

PROJECT INFORMATION

COUNTY: *Various*

PROJECT DESCRIPTION: *Commercial Vehicle Monitoring Stations*

The review team for the Commercial Vehicle Monitoring (CVM) Station infrastructure developed the following recommendations which were presented to the office of the Secretary for consideration. The review team recommended the following listed in priority order:

- 1. I 71 Northbound Port of Entry*
- 2. I 64 Eastbound Port of Entry*
- 3. I 64 Westbound Port of Entry*
- 4. I 65 Southbound Port of Entry*
- 5. Mid-state Stations for I 64 and I 65*

USER DIVISIONS: *Highway Design & Transportation Planning*

PROCUREMENT SCHEDULE:

<i>RESPONSE DATE</i>	<i>Thursday, July 2, 1998, 4:30 p.m. (Frankfort Time)</i>
<i>FIRST SELECTION COMMITTEE DATE</i>	<i>Approximately 3 working days after responses are due.</i>
<i>TENTATIVE SECOND COMMITTEE DATE</i>	<i>Approximately 10 working days after 1st selection meeting (Selected firm will be notified)</i>
<i>TENTATIVE DEADLINE FOR CONSULTANT FEE PROPOSAL</i>	<i>July 27, 1998</i>

Scheduled dates are tentative. It is the Cabinet's intent to meet or beat these dates in order to meet scheduled dates for project funding.

**EVALUATION
FACTORS**

1. *Relative experience of consultant personnel assigned to project team with highway projects for KTC and/or for federal, local or other state governmental agencies. (10 points)*
2. *Capacity to comply with project schedule. (10 points)*
3. *Past record of performance on project of similar type and complexity. (10 points)*
4. *Project approach and proposed procedures to accomplish the services for the project. (10 points)*
5. *Location of offices where work is to be performed. (2 points)*

**SELECTION
COMMITTEE
MEMBERS**

1. *Jon Staggs, State Auditor's Office*
2. *Gary Sharpe, User Division*
3. *Bruce Siria, User Division*
4. *Andy Buell, Secretary's Pool*
5. *Andre Johannes, Secretary's Pool*
6. *Howard Dawson, Governor's Pool*

DBE REQUIREMENT *None*

**SPECIAL
INSTRUCTIONS**

Respondents may be either a single firm or team of consultants demonstrating the capabilities to address all aspects of the project. In Section E (project approach) respondents must define a general concept for traffic surveys and also demonstrate experience related to automated commercial vehicle monitoring activities such as a CVO or CVSIN projects.

The mid state CVM Stations are to be justified by a significant amount of heavy truck traffic not present at the ports of entry. Truck movement survey - possibly including origin destination surveys could be needed to determine the truck movement.

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).

*Sub-Consultants used to meet prequalification in the areas listed below are required to be listed on page 2, TC 40-15 (Response to Announcement) forms. TC 40-15_SUB forms will not be required for the Geotechnical, Structure Design **and Environmental** sub-consultants.*

**SCOPING
CONFERENCE:**

Scoping meetings to be scheduled as services are required.

SCOPE:

The selected consultant will be required to provide engineering service for the following:

I 71 Northbound Port of Entry

The scope of effort for this project will include the preliminary engineering, environmental analyses, geotechnical services, structural design, all right of way acquisition activities, and development of final plans and related construction documents for the I 71 Northbound Port of Entry. The I 71 Northbound Port of Entry should be located as near to the southern terminus of I 71 as is prudent and feasible given the availability and costs of land for a suitable site. One option is an existing loadmeter station in Henry County that currently is not open. The selected consultant (team) shall first conduct the necessary scoping studies, including preliminary environmental analyses, to determine a prudent and feasible location for this site. Once sufficient scoping studies have been completed to select a location for this station, preliminary engineering and final environmental analyses will begin. The consultant also will be responsible for all right of way activities for this project Phase II engineering and development of final construction documents will follow completion of preliminary engineering, environmental, and right of way activities.

The consultant will be provided with specifications and architectural details for the enforcement building and inspection building. This information will be provided in electronic form. The consultant should, however, have architectural capabilities for making site specific modifications to fit the enforcement building and inspection building to the specific site location. The issue of providing overnight parking, is being evaluated. This scoping study is to be used to determine the best course of action for providing these extra parking facilities at Commercial Vehicle Monitoring Stations. Plans for the I 71 Northbound Port of Entry shall be developed in module format with one set of plans to include an enforcement building, and all weather inspection building, three platform static scales, bypass lane and weigh-in-motion sorting system. These plans should provide for a minimum amount of parking for out-of-service and impounded vehicles (10 to 15 spaces). A second module of the plans should provide for a commercial vehicle rest area with rest room and vending facilities and approximately 50 parking spaces. The consultant will be provided with plans and specifications for the restroom and vending areas, although site specific modifications may be needed. Right-of-way and environmental activities will be developed on the

basis of assumed construction of both alternate modules of the project.

A study shall be conducted of heavy truck parking on interstate facilities. The study should look at parking at existing rest areas, CVM stations, shoulders, ramps and commercial truck stops. The study will need to focus on parking between 6:00 p.m. and 6:00 a.m., since this is the peak parking times. The purpose of this study is to determine the demand for truck parking on interstate corridors.

The time frame and deliverables for development of plans and specifications for the I 71 Northbound Port of Entry is as follows:

<i>Completion of Scoping Study for Site Selection</i>	<i>October 1998</i>
<i>Line and Grade Plans</i>	<i>December 1998</i>
<i>Right of Way Plans</i>	<i>January 1999</i>
<i>Final Plans</i>	<i>March 1999</i>

I 64 Eastbound Port of Entry

The scope of work for this component of the project shall include the same items of work as identified for the I 71 Northbound Port of Entry excepting that final plans will not be developed at this time. Plans will be developed though the right-of-way plans stage as identified by the following schedule:

<i>Completion of Scoping Study for Site Selection</i>	<i>November 1998</i>
<i>Line and Grade Plans</i>	<i>February 1999</i>
<i>Right of Way Plans</i>	<i>March 1999</i>
<i>Final Plans</i>	<i>Date for final plans will be contingent upon findings in scoping study.</i>

Scoping Study For Other Sites

In general, this aspect of the study will include appropriate studies to determine the needs, benefits and costs for providing truck rest areas in combination with Commercial Vehicle Monitoring Stations, determination of feasible locations for the remaining ports of entry to constructed, to identify

the costs for right of way, utilities, and construction for these sites, and to determine the specific need for and benefits associated with mid-state Commercial Vehicle Monitoring Stations. Should it be determined that there is a need an benefit to be derived from the construction of mid-state stations, the selected consultant shall also provide a recommended concept for mid-state stations with specific emphasis for the incorporation of new technology into these stations.

The time frame for completion of the scoping study is as follows:

<i>Completion of all Data Collection and Site Selection Activities</i>	<i>January 1999</i>
<i>Interim Report (Data Analysis, Recommendations, etc.)</i>	<i>April 1999</i>
<i>Final Report(Includes Recommendations for Concepts and Technology for Mid-State Commercial Vehicle Monitoring Stations</i>	<i>July 1999</i>

ADDITIONAL REQUIREMENTS: N/A

PREQUALIFICATION REQUIREMENTS: *The project team shall have prequalification in all areas identified below:*

<u>ROADWAY DESIGN</u>	
<ul style="list-style-type: none"> <i>Rural Roadway Design > \$250,000</i> 	
<u>GEOTECHNICAL SERVICES</u>	<i>TC 40-15_sub forms are not required</i>
<ul style="list-style-type: none"> <i>Laboratory Testing Services</i> <i>Drilling</i> <i>Engineering</i> 	<i>See Special Instructions</i>
<u>STRUCTURE DESIGN</u>	<i>TC 40-15_sub forms are not required</i>
<ul style="list-style-type: none"> <i>Structure Design Spans < 500 Ft.</i> 	<i>See Special Instructions</i>

<p><u>ENVIRONMENTAL SERVICES</u></p> <ul style="list-style-type: none"> ● <i>Wetlands</i> ● <i>Macroinvertebrates</i> ● <i>Water Quality</i> ● <i>Botany</i> ● <i>Zoology</i> 	<p><i>TC 40-15_sub forms are not required</i></p> <p><i>See Special Instructions</i></p>
<p><u>ARCHAEOLOGY</u></p> <ul style="list-style-type: none"> ● <i>Prehistoric</i> ● <i>Historic</i> ● <i>Air Quality</i> ● <i>Socioeconomic Analysis</i> ● <i>Cultural - Historical Analysis</i> ● <i>EIS Writing & Coordination</i> 	<p><i>TC 40-15_sub forms are not required</i></p> <p><i>See Special Instructions</i></p>
<p><u>HAZMAT - UST</u></p> <ul style="list-style-type: none"> ● <i>HAZMAT Preliminary Site Assessment</i> ● <i>UST Preliminary Site Assessment</i> 	<p><i>TC 40-15_sub forms are not required</i></p> <p><i>See Special Instructions</i></p>
<p><u>TRANSPORTATION PLANNING SERVICES</u></p> <ul style="list-style-type: none"> ● <i>Traffic Forecasting</i> 	

Last Modified: Thursday, May 17, 2001