

PROJECT INFORMATION

COUNTY

Warren, Franklin, and Laurel

PROJECT DESCRIPTION

Consulting services are needed to conduct small urban area transportation studies for the cities of Bowling Green, Frankfort, and London, Kentucky.

USER DIVISION

Multimodal Programs

PROCUREMENT SCHEDULE

RESPONSE DATE	<i>Thursday, June 11 , 1998, 4:30 p.m. (Frankfort Time)</i>
FIRST SELECTION COMMITTEE DATE	<i>Approximately 3 working days after responses are due.</i>
SECOND COMMITTEE DATE	<i>Approximately 10 working days after 1st selection meeting (Selected firm will be notified)</i>
CONTRACT SCOPING CONFERENCE	<i>June 29, 1998</i>
TENTATIVE DEADLINE FOR CONSULTANT FEE PROPOSAL	<i>July 13, 1998</i>
NOTICE TO PROCEED	<i>August 17, 1998</i>

EVALUATION FACTORS

- 1. Relative experience of consultant personnel assigned to project team and past record of experience with urban transportation studies for KYTC, other state highway agencies, the federal government, or local governmental agencies. (4 points)*
- 2. Capacity to comply with project schedule. (4 points)*
- 3. Project approach and proposed procedures to accomplish the scope of the project. (4 points)*
- 4. Past record of performance on similar studies. (7 points)*
- 5. Knowledge of, and experience with, traffic modeling procedures. (4 points)*
- 6. Location of offices where work is to be performed - to facilitate access to study area and efficient exchange of data and preliminary results between consultant and user division. (2 points)*

TOTAL number of points possible: 25

SELECTION COMMITTEE MEMBERS

- 1. Jon Staggs, State Auditor's Office*
- 2. Barry House, User Division*
- 3. Charles Schaub, User Division*
- 4. Ken Sperry, Secretary's Pool*
- 5. Andrew Buell, Secretary's Pool*
- 6. Jasper Sullivan, Governor's Pool*

DBE REQUIREMENT

None

SPECIAL INSTRUCTIONS

Consultant services will be considered for each of the three areas individually and separate selections will be made. Consultants are invited to submit a proposal for one, two, or all three studies, however, the proposal should be structured so that each study can be considered separately.

- In an effort to minimize duplication, only one Response to Announcement will be required for all three projects. A consultant may respond to Warren County, Franklin County and Laurel County areas using the same Response to Announcement.*
- For Section E, page 18 - Procedures to Accomplish the services in the Advertised Project, two pages will be allowed for each Warren County, Franklin County, and Laurel County. If requesting to be considered for*

more than one area, please make distinct separate discussions in this section.

- *The selection committee will select a consultant for Warren County, one consultant for Franklin County and one consultant for Laurel County. The same consultant may be selected for more than area.*

The availability of socioeconomic data is discussed for each area below. Basic roadway characteristics data on the state maintained system is available through the Cabinet's Highway Information System. It is anticipated that the Cabinet will provide most, or all, required traffic data and a general compilation of accident data. The collection of more detailed data, especially on local roads and streets, will be the responsibility of the consultant.

The latest Urban Area Transportation Study for Bowling Green was developed in 1983. It is expected that this document will be of little use during the study update. The Bowling Green Urban Study Area, which includes the City of Bowling Green and surrounding portions of Warren County, was recently expanded and now includes 103 traffic analysis zones. The traffic model was revised in 1995 based on socioeconomic data collected for that year. It is anticipated that this base year model will be useable for the study in its current form, however, it will be required that the consultant assess and report on the validity of the model including a review of the following components: the socioeconomic database, network coverage/coding, internal trip generation, external trip simulation, and model calibration. The base year model should be revised as necessary. The creation of a study area/traffic analysis zone map (from paper files to be provided) and a link-node map (from model link record/coordinate files) in both paper and computer formats will be required. The future year for the Bowling Green model in its current form is 2015. The Consultant will be required to review the 2015 socioeconomic projections, revise as necessary, and extrapolate to a target year of 2020.

The latest Urban Area Transportation Study for Frankfort was developed in 1973. It is expected that this document will be of little use during the study update. The Frankfort Urban Study Area, as defined for this study, extends to the county

line on the eastern, western, and southern sides. The northern limits of the study area include approximately two-thirds of the county. The study area has been divided into 109 traffic analysis zones. Zonal population and employment data are currently being collected and forecasted to the study's target year (2020) by the Bluegrass Area Development District (BGADD). It may be necessary for the Consultant to coordinate with BGADD to finalize or refine the data and forecasts. The Frankfort traffic simulation model was last updated in 1988. This model will be made available to the Consultant, however, it should be noted that the study area's zonal structure has been expanded and refined for this model update. The Consultant may either revise and expand upon the existing network or develop a new network. In either case, the development of a link-node map in both paper and computer formats will be required. The scope of the model update includes the development of calibrated internal trip generation equations and a simulated external trip matrix using conventional KYTC procedures or procedures approved by KYTC. It is expected that frequent coordination between the Consultant and the Transportation Cabinet's user division will be necessary for the model development components of this project.

An Urban Area Transportation Study has not been developed, previously, for London. An Urban Study Area containing 77 traffic analysis zones has been defined. Base year (1995) socioeconomic data have been collected for this zone system. The Consultant will be required to develop target year (2020) projections of the socioeconomic variables. In developing the traffic model for this study the Consultant will be required to: (1) develop a study area/ traffic analysis zone map (from paper files to be provided) in both paper and computer format; (2) identify the traffic model network and develop the link record files including a link-node map in both paper and computer formats; and (3) develop and calibrate internal trip generation equations and a simulated external trip matrix using conventional KYTC procedures or procedures approved by KYTC. It is expected that frequent coordination between the Consultant and the Transportation Cabinet's user division will be necessary for the model development components of this project.

The Department reserves the option to modify the selected consultant's agreement to include any necessary engineering and/or related services for this project. The firm(s) will at that time be prequalified by the Department in the required area(s).

ADDITIONAL REQUIREMENTS

The Consultant will be required to coordinate the study with all interested parties including local officials and citizens. This coordination should include an appropriate number of public meetings (it is anticipated that 3 - 5 meetings will be needed to accomplish this objective). It will be the Consultant's responsibility to arrange and conduct the public meetings in coordination with KYTC and local officials.

A report documenting traffic model development (or assessment/refinement in the case of Bowling Green) and calibration should be submitted in draft form for review by the Cabinet as early in the conduct of the study as possible - but in no case later than eight months from the initiation of the study. Traffic model computer files should be provided at the same time in a form that is compatible with the Cabinet's modeling software (currently MINUTP, but subject to change). Following this review and a reconciliation of the Cabinet's comments, and the incorporation of future year data, a final technical document is to be prepared. Ten copies, in conjunction with a print ready copy, are to be provided to the Cabinet. Future year model development and analysis of transportation plans alternatives are not to be undertaken until the base year model is approved.

An Urban Area Transportation Study Report should be submitted in draft form for review by the Cabinet as early in the conduct of the study as possible (chapters may be submitted separately to facilitate this). The Recommended Transportation Plan is not to be finalized until the draft report is approved. 35 copies of the final Urban Area Transportation Study Report, in conjunction with a print ready copy, are to be provided to the Cabinet at the conclusion of the study.

SCOPE

The selected Consultant(s) will be required to develop an Urban Area Transportation Study for the areas identified in the project description. While the detailed design and conduct of a transportation study should be sensitive to the unique characteristics and transportation issues associated with each area, certain elements (listed below) are common to all studies. Following selection, a meeting between the consultant and the Transportation Cabinet's user division will be held for the purpose of developing the detailed scope of work needed for the contract proposal.

- 1. Collection of relevant data - socioeconomic, roadway characteristics, traffic volume, and accident data. See Special Instructions section.*
- 2. Review of previous planning documents and committed transportation projects.*
- 3. Analysis of existing system.*
- 4. Identification of traffic/transportation problems and significant issues.*
- 5. Development of calibrated base year traffic model - See Special Instructions and Additional Requirements sections.*
- 6. Forecast of base year socioeconomic data to study's target year - See Special Instructions section.*
- 7. Development of future year traffic model.*
- 8. Analysis of future deficiencies.*
- 9. Identification and analysis of improvements - including development of preliminary cost estimates.*
- 10. Development of a prioritized and phased recommended transportation plan.*

PROJECT FUNDING

Variable at approximately \$50,000 - \$75,000 per study.

PROJECT SCHEDULE MILESTONES

The duration of these studies, from Notice to Proceed to submittal of the final report, is expected to be not more than 18 months, except the Frankfort study is to be completed in 12 months. Timely progress toward the accomplishment of each study within the expected time frame will be an important factor in the evaluation of the Consultant's work.

*PREQUALIFICATION
REQUIREMENTS*

The project team shall be prequalified in all areas as follows:

*MULTIMODAL
SERVICES*

- *Urban
Transporation
Studies*