



2009-06- Statewide Airport Pavement Management

QUESTION 1: Is this an update of an existing MicroPAVER APMS or will this be an initial inspection and implementation?

ANSWER 1: It will be an initial inspection and implementation.

QUESTION 2: What type of analysis do you want performed (just pavement condition data gathered, entered into MicroPAVER, and a list of Pavement Condition Index (PCI) values compiled and pavement condition maps prepared or a full pavement management analysis including a multi-year maintenance and rehabilitation program)?

ANSWER 2: It will most likely be in-between the two scenarios mentioned. The exact scope will be determined after selection, based on available funding. Consultants should plan on, at the least, gathering data, entering it into MicroPAVER, compiling a list of PCI's, and some form of pavement analysis, including recommendations on preferred pavement maintenance required.

QUESTION 3. What type of reports do you want generated as part of the project (executive, statewide, individual airport, none).

ANSWER 3: We will be expecting individual airport reports. The KY Department of Aviation will be responsible for combining the individual reports into a statewide plan.

QUESTION 4. Can resumes for key subconsultant staff be included?

ANSWER 4: Yes, as allowed for in the [Instructions for Response to Announcement](#) Response to Announcement for Engineering and Related Services

http://transportation.ky.gov/progperform/instructions_for_response_to_kentucky_transportation_cabinet_10-10-08.pdf

Page 4(A-E): Relative Experience of Key Project Team Members

Include the resumes of the project manager and up to 9 other key project team members, including sub-consultants , from page 2. Only include resumes for team members with significant contributions to the project. (Additional resumes may be allowed if indicated in the advertisement bulletin). Resumes may include but are not limited to education and experience, applicable technical training, personal photograph, responsibility for similar projects, familiarity with geographic area and resources, and special or unique experience. A total of 5 pages (A-E) are permitted for these resumes.

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QUESTION: Because of the complexity of the project and the size of the contract given the schedule, many will be forming teams, can the number of resumes be increased to fifteen?

ANSWER: KYTC will allow 3 additional pages in the Page 4 Relative Experience of Key Project Team Members to provide resumes of the project manager and up to 14 other key project team members, including sub-consultants, from page 2. A total of 8 pages (A-H) are permitted for these resumes.

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QUESTION: In checking on water depths for the proposed new structure on Lake Barkley can the Geotechnical Branch identify the depth of water along the proposed new structure since this dictates what type of stabilized barge that must be used for drilling. One needs to address this in their response.

RESPONSE: The schedule of water level changes throughout the year is referred to as the “guide curve”. A copy can be found at [http://transportation.ky.gov/progperform/Bull%202009-06/Barkley%20Guide%](http://transportation.ky.gov/progperform/Bull%202009-06/Barkley%20Guide%20)

[20Curve.pdf](#)

KYTC is planning to perform drilling from May to July 2010. The final alignment has not been selected yet and any information the Geotechnical Branch has on the bottom of lake profile would be approximate. More detailed information will be provided to the selected consultant when the information is available.

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QUESTION: Bulletin 2009-06 requires the consultant in responding to address seismic expertise, special laboratory testing certifications and barge drilling. To provided adequate supporting documentation for the selection committee and KYTC Geotechnical staff's evaluation of the professional expertise of the selection consultant can we have approval of additional pages to the new Response Format?

RFP identifies 18 line items that need to be addressed for the selection committee to fully evaluate the responses submitted for this project. Can we add six additional pages to the Section 7 of the new response format for this one project?

ANSWER: KYTC will allow 6 additional pages in the Page 7 Project Approach to provided adequate supporting documentation to address seismic expertise, special laboratory testing certifications and barge drilling required by the RFP.

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QUESTION: Would you please share the names of the firms that comprise the design team(s) for the two new bridges?

ANSWER: In October 2006, Michael Baker, Jr., Inc. was selected for Bridge Type Study and Final Design for New Bridges over Lake Barkley & New Bridges over Kentucky Lake. Sub-consultant team members Palmer Engineering, Kentucky Transportation Center & ClasSickle, Inc.

QUESTION: Are the geotechnical firms who performed the previous studies excluded from doing additional work?

ANSWER: No firms are excluded from submitting a response to announcement.

QUESTION: Will any of the firms associated with the design team(s) be excluded from priming or supporting this contract? If so, would you please name the firms?

ANSWER: No firms are excluded from submitting a response to announcement. The selected geotechnical consultant will be expected to coordinate with the Department and the bridge design team regarding scheduling and prioritization of specific work tasks.

QUESTION: Will DBE participation be required as part of this contract?

ANSWER: The following will be added to the advertisement: *Consultant team may include a DBE participation plan with their response to announcement. An additional page will be allowed with the Project Approach (page 7) in the response to announcement to convey this plan. A maximum of 2 points will be considered in the evaluation factors for the DBE participation plan.*

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CLAIRIFICATION: Two of the geotechnical reports referenced in the bulletins have were not uploaded and available at the time of the posting of the bulletin on Tuesday, May 12th. (These are SA-022-2007 & SA-023-2007 - the most recent and relevant reports.) These reports have now been uploaded and are available. If still having problems try <http://transportation.ky.gov/progperform/Bull%202009-06/SA-022-2007.pdf> & <http://transportation.ky.gov/progperform/Bull%202009-06/SA-023-2007.pdf>

2009-06 STATEWIDE AIRPORT PAVEMENT MANAGEMENT

QUESTION: Regarding the subject bulletin for Statewide Airport Pavement Management, under the instructions for response, page 1, it requires certification that the consultant be prequalified to submit for the work. It also states that any subs should also certify if they are prequalified. Is it a requirement then that all subs be prequalified, or that if they are, they must certify that they are?

ANSWER: At least on Consultant Firm on the team must meet the prequalification requirements. It is not required that all Consultant Firms on the proposed team be prequalified.

2009-06 STATEWIDE AIRPORT PAVEMENT MANAGEMENT

QUESTION: The first page of the bulletin in the section "Purpose and Need", the sentence ends in "...and the". Is there a missing requirement that should be noted here?

ANSWER: Purpose and Need contained a printing error. The full purpose and need should read:
"To provide the KY Department of Aviation with data relative to existing condition of airport pavements using FAA Airport Pavement Management Systems requirements and the MicroPAVER pavement analysis program."

QUESTION: In evaluation factor number 9, points are given for "Consultant's Kentucky office where work is to be performed." A good deal of the work of this project is at the airports, not in an office. Does that work count as if it were in a Kentucky office?

ANSWER: Selection committee members will use their own discretion in applying the points for "Consultant's Kentucky Office".

2009-06 STATEWIDE AIRPORT PAVEMENT MANAGEMENT

QUESTION: Does the department desire the selected consultant to provide reports for each airport including detailed maintenance plans and estimated capital improvement funding needs, or does the department desire to make these determinations in house based on data provided in the APMS software?

ANSWER: The KY Department of Aviation does require maintenance plans based on the firms experience and the results of the APMS analysis. This should include cost estimates for the recommended action at each airport. It will be up to the Department of Aviation to prioritize the airports and projects based on this information.

QUESTION: Does the department anticipate that pavement cores, nondestructive testing (fall weight deflectometer), or engineering analysis to determine pavement load carrying capacity will be included in the base scope of services, or would these be considered as additional services to be performed if needed?

ANSWER: No structural/load bearing analysis will be required as a part of the initial project scope. If it is decided that these services are required, they will be considered "additional services".

**The above Q & A section is dealing with the 2009-06 Project Listing
(Former name Bulletins)**