

A REQUEST FOR PROPOSAL FOR PROFESSIONAL SERVICES CONTRACT

Department of Highways
Professional Services Procurement Bulletin 2019-09
Christian | 2-385 | KY-115

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

County - Christian
Route - KY-115
Item No. - 02-00385.00
Project Description - US 41 to KY 115 connector near Pembroke, KY South to I-24 in Christian County for Commerce Industrial Park Economic Development Opportunities

II. PROJECT INFORMATION

Project Manager - George B. Phelps III, P.E.
User Division - Highway Design
Approximate Fee - \$500,000 Preliminary Engineering & Environmental Services (Lump Sum)
Project Funding - State Construction High Priority Project Funds (SPP)
Project Length - Approximately 9 miles

III. PURPOSE AND NEED

The purpose of this project is to improve safety and mobility of traffic, especially freight traffic, to and from I-24 and Commerce Park.

In recent years Christian County and Hopkinsville have been successful in recruiting new industries to the Hopkinsville Industrial Park and the newly expanded Commerce Park, both on US-41 (Pembroke road) northwest of Pembroke. According to 2016 data from the Kentucky Cabinet for Economic Development, larger industries in the Commerce Park include Martinrea, T. RAD North America, Continental Mills Inc., and PTC Seamless Tube Corporations, for a combined total of over 1,500 employees. Currently, the Commerce Park has 10 or more active industrial facilities and 766 acres available for industrial expansion. *The Hopkinsville – Christian County Comprehensive Plan (HCCCP) Draft Land Use Element* identifies the Pembroke industrial area as “accounting for a large percentage of (Hopkinsville’s) industrial land,” and calls for expanded industrial growth in the Pembroke area.

The need for the project is based on the following existing conditions and future plans:

1. Commerce Park is Expanding.
2. KY-115 is a narrow, two-lane road assigned truck weight classification "A," 44,000 pounds maximum allowable gross weight, on the Kentucky Highway Freight Network. KY-115 connects I-24 and US-41, both of which are classified "AAA," 80,000 pounds maximum. Consequently, KY-115 experiences a high volume of heavy truck traffic it is not designed to accommodate.
3. The US-41/KY-115 intersection in Pembroke is skewed and has substandard turning radii, especially for large vehicles.
4. During off-peak times with no train disruptions, the average field-measured travel time for the most direct connection from Commerce Park to I-24 (Exit 89 at KY-115) is 12.7 minutes. The Christian County Travel Demand Model study corridor travel time is similar at 11.9 minutes. However, day-to-day predictability of travel time in the study corridor is inconsistent due to large farm equipment, semi-tractor trailers carrying agriculture products, school buses, slow moving Amish buggies, and limited passing opportunities result in lower travel speeds, platooning.
5. CSX operated a railyard south of the Commerce Park until it was abruptly closed in May 2017. Prior to closure, the at-grade railroad crossing on KY-115 posed geometric challenges and travel time delays. In an observed 48-hour period, 51 trains crossed KY-115, blocking traffic from 1:51 to 15:23 minutes in peak hours. The average disruption was 3:43 minutes per train, with the maximum disruption lasting nearly 38 minutes (off-peak hours).
6. KY-115 Bridge over Montgomery Branch (MP 9.910) is narrow, functionally obsolete, and a high-crash location.

IV. DBE REQUIREMENT

None

V. SCOPE OF WORK

The selected Consultant will be required to provide engineering services to perform Preliminary Engineering and Environmental Analysis. Preliminary Engineering includes preliminary line and grade plans, traffic engineering analysis as per Design Memo 03-11, preliminary drainage and preliminary structure design, cost estimates, and gathering any necessary survey for the project area.

The selected Consultant may be required to provide Final Roadway Design, which may be added to the contract agreement by a contract modification when Preliminary Engineering and Environmental Analysis is complete. Final Roadway Design includes, at a minimum, preparation of joint inspection plans, drainage design, Preliminary, Advanced, and Final drainage folders, right-of-way plans, construction plans and post construction Best Management Practices (BMP), signing and pavement marking plans, traffic control plans, final cost estimates, and an anticipated construction schedule. Signal plans may also be required.

VI. SPECIAL INSTRUCTIONS

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

Instructions for Response to Announcement can be found at:

<https://transportation.ky.gov/ProfessionalServices/Pages/Respond-to-an-Announcement.aspx>

VII. AVAILABLE STUDIES

[Pembroke Corridor Study - Item 2-381 | Christian County](#)

A FEMA Flood Map can be accessed here: <https://msc.fema.gov/portal>

VIII. METHOD OF DESIGN

The selected Consultant shall utilize the most recent CADD Standards for Highway Plans Policy in the development of the highway plans.

IX. ENVIRONMENTAL SERVICES

Any necessary Environmental Services will be provided by the Consultant. The anticipated environmental document will be a Categorical Exclusion Level 1. Prequalification of various Environmental Services are required to be identified in the Consultant's Response to Announcement.

X. PHOTOGRAMMETRIC SERVICES

The Department will provide LiDAR digital mapping and will furnish manuscripts on computer disks in DGN format. The selected Consultant shall supplement this information with conventional surveying as needed.

XI. STRUCTURE DESIGN

The Department is expected to provide any necessary Structure Design required for the project.

XII. GEOTECHNICAL SERVICES

The Department is expected to provide all Geotechnical Services required for the project.

XIII. TRAFFIC ENGINEERING

The Department will provide all traffic projections and related information.

XIV. UTILITIES

The selected Consultant shall locate all existing utilities and locate them on the plans provided to the Department. The Department will provide a preliminary utility contact list, provide all utility cost estimates, as well as coordinate utility plans and relocations. The selected Consultant shall be responsible for verifying utilities involved, a level B locate, and including the locations, size and type of utility on the plans.

XV. PREQUALIFICATION REQUIREMENTS

To respond to this project the Consultant must be prequalified in the following areas by the response due date of this advertisement:

ROADWAY DESIGN

- Rural Roadway Design
- Urban Roadway Design
- Surveying

ENVIRONMENTAL AQUATIC AND TERRESTRIAL ECOSYSTEMS

- Fisheries
- Macroinvertebrates
- Water Quality
- Botany
- Zoology
- Wetlands

ENVIRONMENTAL ARCHAEOLOGY AND OTHER SERVICES

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

ENVIRONMENTAL AND UST SERVICES

- UST & Hazmat Preliminary Site Assessment (Phase I) **or**
 - Hazmat Preliminary Site Assessment (Phase I) **and**
 - UST Preliminary Site Assessment

STRUCTURAL DESIGN (please see note below)

- *Spans under 500 feet*

GEOTECHNICAL SERVICES (please see note below)

- *Drilling Services*
- *Engineering Services*
- *Laboratory Testing Services*

[RIGHT OF WAY SERVICES](#) (please see note below)

- Acquisition Services
- Relocation Services

[UTILITY DESIGN SERVICES](#) (please see note below)

- Communication
- Electrical Level 1
- Electrical Level 2
- Gas Level 1
- Gas Level 2
- Water & Sewer Level 1
- Water & Sewer Level 2
- Petroleum
- Utility Preconstruction Coordination
- Utility Construction Inspection

Note – Structures, geotechnical, right of way, and/or utility design prequalifications are not required with the initial proposal as it is uncertain to the extent practicable if they are necessary. Should any of these services become necessary during the delivery of the project, the selected Consultant team must obtain the required qualifications before providing those services.

XVI. PROCUREMENT SCHEDULE

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

- Advertisement Date – March 12, 2019
- Response Date – April 3, 2019 by 4:30pm ET (Frankfort Time)
- First Selection Meeting – April 8, 2019
- Final Selection Meeting – April 24, 2019
- Pre-Design Conference – May 1, 2019
- Fee Proposal – May 10, 2019
- Contract Negotiations – May 22, 2019
- Notice to Proceed – June 20, 2019

XVII. PROJECT SCHEDULE

- Preliminary Line & Grade – January 1, 2020
- Preliminary Right-of-Way and Utility Plans – March 1, 2020
- Public Meeting – May 1, 2020

XVIII. EVALUATION FACTORS

1. Project approach and proposed procedures to accomplish the services for the project. (20 Points)
2. Relative experience of consultant personnel assigned to project team with highway project for KYTC and/or federal, local or other state governmental agencies. (15 Points)
3. Past record of performance on projects similar in type and complexity. (15 Points)

4. Capacity to comply with project schedule. (10 Points)
5. Knowledge of the locality and familiarity of the general geographic area. (2 Points)

XIX. SELECTION COMMITTEE MEMBERS

1. George B. Phelps III, P.E., User Division
2. Kevin Martin, P.E., User Division
3. Craig Caudill, P.E., Secretary's Pool
4. Wendy Southworth, P.E., Secretary's Pool
5. Brad Rister, P.E., Governor's Pool

XX. AREA MAP

