET |
| • Response Date | August 3, 2016 |
| • First Selection Committee Meeting | August 5, 2016 |
| • Second Selection Committee Meeting | August 19, 2016 |
| • Consultant Interviews | August 22, 2016 |
| • Final Selection Committee Meeting | August 22, 2016 |
| • Contract Scoping Conference | August 25, 2016 |
| • Fee Proposal Due | September 1, 2016 |
| • Contract Negotiations | September 9, 2016 |
| • Notice to Proceed | September 23, 2016 |

XI. DRAFT PROJECT SCHEDULE

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| • Notice to Proceed | September 23, 2016 |
| • Present a Summary of Previous Studies | October 15, 2016 |
| • Present Updated Brent Spence Bridge Costs | November 1, 2016 |
| • Present All Potential Improvement Options | November 15, 2016 |
| • High-Level Evaluation of All Options, 3 to 4 to Advance | November 15, 2016 |
| • Present Potential Traffic Management Strategies | December 1, 2016 |
| • Present Draft Traffic Projections and Costs | February 15, 2017 |
| • Present Draft Evaluation of Alternates (All Metrics) | March 15, 2017 |
| • Present Draft Project Team Findings | June 15, 2017 |
| • Present Polished Summary of Findings | August 1, 2017 |
| • Present Draft Report | September 1, 2017 |
| • Present Final Report | September 30, 2017 |

XII. EVALUATION FACTORS

1. Relative experience of consultant personnel assigned to the project team with highway projects of a similar nature for KYTC, and/or other federal, local or state governmental transportation agencies. (20 points)
2. Organizational structure of team and approach of team to managing the development of the project. (10 points)
3. Past record of performance on projects of similar type and complexity. (20 points)
4. Project approach and proposed procedures to accomplish the services for this project on schedule. Approach needs to demonstrate strong understanding of the project. (25 points)
5. Capacity and availability of team members over the life of the contract. (15 points)
6. DBE Participation Plan (8 points)
7. Consultant's offices where work is to be performed. (2 points)

XIII. SELECTION COMMITTEE MEMBERS

1. Amanda Ratliff Spencer, P.E., User Division
2. John Moore, P.E., User Division
3. Kevin Rust, P.E., Secretary's Pool
4. Travis Thompson, P.E., Secretary's Pool
5. Cole Mitcham, P.E., Governor's Pool

XIV. PROJECT MAP

