REQUEST FOR PROPOSAL
FOR
PROFESSIONAL SERVICES CONTRACT

Department of Highways
Professional Services Procurement Bulletin 2026-10
Statewide | 99-292 | Daniel Boone National Forest

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 -	Statewide
Route -	Various
Item No. -	99-292.00
Project Description -	Daniel Boone National Forest resilience planning study of public roadways and emergency evacuation routes.

II. PROJECT INFORMATION

Project Manager -	Darren Back, P.E.
User Division -	Planning
Approximate Fee -	$550,000 Planning (Lump Sum)
Project Funding -	Federal PROTECT Funding

III. PURPOSE AND NEED

The purpose of this project is to improve the resiliency of the transportation network associated with the Daniel Boone National Forest (DBNF) and the surrounding area. This study will identify key routes used for access, emergency response, and evacuation, to evaluate how those routes perform during natural hazard events and identify where the system is most vulnerable.

Roadways in and around the DBNF are frequently impacted by flooding, landslides, and other weather-related events. When these routes are compromised, it can limit access for emergency services, restrict evacuation options, and affect access to recreation areas, private properties, utilities, and other critical locations.

Many of these roads serve as the only or primary access to certain areas, including remote recreation sites and rural communities. In some cases, alternate routes are limited or not available, which increases the risk during emergency situations. Disruptions to these routes can isolate users, delay response times, and create safety concerns for both the public and emergency personnel.

The need for this project is to better understand where the transportation system is most

vulnerable and to identify practical improvements that can strengthen reliability and access. The study will result in a prioritized list of resiliency improvements to help guide future planning and investment decisions.

IV. SCOPE OF WORK

The selected Consultant will perform a transportation resiliency planning study focused on the roadway network associated with the Daniel Boone National Forest (DBNF) and surrounding area. The study will identify critical transportation routes, evaluate vulnerabilities to natural hazards, and develop a prioritized set of resiliency improvements to support reliable access, emergency response, and evacuation.

The study will focus primarily on National Forest System roads classified as Maintenance Level 2 through 5, as well as key connecting state and local routes that provide access to and through the DBNF. The Consultant will utilize available data provided by KYTC and the Forest Service and supplement that information as needed to complete the analysis.

The tasks listed below are intended to represent a logical progression of the study, however, some tasks may occur simultaneously or iteratively as needed.

Task 1 – Project Management and Coordination

The Consultant shall coordinate with KYTC, the Daniel Boone National Forest, and other stakeholders as needed throughout the study. This includes regular project updates, coordination meetings, and management of the project schedule and deliverables.

Task 2 – Data Collection and Existing Conditions

The Consultant shall review and compile available data to support the analysis. This may include:

- Forest Service road inventory data
- Road maintenance level classifications
- Culvert and stream crossing inventories
- KACT (Kentucky Aquatic Connectivity Team) Culvert Prioritization Study
- KYTC transportation data
- Floodplain and hazard datasets
- Existing transportation or resiliency studies

The Consultant shall organize and evaluate this information and identify any gaps where additional data or field review may be needed. Some available datasets may be outdated or incomplete and targeted field verification may be performed for priority routes or locations as needed to support the analysis.

Task 3 – Road System Prioritization

The Consultant shall develop an approach to identify and prioritize routes within the study area that are critical for access, emergency response, and evacuation.

This effort will focus on Maintenance Level 2 through 5 roads and consider factors such as:

- Access to recreation areas

- Access to emergency services
- Access to utilities and communication infrastructure
- Access to private in-holdings
- Connectivity to state and local roadways
- Importance for evacuation and disaster response

Task 4 – Vulnerability Assessment

The Consultant shall evaluate vulnerabilities along priority routes based on exposure to natural hazards. This includes consideration of:

- Flash flooding and riverine flooding
- Extreme precipitation events, including rainfall, ice, and snow
- Landslides and slope instability
- Sinkholes or karst features
- Wildfire
- Drought and extreme temperatures
- Other relevant hazards

The assessment shall consider roadway and drainage features such as culverts, bridges, flood-prone segments, and areas with recurring maintenance issues. The analysis may consider system redundancy and availability of alternate routes where applicable.

Task 5 – Planning-Level Environmental Screening

The Consultant shall perform a planning-level environmental review for priority locations identified during the vulnerability assessment. The purpose of this task is to identify environmental resources that may affect the feasibility of potential resiliency improvements.

This review may consider:

- Streams and wetlands
- Threatened and endangered species
- Cultural or historic resources
- Public lands and recreation areas

This effort is intended to identify potential environmental constraints and is not formal NEPA documentation.

Task 6 – Resiliency Action Plan

The Consultant shall develop a transportation resiliency action plan identifying potential improvements to strengthen the transportation network in and around the DBNF.

The transportation resiliency action plan should include a prioritized list of recommended improvements that may include:

- Improvements to roadway or drainage infrastructure
- Culvert replacement or upgrades
- Flood mitigation measures
- Landslide mitigation strategies

- Operational or maintenance-based solutions

For culverts and stream crossings, the Consultant shall apply the Southeast Aquatic Resources Partnership (SARP) protocol as a planning-level screening tool to support prioritization of potential improvements. This screening shall consider whether the crossing is located on a priority route, its vulnerability to natural hazards, and whether it may impact aquatic organism passage. The application of the SARP protocol is intended to support identification and prioritization of improvement needs and does not constitute detailed engineering analysis or design.

Conceptual-level project summaries may be developed for priority locations.

Task 7 – Stakeholder and Public Coordination

The Consultant shall conduct coordination with stakeholders and the public, as appropriate, to gather local knowledge related to vulnerabilities, hazard impacts, and access limitations within the study area.

Task 8 – Deliverables

Deliverables include:

- Transportation Resiliency Action Plan that includes the prioritized list of recommended improvements
- GIS data supporting the analysis
- Supporting technical documentation
- Disaster Response Guide
- Errata - List of errors in DBNF data identified during the course of the study.

Optional Phase 2 Services

At the discretion of the Department and based on available funding, the selected Consultant may be requested to perform additional services related to priority resiliency projects identified during Phase 1. These services may include additional planning, environmental studies, or preliminary engineering for selected improvements. These services may be added through Contract Modification.

V. 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

Consultants are required to follow the Commonwealth Office of Technology's Artificial Intelligence (AI) policy and affirmatively disclose any use of AI or Machine Learning undertaken as part of any awarded contract.

VI. AVAILABLE STUDIES

- Kentucky Transportation Cabinet Transportation Resilience Improvement Plan, Dec. 2025
- Red River Gorge Transportation Planning Study. Powell, Menifee and Wolfe Counties, KY. Final Report, July 2023
- Daniel Boone National Forest Land and Resource Management Plan
- 2024 Small Drainage Inspection Procedures Manual
- DBNF PROTECT Planning Grant Narrative
- Forest Service Handbook 7709.56
- Applicable Executive Orders such as, but not limited to, EO 11988 and EO 11990

VII. METHOD OF DESIGN

Deliverables shall be provided in commonly used, non-proprietary or widely accessible formats that do not require the DBNF to obtain specialized or additional software licenses to utilize the information.

VIII. ENVIRONMENTAL SERVICES

Any necessary Environmental Services may be provided by the Consultant. If needed, an Environmental Footprint and/or Environmental Overview Report with a red flag summary may be required in the final report. Environmental services necessary for the completion of Preliminary Engineering or Final Design may be added by contract modification at the appropriate time. At any time, if the Department has the capacity to provide these services, the Department may retain the advertised environmental services. Prequalification in the area of Environmental Services is not required to be identified in the Consultant's Response to Announcement.

IX. PHOTOGRAMMETRIC SERVICES

Statewide Elevation data and Aerial photography can be found at the following link KyFromAbove - Kentucky's Aerial Photography & Elevation Data Program. The Consultant shall be responsible for obtaining aerials or equivalent for display at meetings.

X. STRUCTURE DESIGN

Detailed Structure Design is not anticipated for the Planning Study. If the Department chooses to advance the project (or portions thereof), the project advances to Final Design, and if the selected Consultant is retained for Final Design services, the selected Consultant shall do the necessary engineering services to submit to the KYTC an Advanced Situation Folder(s) for the appropriate structure(s). The selected Consultant may be responsible for any necessary Structure Design services. Structure Design of the proposed structure(s) may be added as a Contract Modification. Prequalification in the area of Structure Design is not required to be identified in the Consultant's Response to Announcement.

XI. GEOTECHNICAL SERVICES

The selected Consultant may provide all Geotechnical Services required for the project. Preliminary Design contract may include preliminary geotechnical services to review available geological, mining, or other geotechnical information that could influence the selection of the preferred alternate. Geotechnical services necessary for the completion of Final Design may be added by contract modification at the appropriate time. At any time, if the Department has the capacity to provide these services, the Department may retain the advertised geotechnical services. Prequalification in the area of Geotechnical Services is not required to be identified in the Consultant's Response to Announcement.

XII. TRAFFIC ENGINEERING

KYTC or the DBNF will provide available existing traffic information.

XIII. UTILITIES

The selected Consultant will identify existing utility facilities within the project area and complete or contribute to a utility conflict matrix, documenting those that may be negatively impacted by the project. The Consultant shall document the following for each utility in the conflict matrix: type of utility, owner of utility, quantify the extent they may be impacted, potential impacts to project budget, potential impact to project schedule, confidence of utility location depicted, and recommendations for remedy.

XIV. PREQUALIFICATION REQUIREMENTS

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

TRANSPORTATION PLANNING

- Standard Transportation Planning Engineering

Environmental & UST Services (see note below)*

- *Hazmat Corrective Action**
- *Hazmat Site Investigation (Phase 2)**
- *UST & Hazmat Preliminary Site Assessment (Phase 1)**
- *UST Closure Assessment**
- *UST Corrective Action**
- *UST Site Investigation (Phase 2)**

Environmental Aquatic & Terrestrial Ecosystems Analysis (see note below)*

- *Botany**
- *Fisheries**
- *Freshwater Macroinvertebrates**
- *Terrestrial Zoology**
- *Water Quality**
- *Wetlands**

Environmental Archaeology & Other Services (see note below)*

- *Air Quality Analysis**
- *Cultural-Historic Analysis**
- *Environmental Document Writing & Coordination**
- *Highway Noise Analysis**
- *Historic Archaeology**
- *Prehistoric Archaeology**
- *Socio-Economic Analysis**
- *Stream & Wetland Mitigation**

Geotechnical Services (see note below)*

- *Standard Drilling**
- *Standard Geotechnical Engineering**
- *Standard Laboratory Testing**

Roadway Design (see note below)*

- *Rural Roadway Design**
- *Surveying**
- *Urban Roadway Design**

Structure Design (see note below)*

- *Spans Under 500 Feet**

** Note – These prequalifications are not required with the initial proposal as it is uncertain to the extent practicable if they are necessary. Should these services become necessary during the delivery of the project in this or future phases, the selected Consultant team must obtain the required qualifications before providing those services or bring on a prequalified subconsultant at that time.*

XV. PROCUREMENT SCHEDULE

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

- Advertisement Date: April 14, 2026
- Response Date: May 6, 2026 by 4:30 PM ET (Frankfort Time)
- First Selection Meeting: May 11, 2026
- Final Selection: May 27, 2026
- Pre-Design Conference: June 3, 2026
- Consultant Fee Proposal: June 12, 2026
- Contract Negotiations: June 24, 2026
- Notice to Proceed: July 15, 2026

XVI. PROJECT SCHEDULE

Draft Study Report – July 2028
Final Study Report – December 2028

XVII. EVALUATION FACTORS

Consultants will be evaluated by the selection committee based on the following weighted 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. The Consultant demonstrates a comprehensive understanding of safety strategies and the ability to generate meaningful ideas that can measurably enhance the safety of the completed project. This includes both the immediate effectiveness and the long-term safety impacts of the finished facility. (5 Points)

6. Knowledge of the locality and familiarity of the general geographic area. (2 Points)

XVIII. SELECTION COMMITTEE MEMBERS

1. Darren Back, P.E., User Division
2. Stephen DeWitte, P.E., User Division
3. Ben Coomes, P.E., Secretary's Pool
4. ~~Adam Ulrich, P.E~~. None, Secretary's Pool
5. Brian Wood, P.E., Governor's Pool