

# **A REQUEST FOR PROPOSAL FOR PROFESSIONAL SERVICES CONTRACT**

## **Department of Highways Professional Services Procurement Bulletin 2026-03 Statewide Traffic Engineering Services - District 7**

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**

This statewide contract is to provide necessary Traffic Engineering Services - District 7. Two (2) consultants will be selected to provide these services on an as-needed basis for two years.

### **II. PROJECT INFORMATION**

Project Manager -	Natalia McMillan, P.E.
User Division -	Traffic Operations - Highway District 7
Approximate Fee -	\$500,000 per contract (Upset Limit)
	Work will be assigned via Letter Agreement, not to exceed \$200,000
Project Funding -	State and Federal Funds
Contract Term -	Two Years

### **III. PURPOSE AND NEED**

Perform Traffic Engineering Services to assist the Highway District 7 Traffic Engineer in Anderson, Bourbon, Boyle, Clark, Fayette, Garrard, Jessamine, Madison, Mercer, Montgomery, Scott, and Woodford Counties.

The selected Consultants will collect and analyze data that will support traffic engineering decisions including but not limited to Traffic Counts, Delay Studies, Speed Studies, Collision Studies/Diagrams, Corridor and Intersection Safety and Operational Reviews (Spice and CapX), Emergency/ Railroad Preemption, Re-timing and optimization of Signal Systems, Pedestrian/Multimodal Studies, ADA and accessibility studies, Maxtime/Maxview/Kinetics conversions, and ATSPM set up and analysis on Maxview/Kinetics data Analytics, sign inventory and/or plans, and other required Traffic Engineering functions. The selected Consultant(s) will provide Traffic Engineering functions. The selected Consultant(s) will provide Traffic Engineering recommendations and Engineering Drawings based upon the results of those Studies. This may include management of electrical contractors that are under contract to the Transportation Cabinet for electrical devices (Traffic Signals and Systems, Flashing Beacons, and School Flashers and Pedestrian Crossings outside of Fayette County) operation and maintenance, installation of new electrical devices, changes to existing electrical devices, and review of data analytics. ATSPM active management for a select system for the period of this contract may be a task assignment.

#### **IV. DBE GOAL**

The Consultant team may include a DBE Participation Plan with their Response to Announcement to help the Department meet the 11.95% DBE goal established by FHWA. The plan would demonstrate how DBE companies will be mentored or used to assist in the area(s) pertaining to this contract. If included, an additional page will be allowed in the Project Approach (Section 7) to exhibit this plan. No additional points will be provided in the Evaluation Factors for the DBE Participation Plan.

#### **V. SCOPE OF WORK**

The selected Consultant must possess the expertise and capacity to be able to perform the Traffic Engineering tasks including but not limited to:

Maintain continuous coordination with the Highway District 7 Traffic Engineer to schedule activities related to this Contract. Prepare reports detailing activities, results, and compliance with expected completion time-frames.

Traffic Counts – In general, 12-hr, 96-hr, peak hour, and turning movement counts (may be manual counts, electronic counts, or tube counts).

Traffic Signal Timing, Coordination, Analysis, and Conversions- Review, analyze, and develop traffic signal timing plans. Conversion to maxtime/maxview with intelight 2070 software. Analyzation of data and matrix available from existing software to provide optimizations and guidance for future timing maintenance. There will be an emphasis on studying, developing, and implementing signal coordination timing for arterials and providing recommendations on intersection improvements such as signs, signal equipment, data observations, and striping. ATSPM data reviews. Field and remote adjustments will be vital to the final implementation of the signal timing in the controller. Time of day and time of year plans will be potential needs as applicable.

Intersection Studies – Intersection Studies will include a review of the overall effectiveness, operation, and safety of an intersection and recommended improvements or countermeasures as applicable. This should include operational and safety analysis and consider devices such as but not limited to signs, markings, electrical devices, innovative intersection designs, turn lanes, etc. Intersection Delay Studies may also be used to determine the total vehicle delay on a specific approach to an intersection. Intersection Delay is typically measured during the peak hour and includes the number of vehicles on the approach, the total vehicle delay (veh-hours), the maximum queue length for the approach, and the average delay per vehicle (seconds) on the approach.

Travel Time Studies – In general, the Travel Speed Studies will be for an arterial street. The study may involve multiple runs with all runs included in the study. The study may be performed with software developed by the Cabinet, using PDS and GPS units or a similar software approved by the District or Cabinet. Software shall be provided by the Cabinet unless it is a pilot software or approved equal. PDA and GPS units shall be provided by the Consultant. Studies will typically involve analysis collected.

Macro/Microsimulation – Develop a macro/microsimulation for an intersection or arterial. This will include data collection for development and calibration, design and analysis for the study. A macro

or microsimulation program accepted by The Division of Traffic Operations will be used. The latest version of software programs, such as, HCS7 and VISSIM shall be used. Any files created with Synchro shall be capable of saving and viewing in version 11 and the latest version. Files shall be calibrated to the study area and provided to the Department. A drawing or layout of the intersection(s)/arterial and intersection turn movements should be provided to the Department.

ATSPM (Automated Traffic Signal Performance Measures) – Setup, evaluate and review performance measures utilizing ATSPM data for corridors and intersections gathered from MAXTIME software, MaxVIEW, Kinetic, and/or any other traffic management system the Division of Traffic Operations uses to verify before and after studies when coordinated timing is implemented or updated. Some measures are built into the software suites, and some are generated manually.

ATMS (Advanced Traffic Management System) – Consultants may be required to access and utilize any ATMS system that the Cabinet has implemented. The Cabinet is currently using the MaxVIEW and Kinetic Signals ATMS to manage traffic signals, however the Cabinet is actively working toward replacing this system to Kinetic Mobility.

Survey/Drawing/Inventory – The task order will indicate the degree of sophistication desired. In most cases, a good sketch with rough distances will be adequate. Inventories will generally consist of equipment and support infrastructure. Inventories may also include inventory of pedestrian crossings and ADA compliant infrastructure.

Speed Studies – Speed Studies shall be conducted manually and in conformance with standard practice from the Traffic Control Devices Handbook or another acceptable traffic engineering reference. Speed Study data collected with tubes or other automated methods is unacceptable. Speed Study areas will be designated on a map with the number of required collection points per direction indicated. A standard reporting format (Excel spreadsheet) will be provided by the District Traffic Engineer. Based upon the studies performed as enumerated, prepare Engineering recommendations and drawings to accomplish the additions/changes that may result from those studies.

Pedestrian/Multimodal Studies - In general, Pedestrian/Cyclists counts will be used to determine potential needs for improvements to existing infrastructure, ADA compliance at existing crossing locations, and future needs for crossings. Studies will include but is not limited to traffic counts (as outlined above) along a corridor and/or at intersections, inventory of existing pedestrian/cycling facilities, collision history, and proposed solutions. Task order will indicate the degree of sophistication desired for proposed solutions. In most cases, a good sketch with measurements and recommended equipment will be adequate.

Manage the activities of electrical contractors that are under contract to the Transportation Cabinet in Highway District 7 for the Operation and Maintenance or installation of electrical devices. This currently includes 320 Traffic Signals and 27 Traffic Signal Systems.

The selected Consultant must have the capability to collect and analyze the data from Traffic Studies that it may conduct, as well as the capability to work with the Cabinet's Highway Information System (HIS) database and GIS database. In general, the data must be transmitted electronically in standard KYTC formats.

The Division of Traffic Operations reserves the right to modify or change programs or equipment

used.

## **VI. SPECIAL INSTRUCTIONS**

Two (2) consultants will be selected to provide these services for a period of two (2) years with no new work assigned after two years from the Notice to Proceed, although the contract may be extended for time to complete work already assigned. Contracts will have an upset limit of \$500,000. Once the upset limit is reached or the two-year term has expired, services may be re-advertised and no additional Letter Agreements will be executed under the contract. Contracts will not be modified to increase the upset limit or extended for time to assign new work. No Letter Agreement shall exceed \$200,000 without written approval from the State Highway Engineer.

The Selection Committee will rank and list the selected Consultants in consecutive order to determine the initial order for which projects will be assigned. Projects will generally be assigned on a rotational basis. The Department reserves the right to select one of the firms outside of the assignment order for a particular project if it is to the benefit of the Department. That firm, if selected out of order, will be skipped in the rotation when their turn comes and the regular order will be followed thereafter. The Division of Traffic Operations - Highway District 7 reserves the right to group multiple projects together as one offering if it is advantageous to the Department. The Department may also add additional work to an existing Letter Agreement, if needed. A firm will not be offered an additional project until the remaining firms on the list have been offered a project. If a firm declines to accept a project, that firm will not be eligible to accept another project until the remaining firms on the list have been offered a project. If a firm declines a project or does not respond to an invitation to perform services for a project within five (5) business days, documentation shall be provided in the project files and the next firm on the rotating list shall be offered the project.

The selected Consultant will be assigned specific activities to perform and will be paid in accordance with the prices established for the various activities. Task assignments will be based on the tasks that are performed to accomplish Traffic Engineering Services in Highway District 7. Work is anticipated in the general categories as indicated in the Scope. The selected Consultant must have the capacity to perform all of the Traffic Engineering Services enumerated above for Highway District 7. This will require rapid response to management of maintenance needs on a 24/7 basis, 365 days per year.

Instructions for Response to Announcement can be found at:

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

## **VII. METHOD OF DESIGN**

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

## **VIII. TRAFFIC ENGINEERING**

The Department will provide all the necessary existing traffic counts for this project. The selected consultant will provide the necessary traffic projections and related information required for this project.

## **IX. PREQUALIFICATION REQUIREMENTS**

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

### **TRAFFIC ENGINEERING**

- Electrical Engineering Roadway Lighting
- Traffic Engineering
- Electrical Engineering Traffic Signal

## **X. PROCUREMENT SCHEDULE**

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

- Advertisement Date: September 9, 2025
- Response Date: October 1, 2025 by 4:30 PM ET (Frankfort Time)
- First Selection Meeting: October 6, 2025
- Final Selection: October 22, 2025
- Pre-Design Conference: October 29, 2025
- Notice to Proceed: November 19, 2025

## **XI. PROJECT SCHEDULE**

Individual project schedules will be defined by Letter Agreement on a project-by-project basis.

- Coordination with Highway District 7 Traffic Engineering – Continuous
- Management of Electrical Contractors per Cabinet Contracts – As Required
- Travel Time Studies – Four to Twelve Weeks
- Speed Studies – Three Weeks
- Surveying/Drawing/Inventory – Four to Twelve Weeks
- Traffic Counts – Three Weeks to 12 Months as applicable
- Intersection Delay – Three Weeks
- Assignment of All Projects – Within two (2) years from Notice to Proceed
- Completion of All Services – Within initial contract term or by time extension

## **XII. 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. (15 Points)
2. Past record of performance on projects similar in type and complexity. (15 Points)
3. Available team workload capacity to comply with project schedule. (10 Points)
4. Project approach and proposed procedures to accomplish the services for the project. (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)

**XIII. SELECTION COMMITTEE MEMBERS**

1. Cody Stuart, P.E., User Division
2. Daniel Kucela, P.E., User Division
3. Adam Ulrich, P.E., Secretary's Pool
4. Min Jiang, P.E., Secretary's Pool
5. Brian Wood, P.E., Governor's Pool