

Questions and Corrections
2018-03

9/13/17

[2018-03 – Fayette | 7-8902 | KY 1927](#)

QUESTION: We would like to respectfully request consideration of an extra page for resumes and an extra page for project descriptions.

ANSWER: In the Consultant's Response to Announcement, the KYTC will allow an additional page for Page 4: Relative Experience of Key Project Team Members and an additional page for Page 6: Relative Experience of Proposed Team. Please see [VI. Special Instructions](#) of the revised RFP for more details.

9/19/17

[2018-03 – Jefferson | 5-549 | I-265/I-64](#)

QUESTION: The prequalification required for the subject submittal for Environmental and UST Services includes "UST Leak Detection/Monitoring". This prequalification is not needed for a Phase I design project and significantly limits the number of firms that can potentially participate. Considering this, can you remove this one item from the list of Prequalification Requirements?

ANSWER: The Cabinet has reviewed the prequalification services and agrees to remove the requirement for UST Leak Detection/Monitoring. Please see [XVI. Prequalification Requirements](#) of the revised RFP for more details.

[2018-03 – Statewide Scour Assessment and Cross Sections](#)

QUESTION: The anticipated contract fee, scope, and schedule don't appear to line up in expectations. Can you please verify that KYTC is wanting 400-500 scour assessments/analyses and 80-210 cross sections for \$220,000-\$250,000 with a 28-day schedule per bridge from start to finish? This equates to about \$400 a bridge.

ANSWER: The anticipated level of effort is appropriate. After any necessary travel and traffic control, a cross section usually requires us about 10 minutes per span and a scour assessment takes about 20 minutes per bridge. Even less experienced consultants should be able to realize some efficiencies throughout the contract and complete these tasks within reasonable times.

QUESTION: Are the assessments to be done from scratch or are they updates of existing assessments?

ANSWER: They will be new assessments following a step-by-step guide that is in our Procedures Manual, based on current information in BrM and online geotechnical reports on Structural Design's website.

QUESTION: Are the assessments that KYTC envisions a Level 1, Level 2, or Level 3 (per FHWA)?
ANSWER: They will be a Level 1 analysis and if required could turn into a Level 2 or Level 3 analysis.

9/27/17

2018-03 – Statewide Scour Assessment and Cross Sections

QUESTION: Does KYTC expect and desire the consultant team to have the ability to perform the necessary underwater inspection/sounding work as part of this contract, or will the underwater work deemed necessary be coordinated with KYTC and the work perform in close coordination with a consultant holding the SW underwater inspection contracts?

ANSWER: Structures for scour assessments on these lists should not have a required Underwater Inspection (taken care of by the Underwater RFP). If there was an oversight in making this list, those structures will be removed and taken care of by the Underwater RFP. The cross sections do have an overlap with the Underwater RFP, but cross sections on these structures will only be done on the parts of the structure that aren't covered by the Underwater RFP (abutment to first pier in the water on both sides of the bridge). The only underwater services that the consultant needs to show in the proposal are the ones needed for a regular routine inspection.

Any underwater assessments or soundings that might occur will be done like a normal NBIS routine inspection. Most of the Level 1 scour assessments can be completed from the office by looking at previous routine inspections in BrM (reports, pictures, online geotechnical reports, etc) on the computer. Only special circumstances (no pictures or lack of documentation in the routine inspection) would require a field visit.

QUESTION: Under section VI. Structures to be Inspected, the last sentence states “The Consultant shall separate the costs of each underwater bridge inspection and include the bridge identification number for all bridges for each fiscal year”.

ANSWER: This sentence has been changed to state "The Consultant shall separate the costs of each scour assessment and cross section and include the bridge identification number for all bridges." Please see VI. Structures to be Inspected for more details.

2018-03 – Jefferson | 5-549 | I-265/I-64

QUESTION: The prequalifications required still includes two categories of UST related services that would normally come much later in the project development process: “UST Tank Removal/Disposal” and “UST Site Remediation Services.” These prequalifications are typically not necessary for a Phase I design project. Can you consider removing these items from the list of Prequalification Requirements?

ANSWER: The Cabinet has reviewed the prequalification services and agrees to remove the requirements for UST Tank Removal/Disposal and UST Site Remediation Services. Please see XVI. Prequalification Requirements of the revised RFP for more details.