



THE OHIO RIVER  
**BRIDGES**  
DOWNTOWN PHASE





# Downtown Phase Pre-Bid Meeting

Louisville – Southern Indiana Bridges Project  
(LSIORBP)

March 1, 2012



# Agenda

- Overview
- Downtown I-65 Bridges Overview
- Indiana Approach Overview
- Kentucky Approach Overview
- Lunch: 11:30-1:30
- RFQ Overview
- Q&A Session
- Conclude: 3 pm.

# Some Ground Rules

- Everyone must be registered and have a nametag. Doorway will be staffed.
- Potential bidders must be registered by 10:30 am.
- Table seating is reserved for the convenience of potential bidders
- 2-hour lunch on your own. Doorway staffed. Police your own equipment.

# Geography

- Restroom locations
- Emergency exits locations
- No smoking policy
- Disadvantaged Business Enterprise Section
- Project Information Area

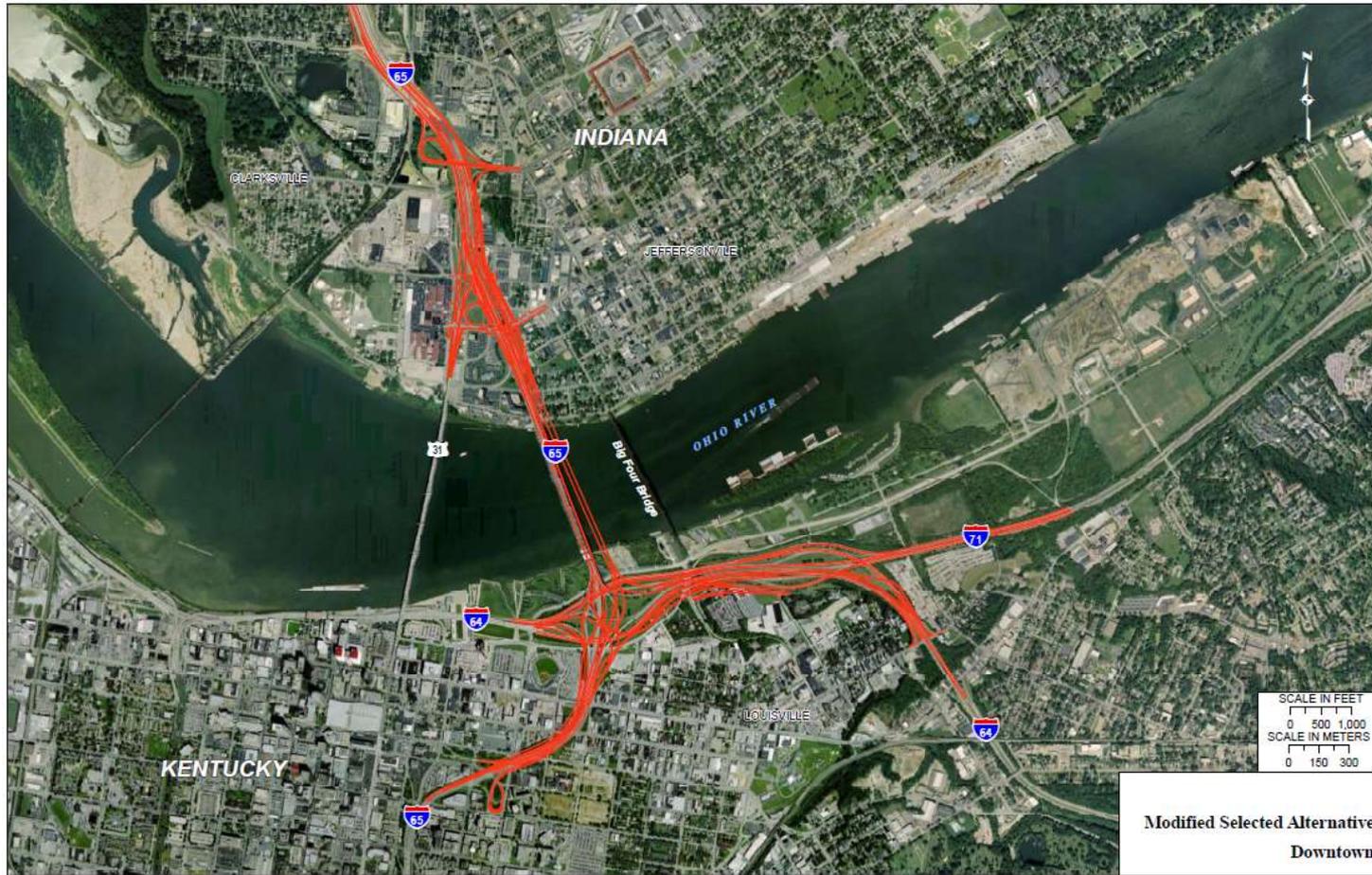
# Overview.



# The Bridges Project



# Modified Selected Alternative – Downtown



# Existing Kennedy Interchange

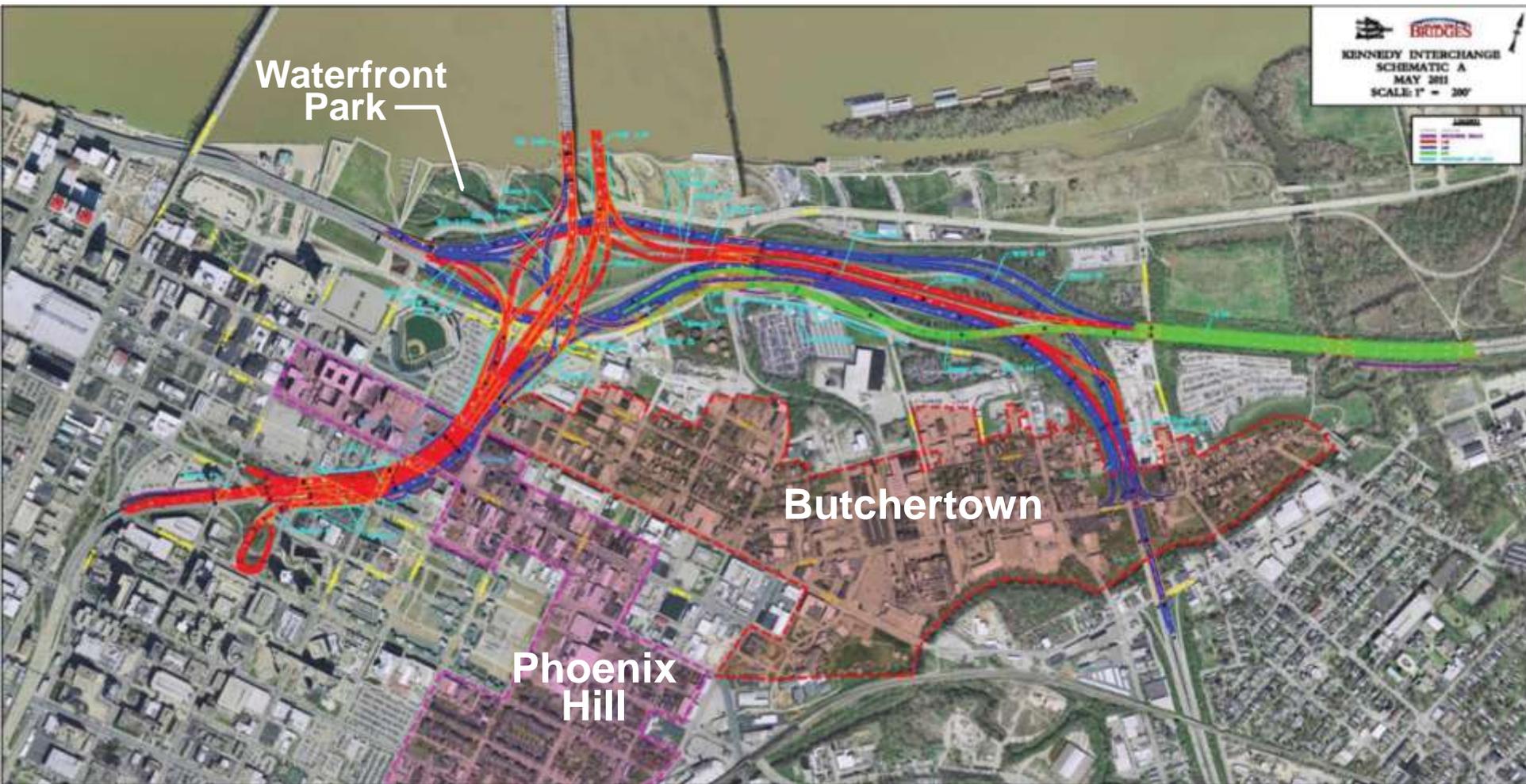




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# Modified Alternative



# Final Bridge Type Selection



**3 Tower Cable-Stayed**

Section 2 – Downtown Bridge

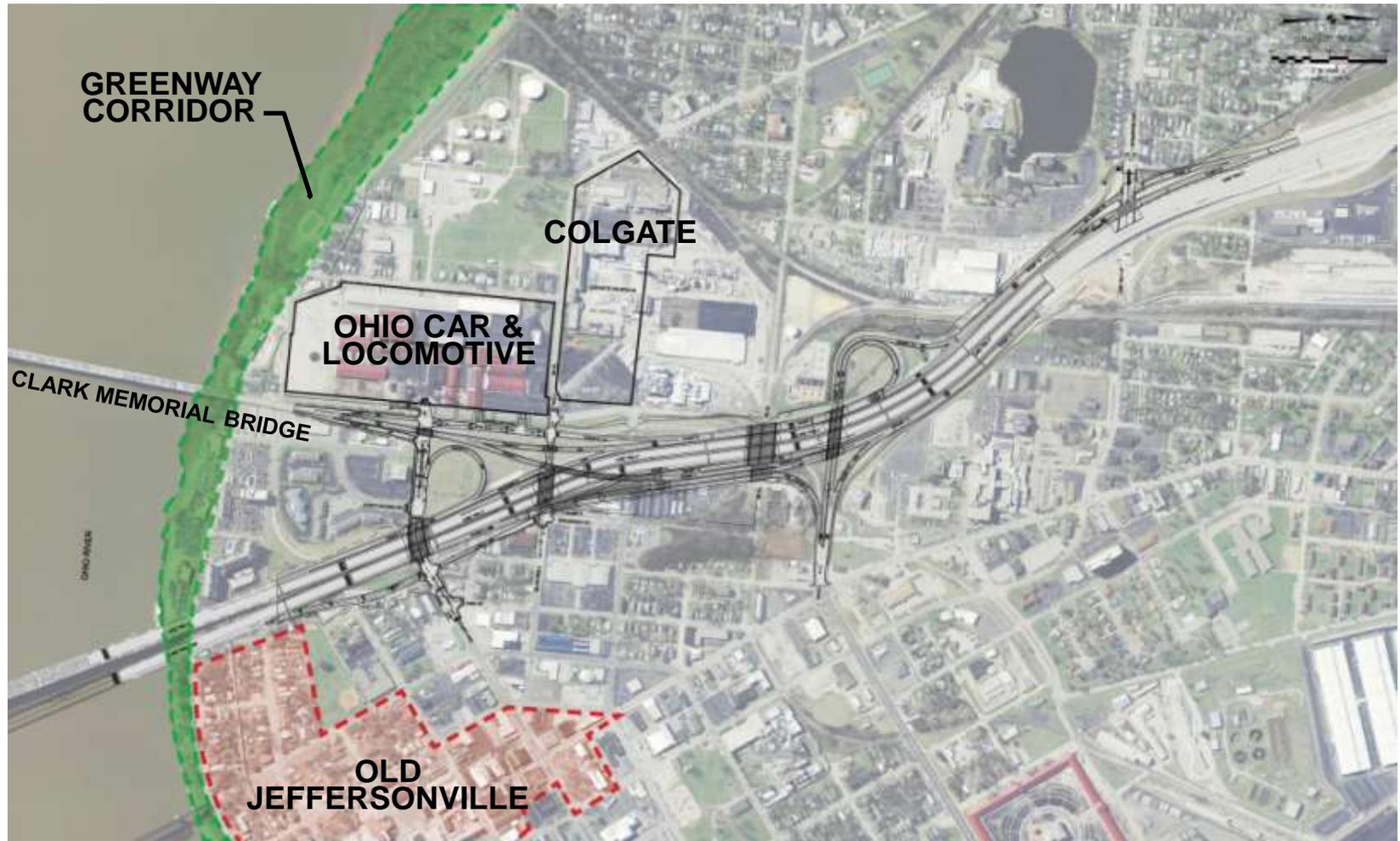
# Final Bridge Type Selection



## 3 Tower Cable-Stayed

Section 2 – Downtown Bridge

# Modified Alternative



# Environmental Schedule

- March 15                      SFEIS Approved
- April 15                        ROD Published

# Environmental Stipulations

- Context-Sensitive Design – Gateways
- Lighting in viewshed of Historic Properties
- Noise Abatement – Quiet Pavement, Noise Walls
- Blasting & Vibration Plans
- Timing of Construction
- No Work Zones
- Extreme Park
- Clark Memorial Bridge
- Jeffersonville Historic Homes

# Permits by States

- Corps of Engineers
- Coast Guard
- FAA
- Kentucky Airport Zoning Commission
- Indiana & Kentucky Water Quality Certification

# Permits by Contractor

- Navigable Waterways – IDEM
- Construction Stormwater – Jeffersonville
- Floodplain Construction – KDOW/MSD
- Erosion & Sediment Control – MSD
- Pollution Discharge Elimination – KDOW
- Waste/Borrow

# Electronic Non-Stop Tolling



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**Section 2 – Downtown Bridge**



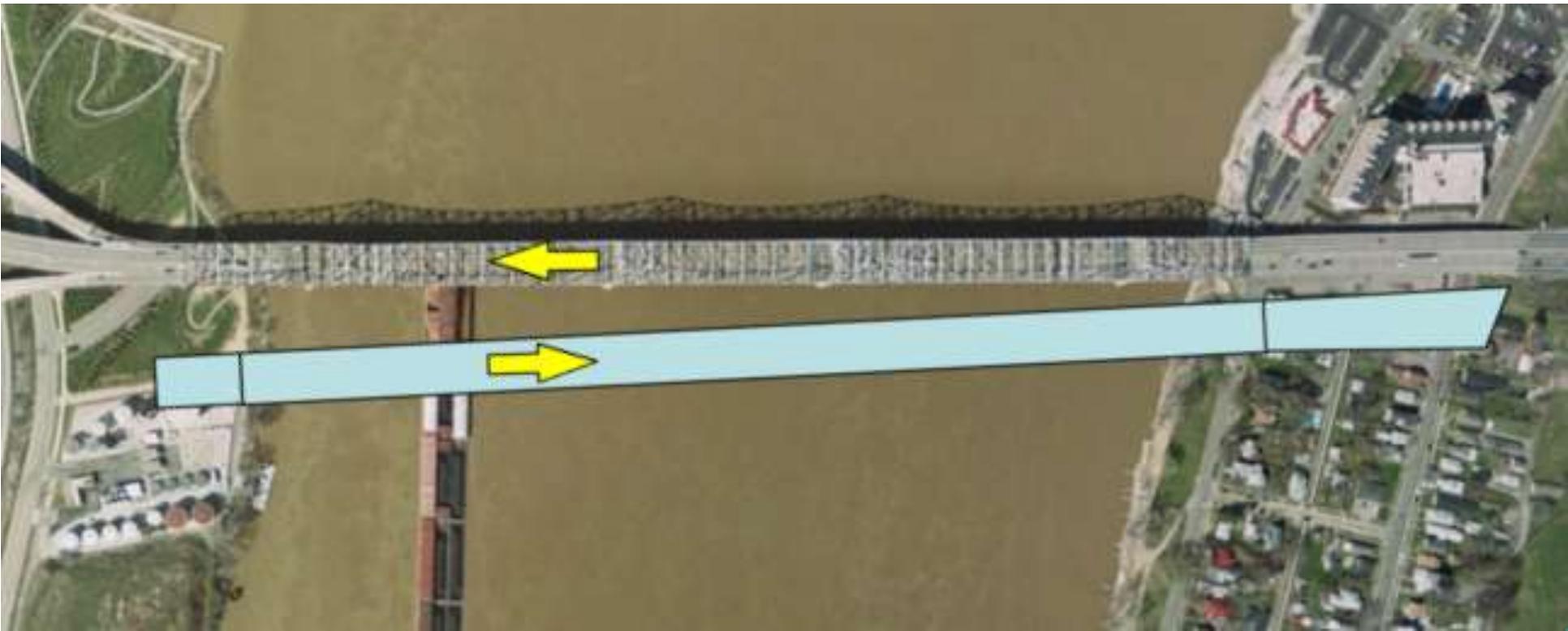
# Section 2 – Downtown Bridge

## Alignment and Location

- East of Kennedy Bridge
- Within Project Footprint
- 750' Min. Navigation Span
- 71' Vert. Navigation Clearance

# Section 2 – Downtown Bridge

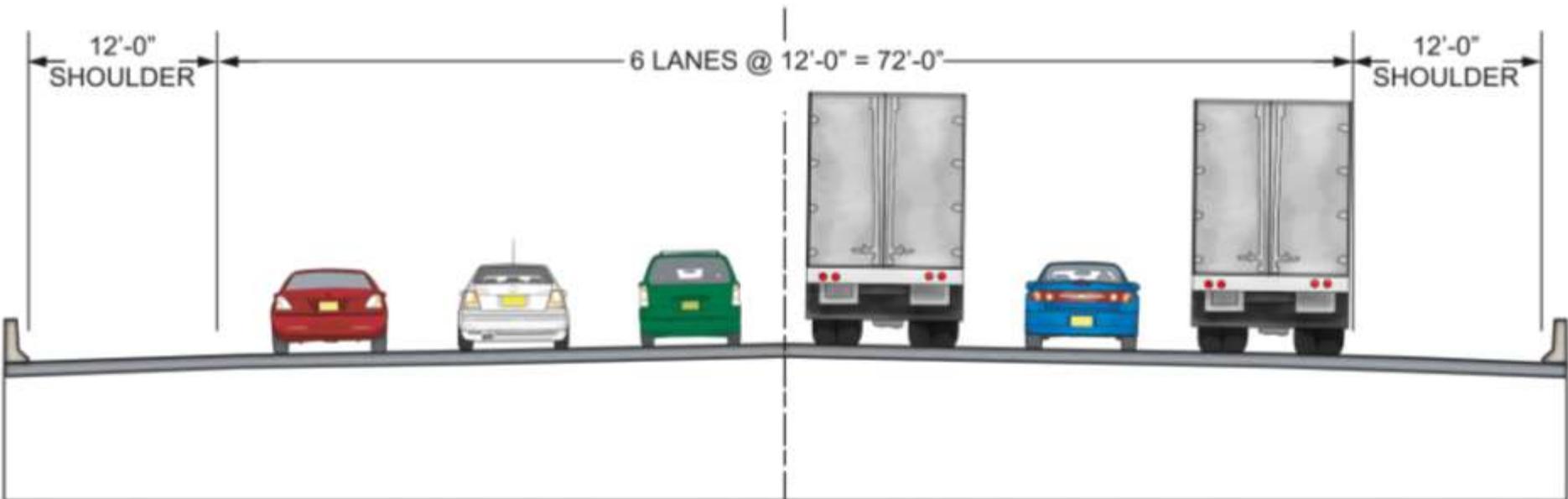
## Alignment and Location



# Section 2 – Downtown Bridge

## Bridge X-Section

- 6 – 12' Northbound Lanes
- 2 – 12' Shoulders



# Section 2 – Downtown Bridge

## Bridge Appearance

- Three Tower Cable-Stay
- Two Un-Braced Legs per Tower
- Symmetric About Taller Center Tower
- Harped or Parallel Cables
- 5 Sided, Angular Tower X-Section
- Attractive Underside in Parks

# Section 2 – Downtown Bridge

## Bridge Appearance



# Section 2 – Downtown Bridge

## Bridge Appearance

- Similar Approach Pier Shape
- Angular Transitions
- Light Grey Color
- Rectilinear Signs & Roadway Lighting
- Aesthetic Lighting
- Parks & Riverside Dr. Landscaping

# Section 2 – Downtown Bridge

## Bridge Appearance



# Section 2 – Downtown Bridge

## Kennedy Bridge Construction

- Bridge Redecking
- 6 – 12' SB Lanes Plus Shoulders
- Perform Load Rating





# Section 3

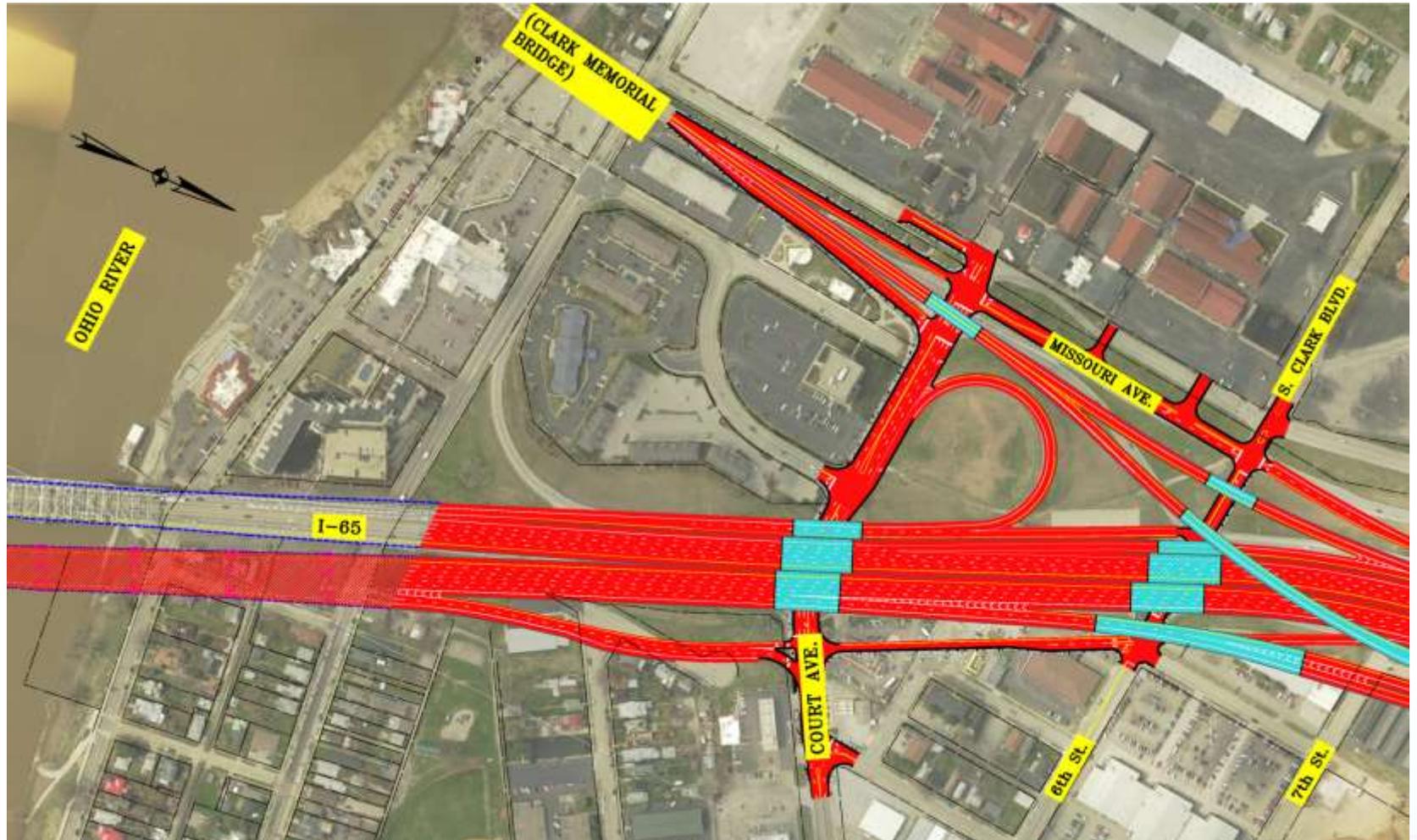
## Indiana Approach



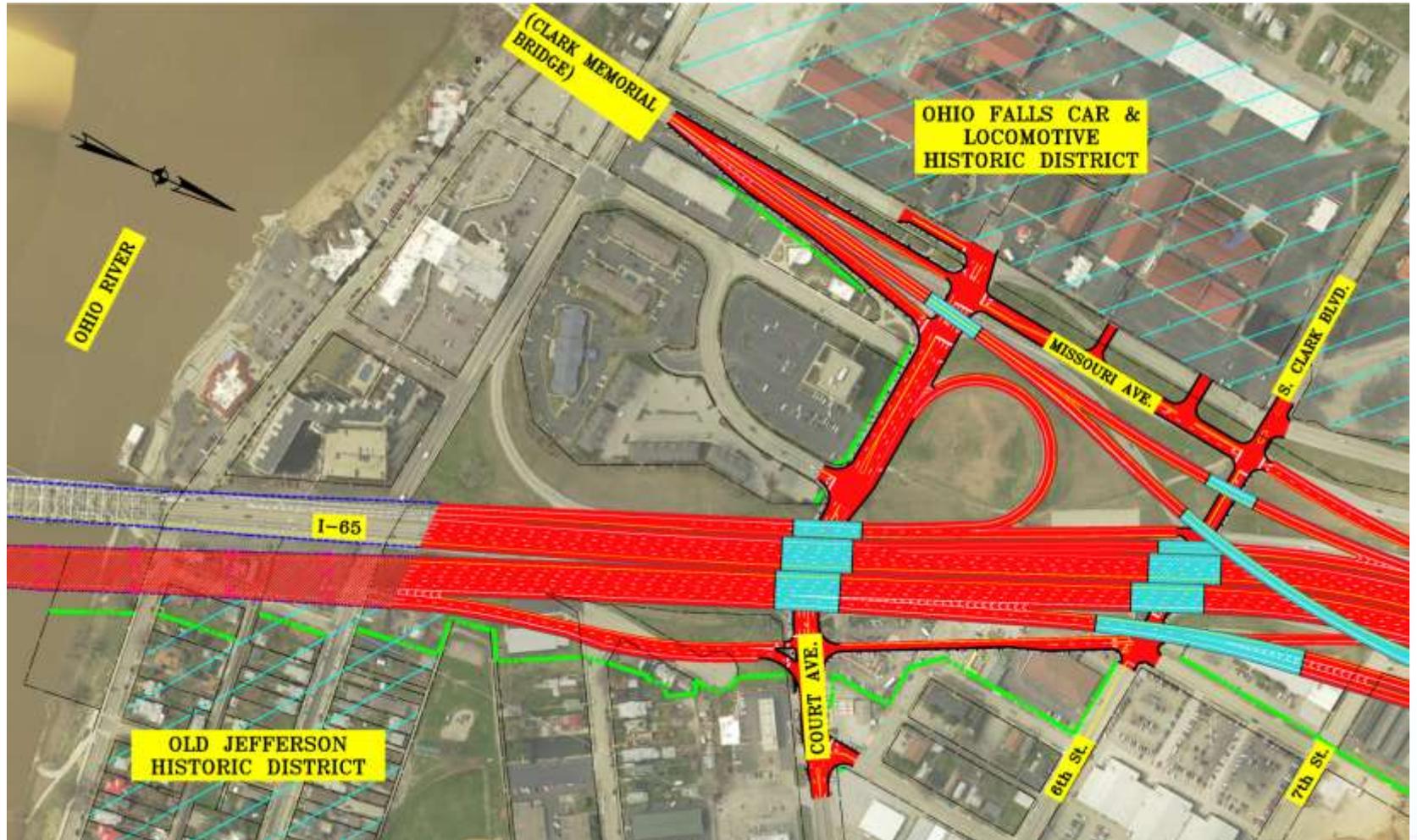
# Section 3



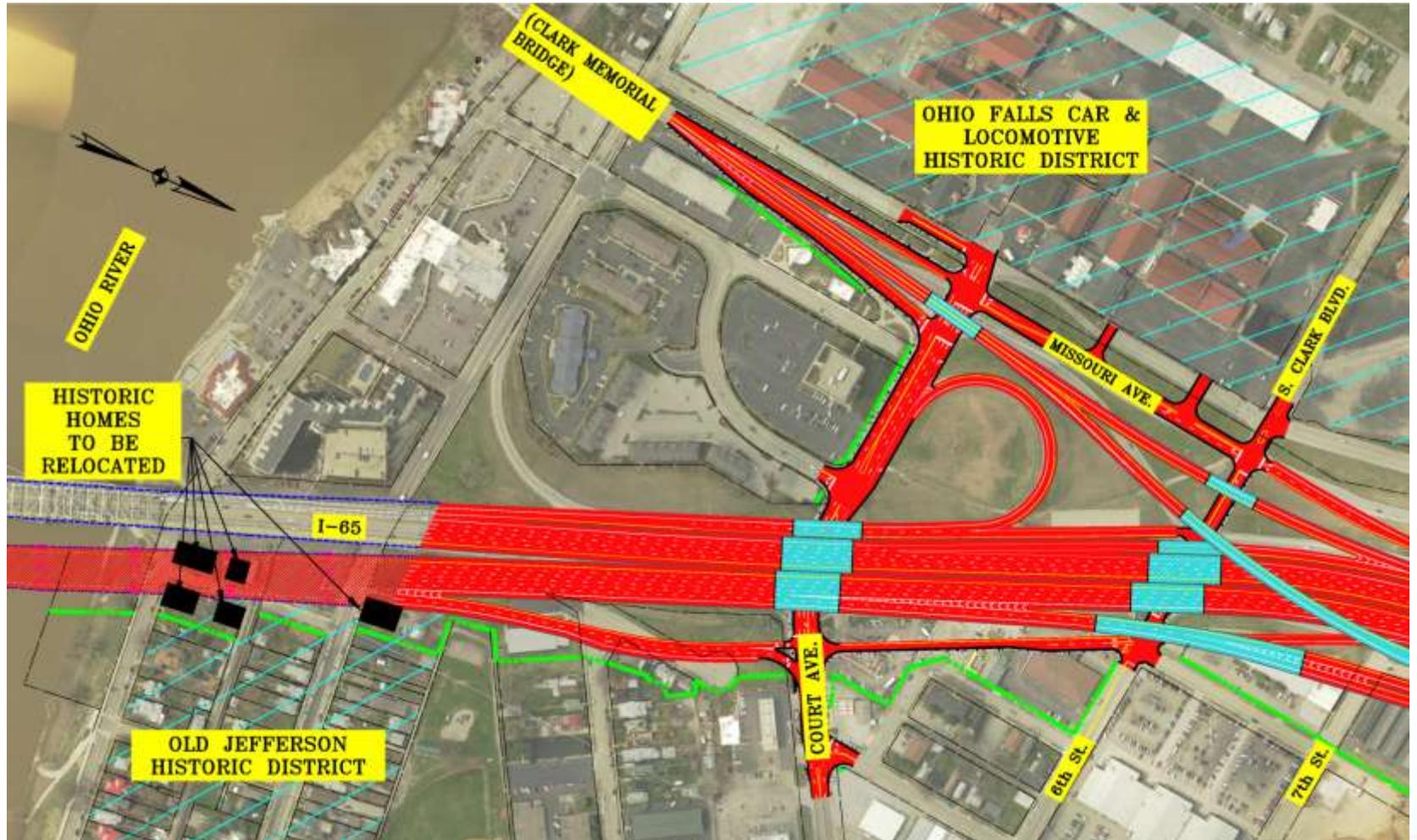
# Ohio River to 6<sup>th</sup> St.



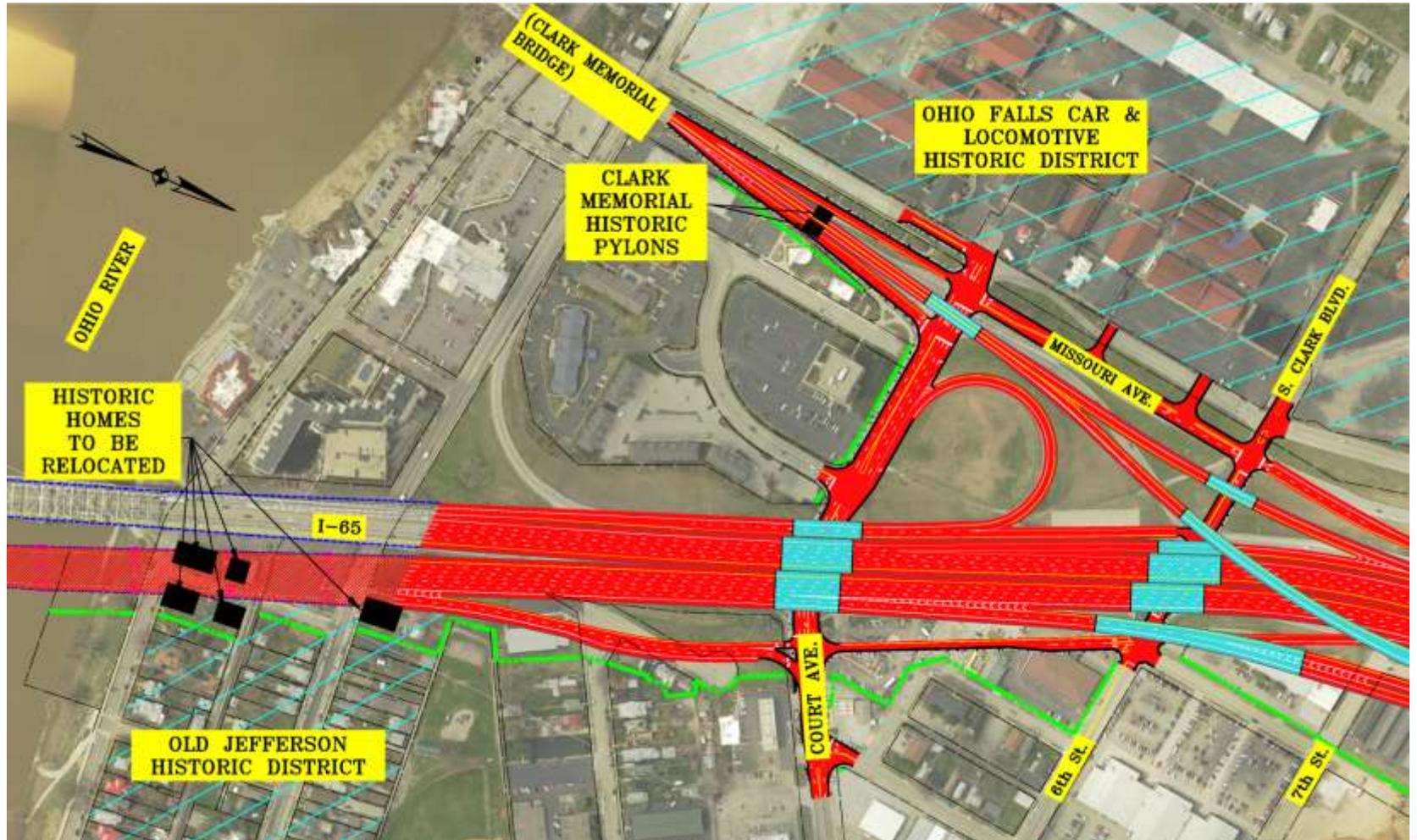
# Ohio River to 6<sup>th</sup> St.



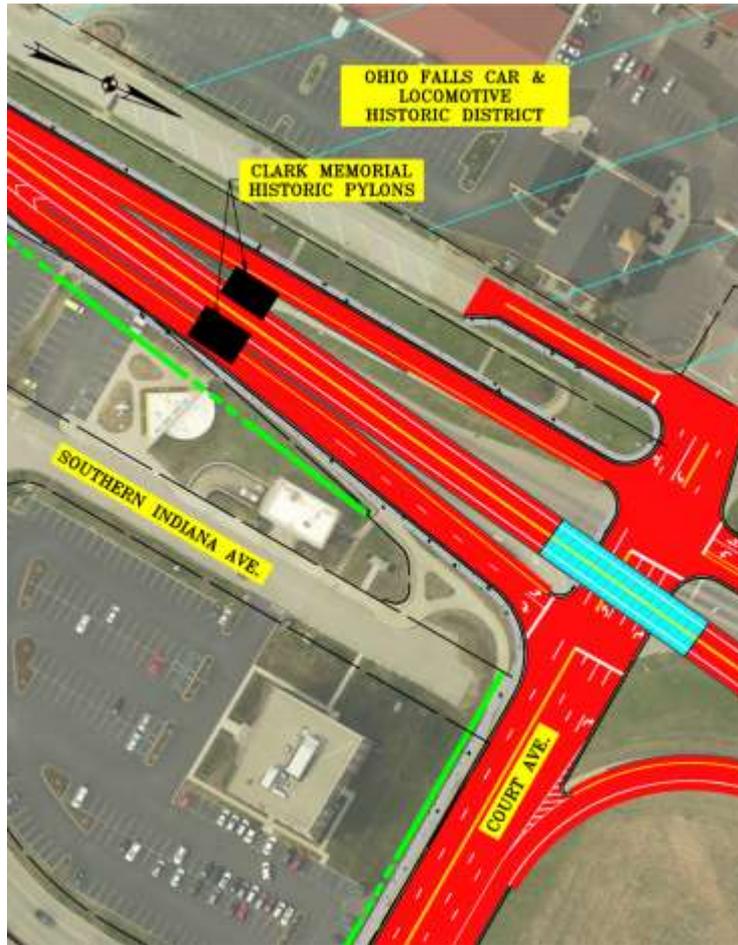
# Ohio River to 6<sup>th</sup> St.



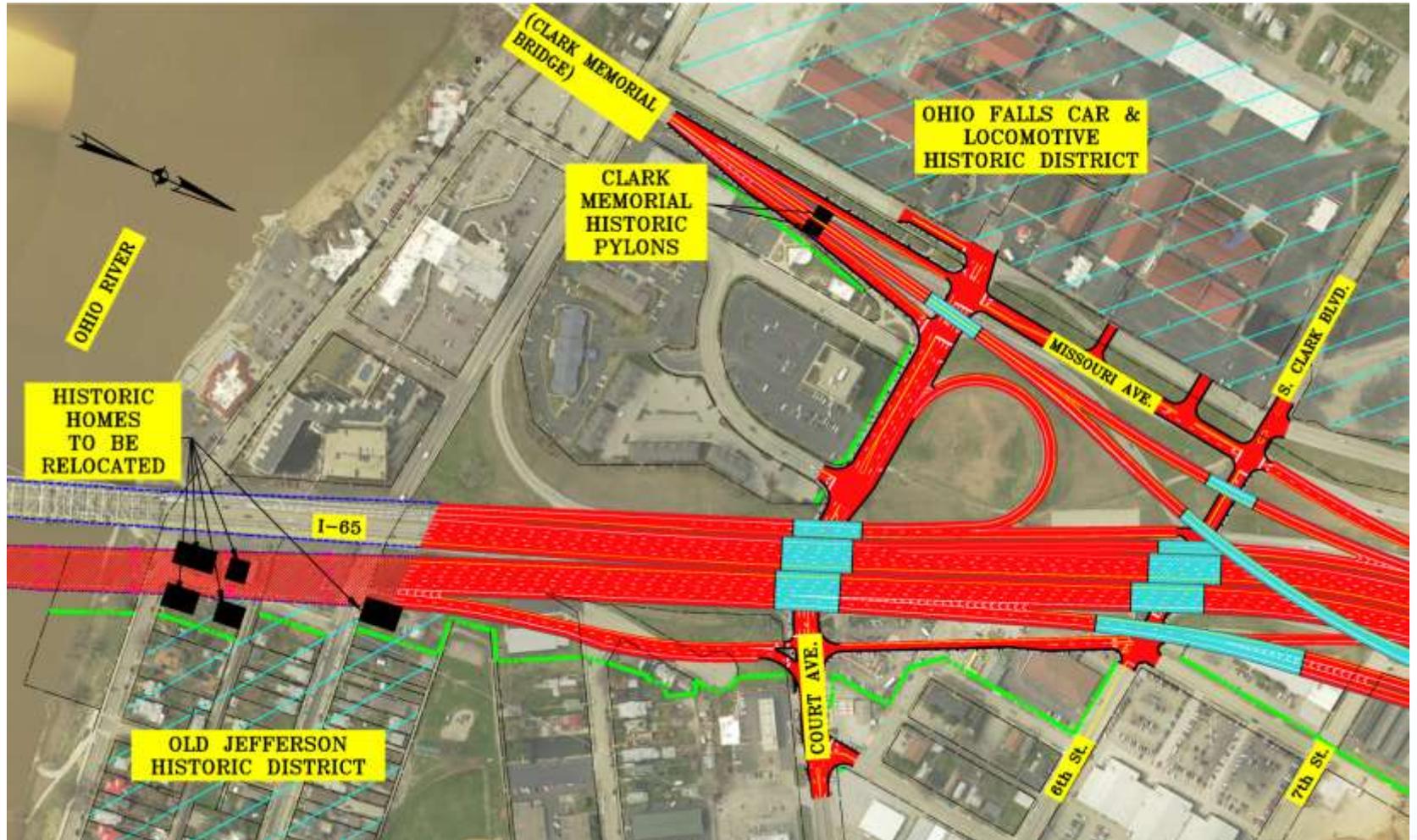
# Ohio River to 6<sup>th</sup> St.



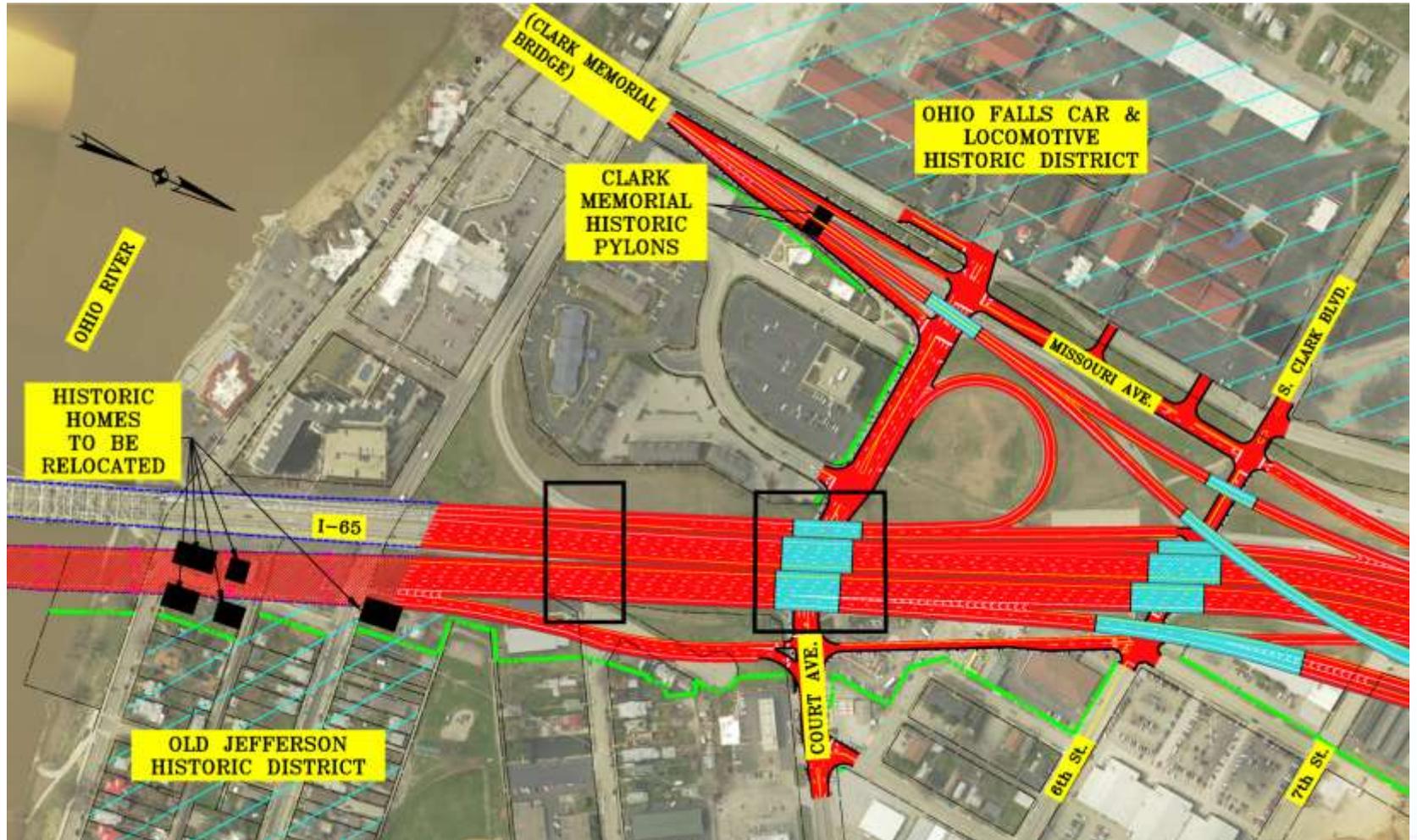
# Clark Memorial Bridge Historic Pylons



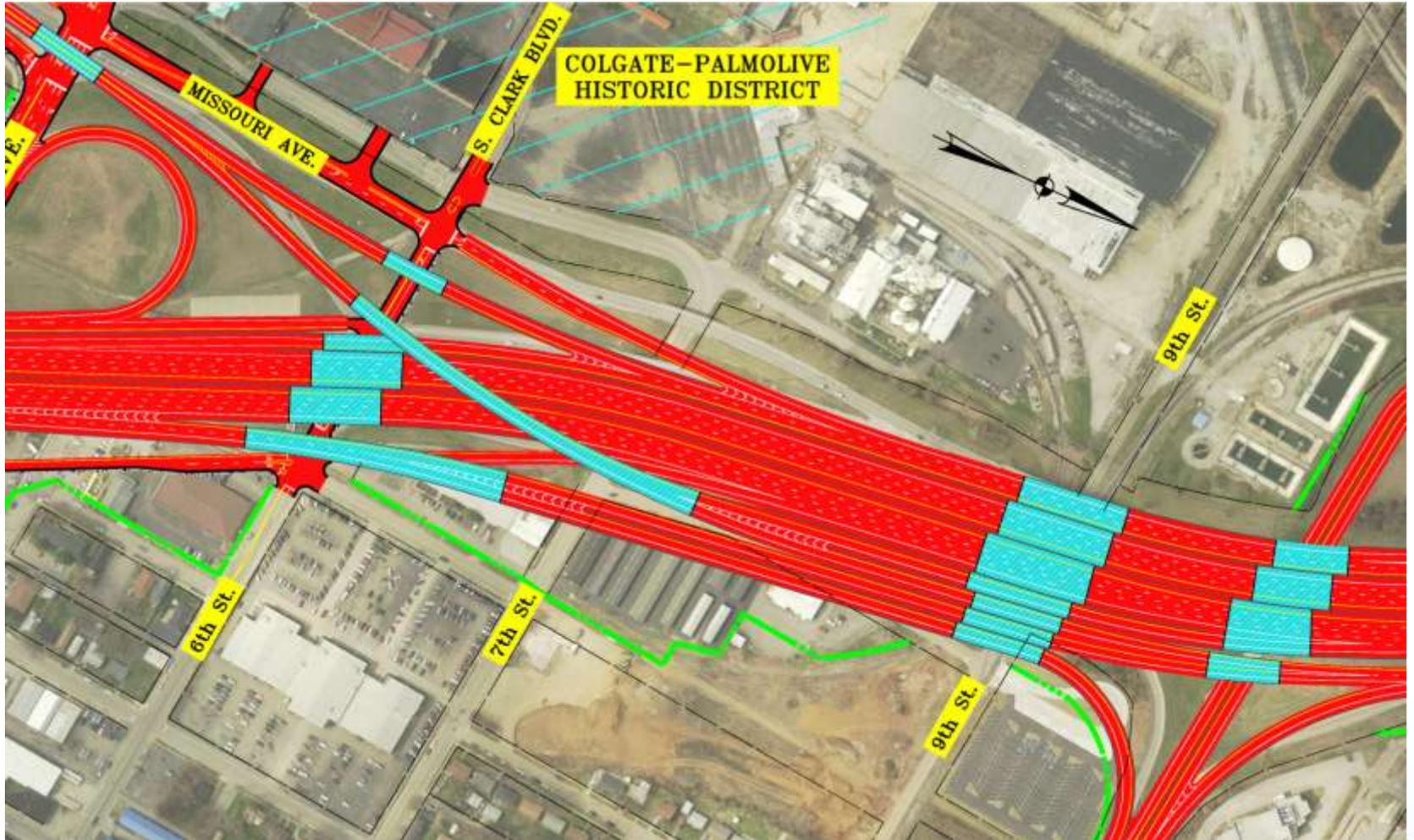
# Ohio River to 6<sup>th</sup> St.



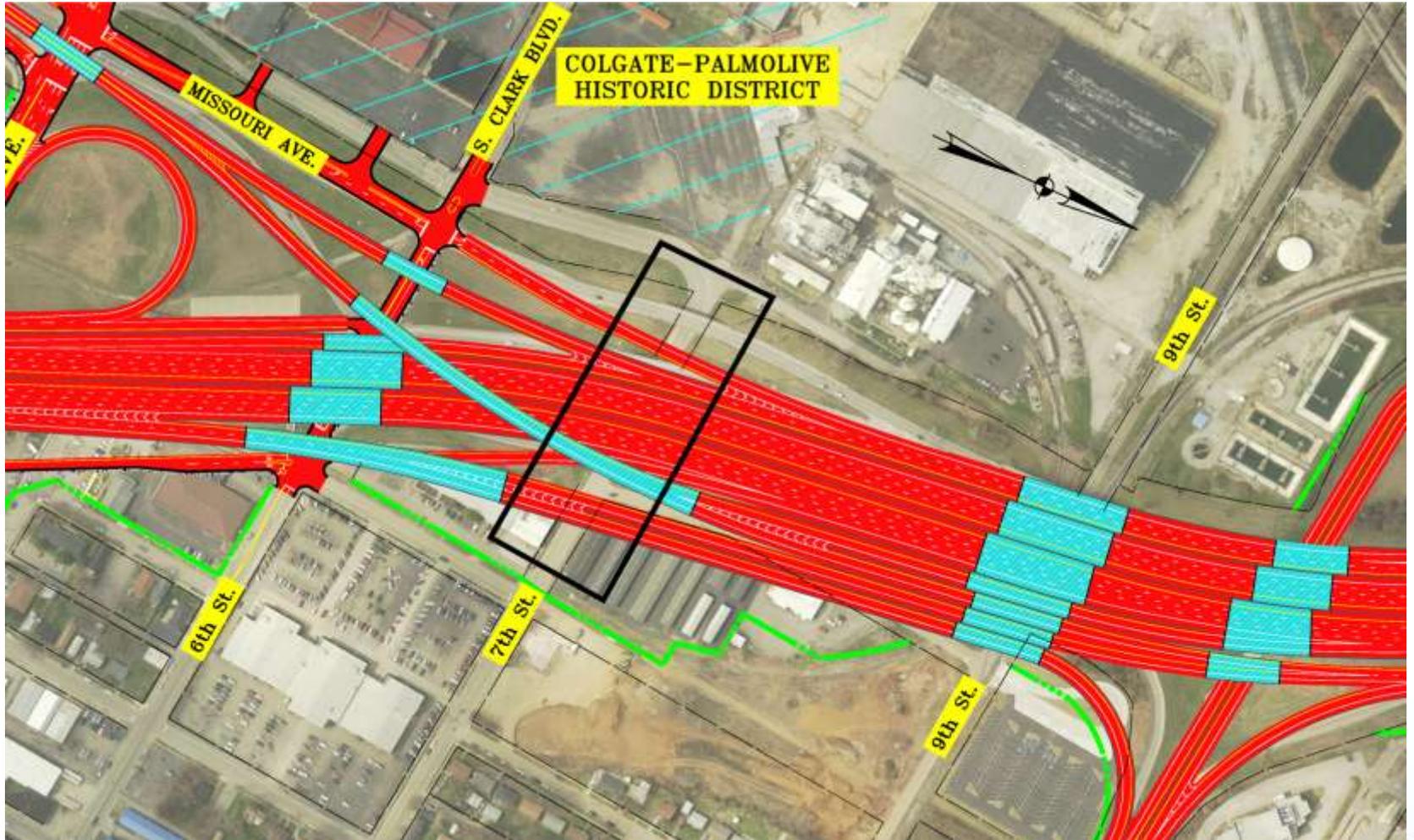
# Ohio River to 6<sup>th</sup> St.



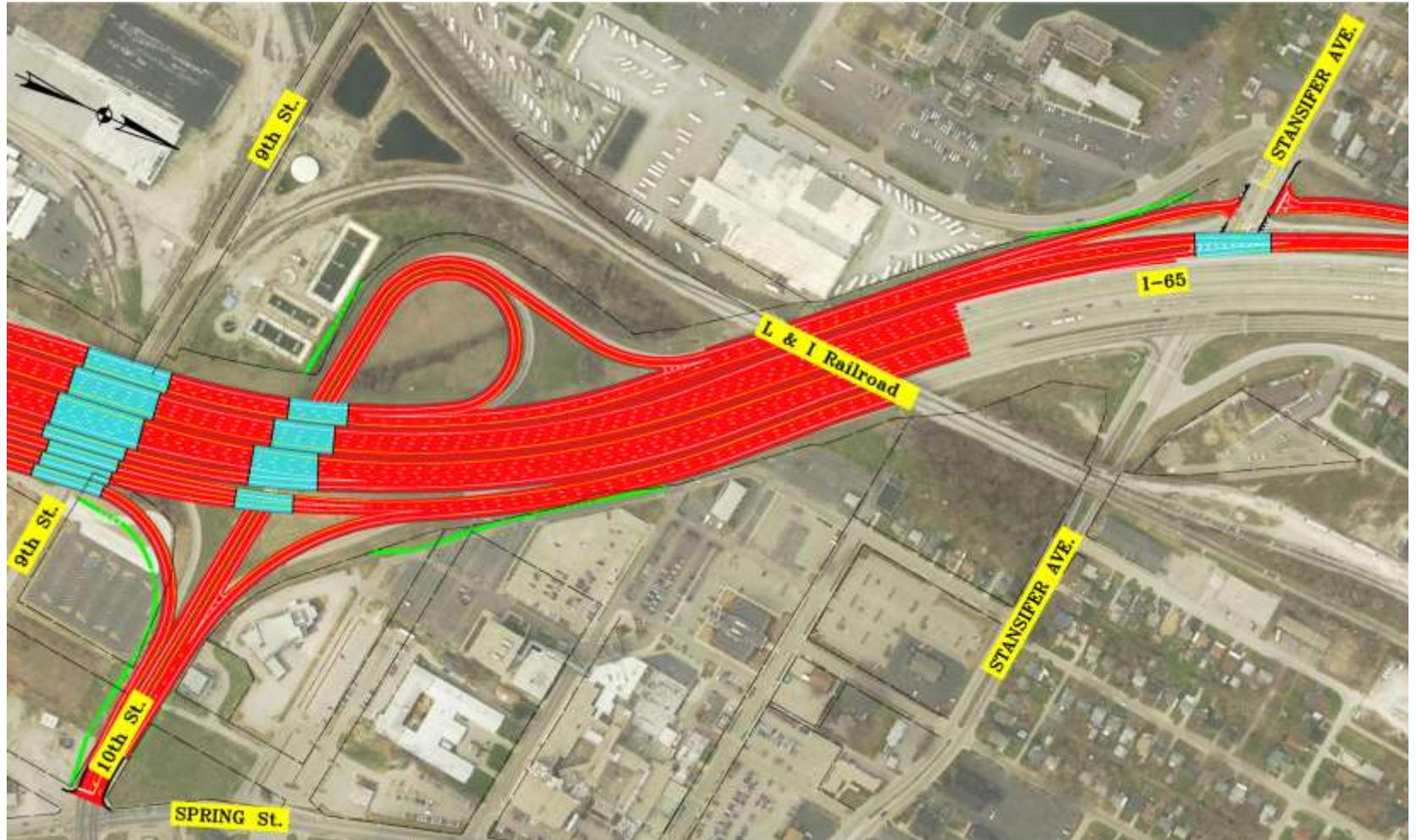
# 6<sup>th</sup> St. to 9<sup>th</sup> St.



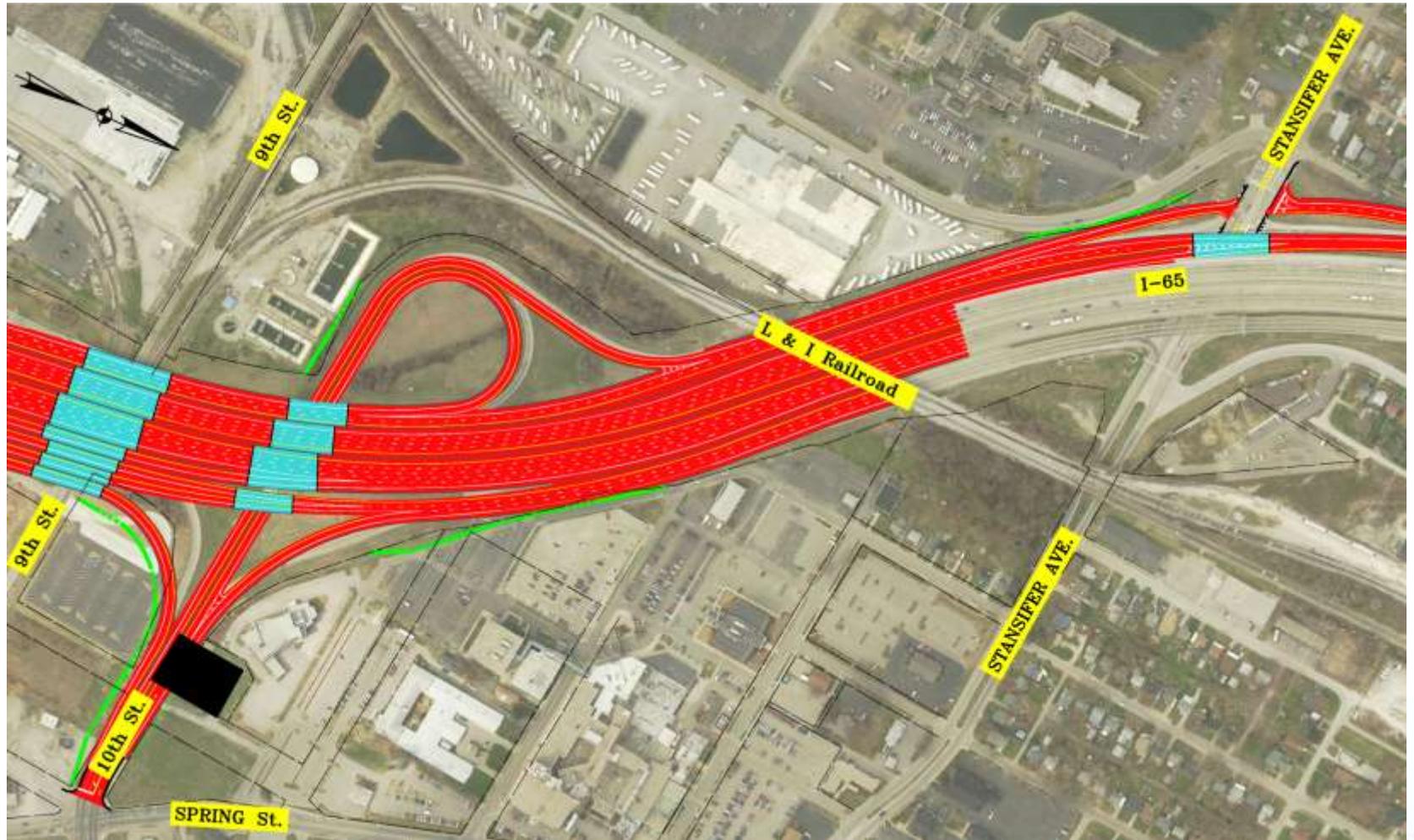
# 6<sup>th</sup> St. to 9<sup>th</sup> St.



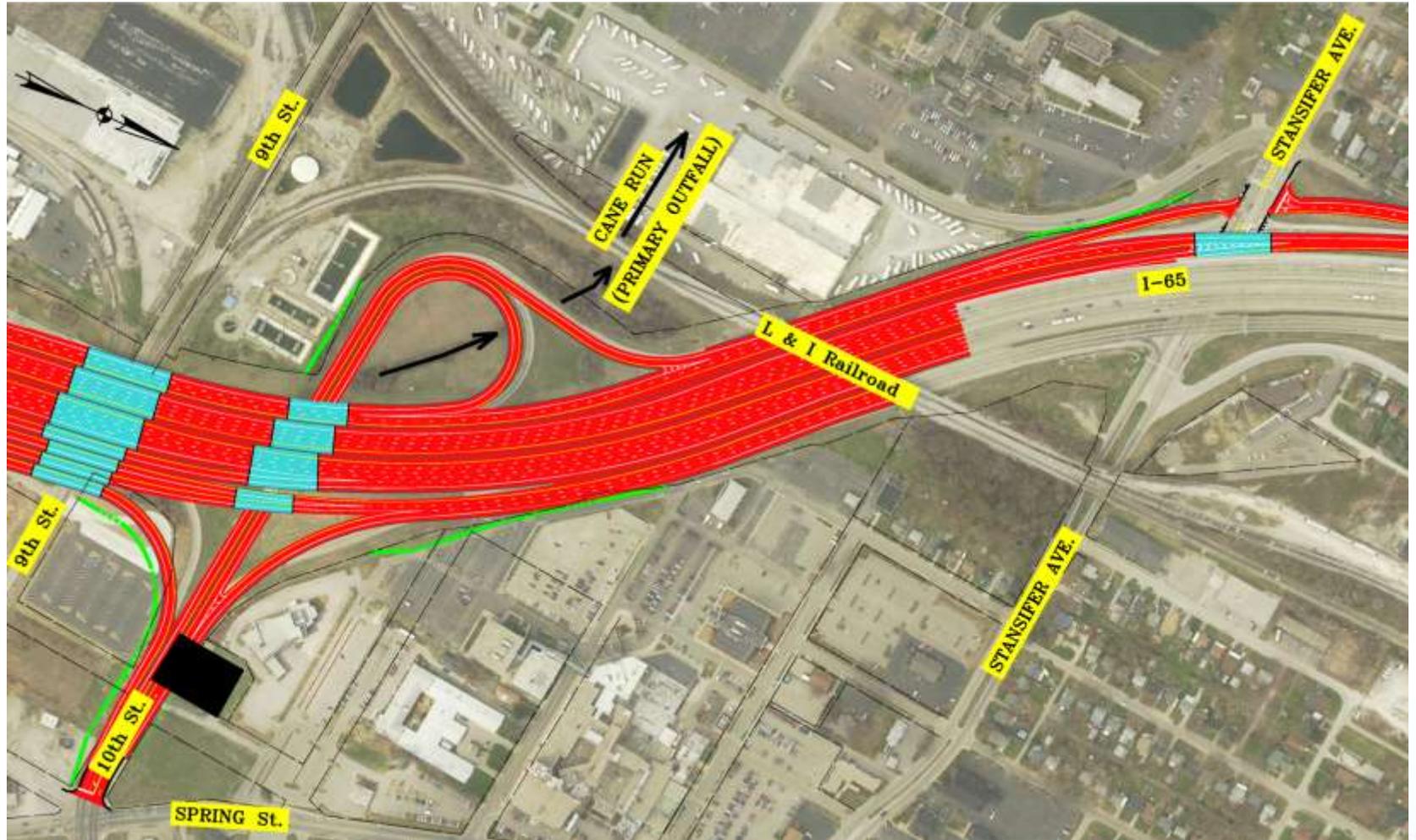
# 9<sup>th</sup> St. to Stansifer Ave.



# 9<sup>th</sup> St. to Stansifer Ave.



# 9<sup>th</sup> St. to Stansifer Ave.



# Existing Interchange



# Existing Operation Concerns



# Modified Alternative



# Base Data - Control



# Base Data - Utility

- Utility base mapping provided by companies as the starting point for utility locations shown on the plan view.
- Visible utility features field surveyed for actual locations.

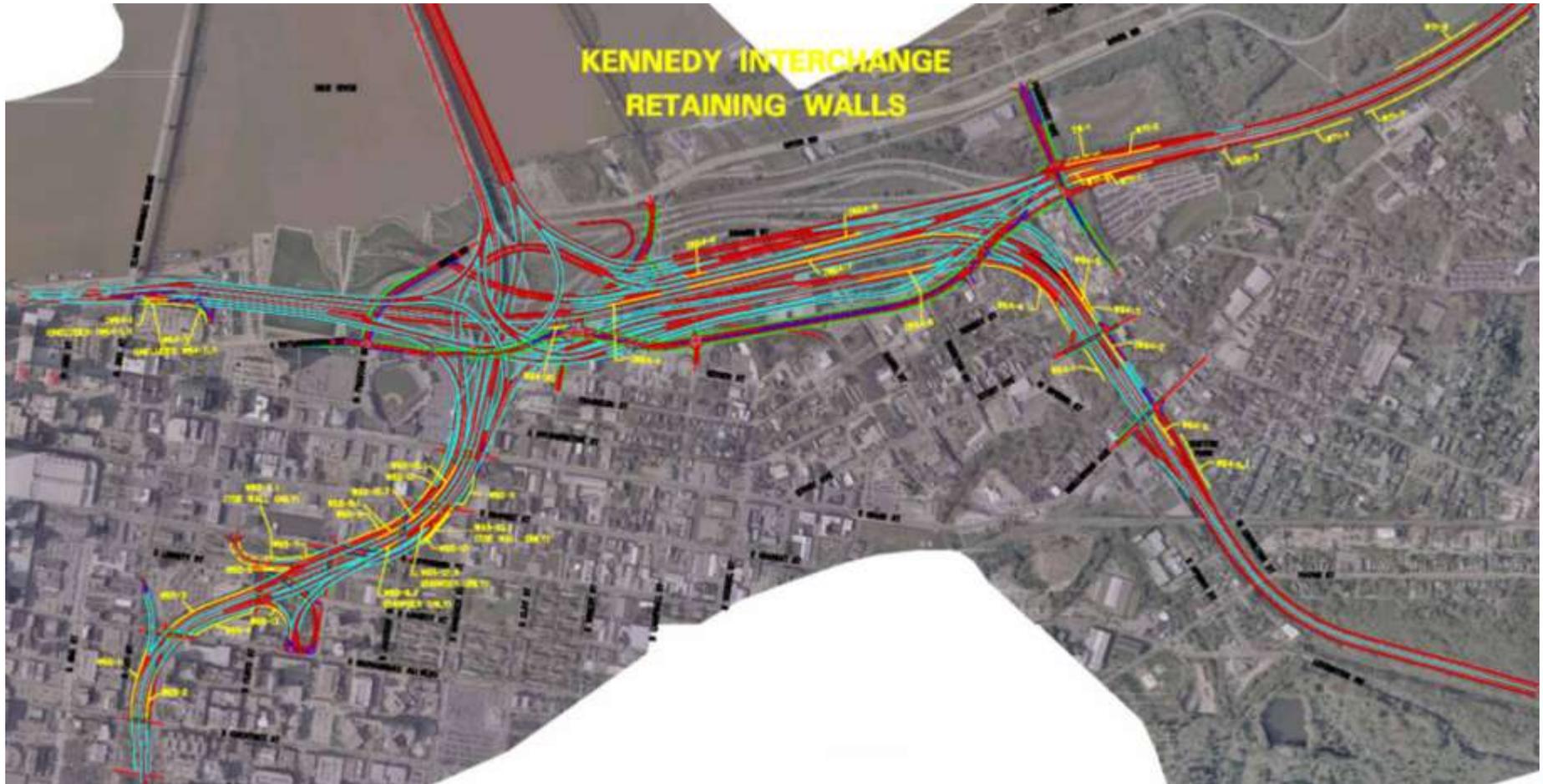
# Base Data - Utility

- Horizontal utility locations marked in field by BUD utilized to further refine base mapping.
- Vacuum excavations performed at various locations to provide initial vertical utility information shown.

# Base Data - Geotech



# Base Data - Geotech



# Base Data - Geotech



# Base Data - Geotech

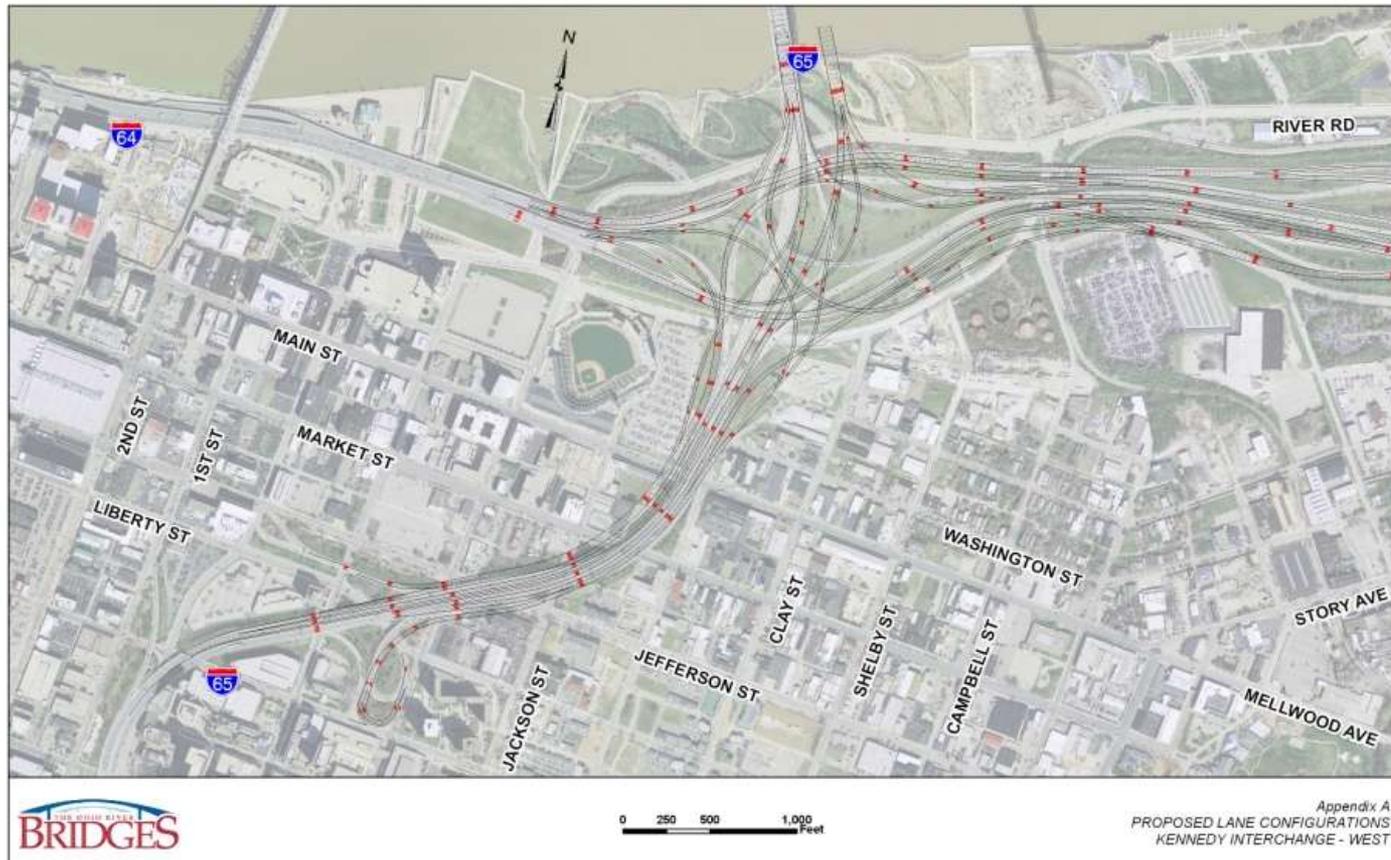
## Settlement of Embankments

- Design Build Team to address during design and construction phases.
- Likely critical path schedule element.

# Base Data – Contaminated Material



# Interchange Justification Study



# Interchange Justification Study



# Signing Plans

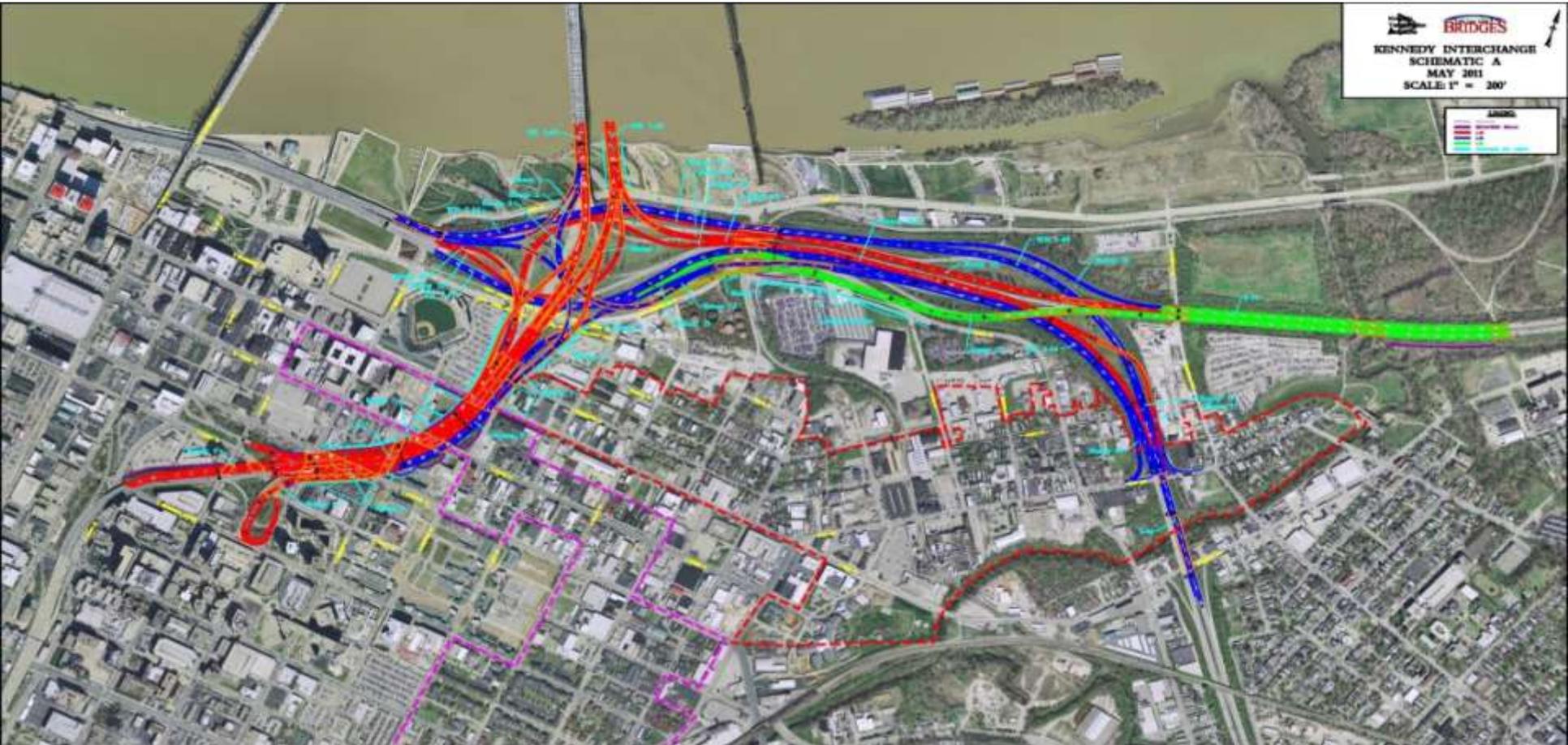


# Roadway Design Criteria

## Interstate Mainline

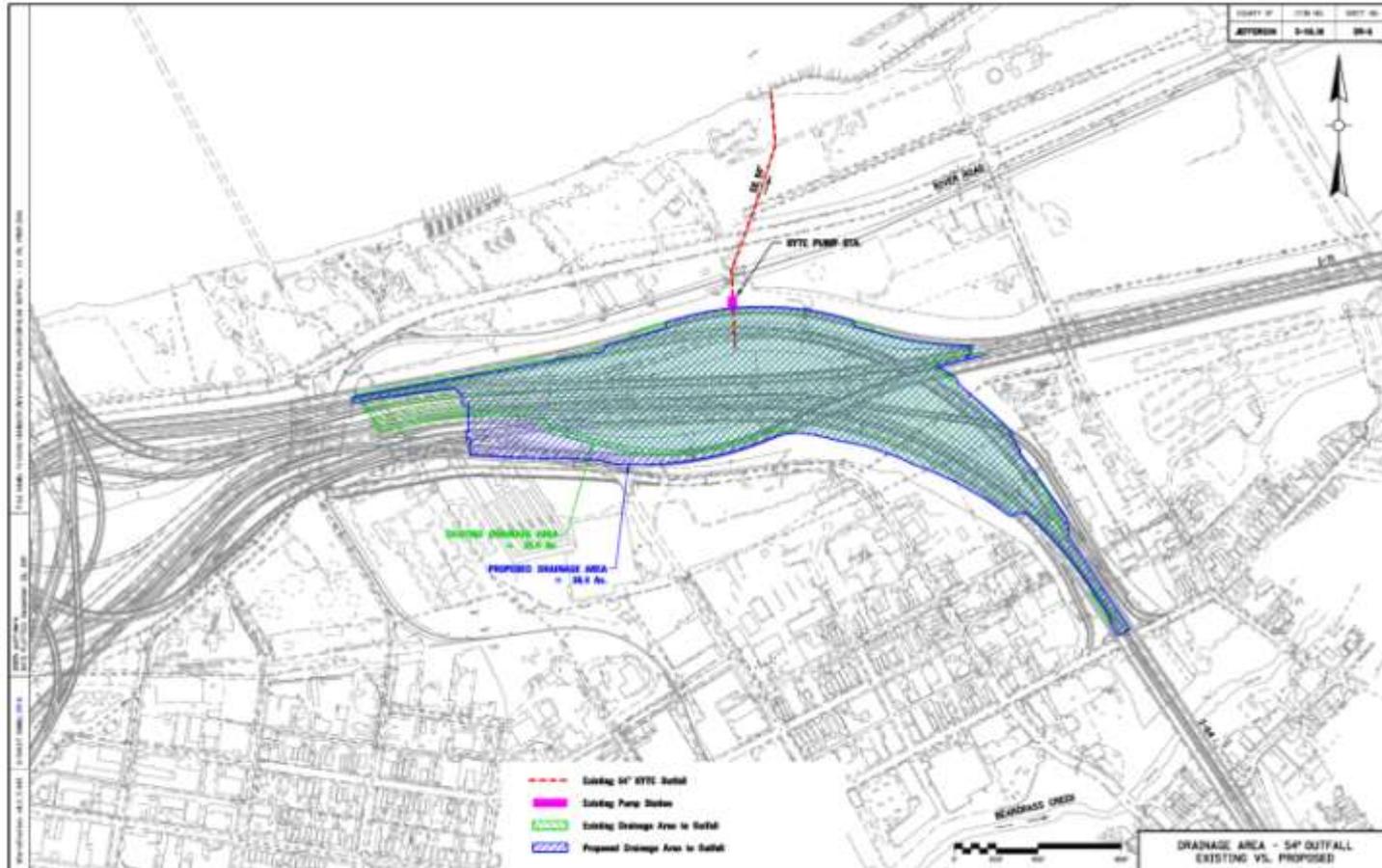
- Design Speed: 55 mph
- Maximum Grades: 4% Maximum
- Lane Widths: 12 ft.
- Shoulder Widths - Mainline with Median Barriers: 12 ft. Both sides
- Superelevation: 6% Maximum

# Roadway Design Criteria





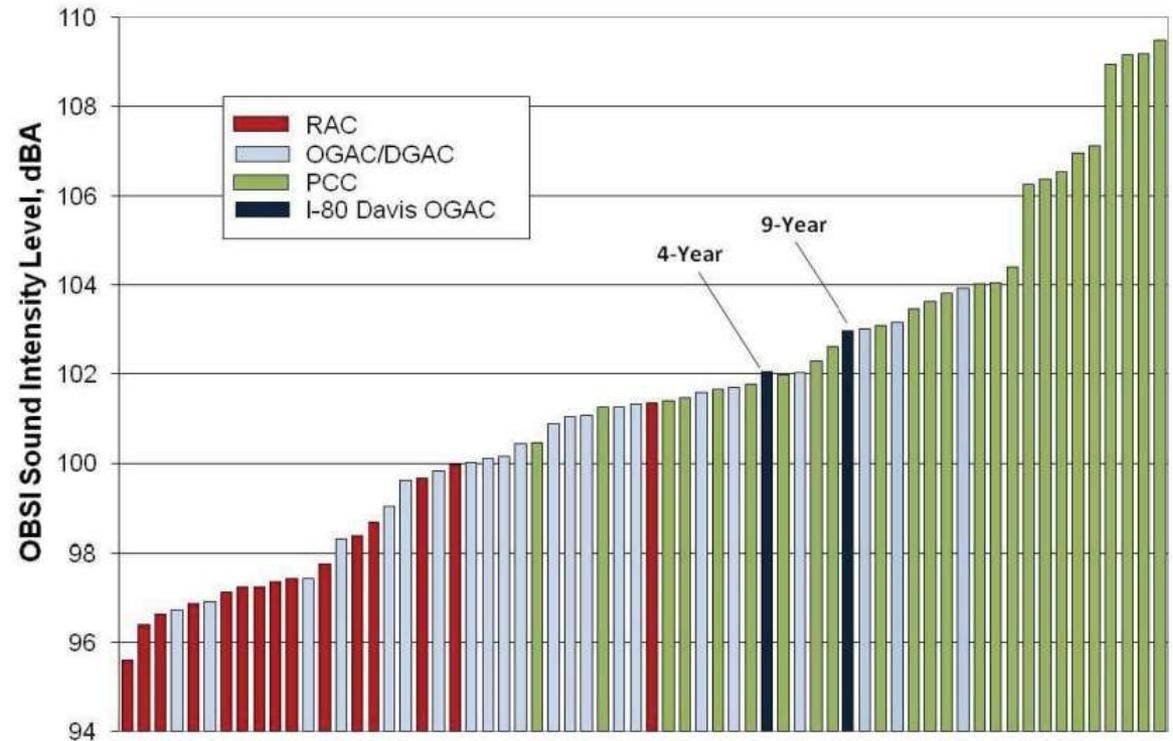
# Drainage



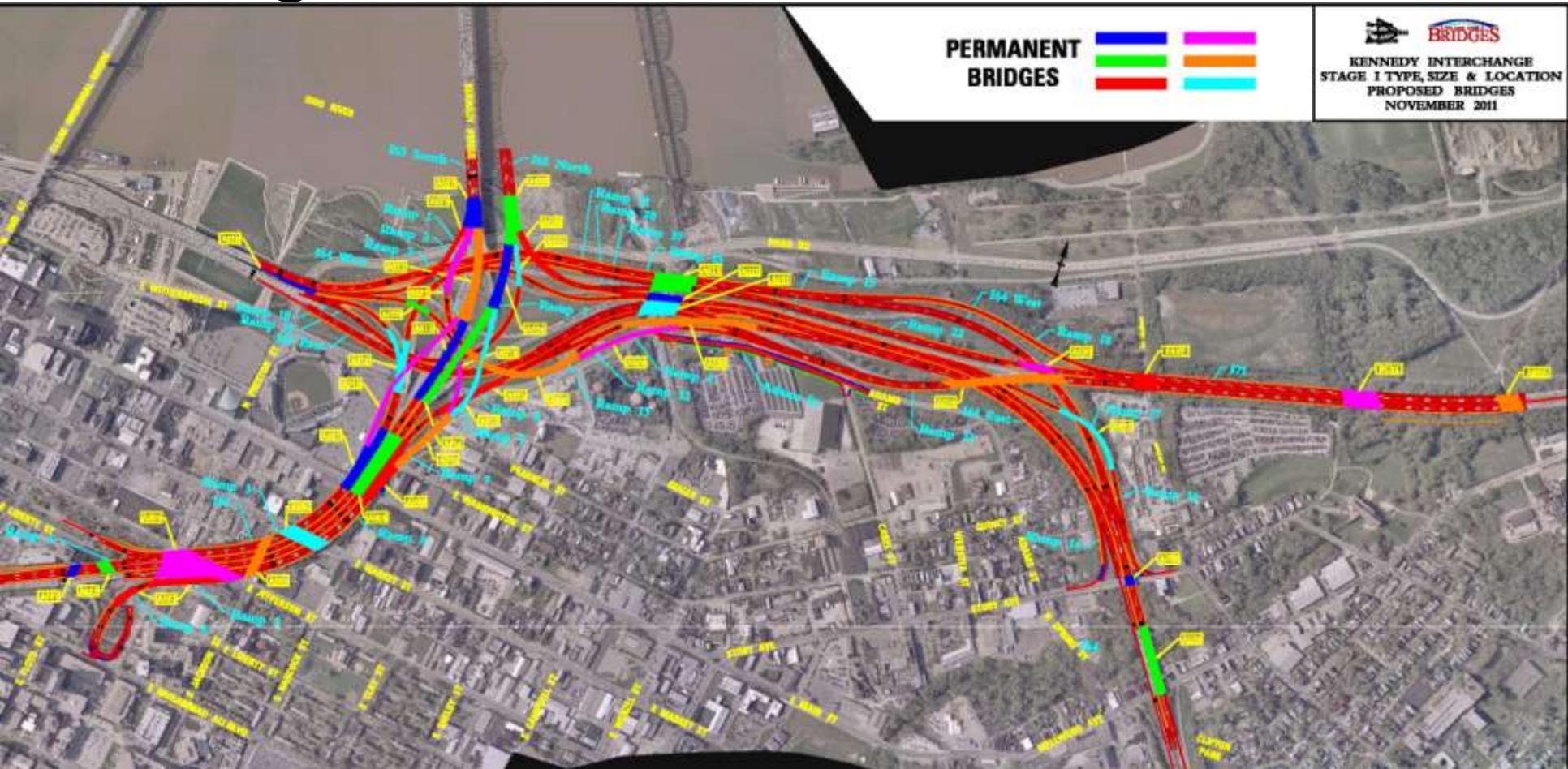
# Pavement

## Goals:

- Strength
- Durability
- Quiet



# Bridges



# Retaining Walls

Table of Retaining Walls												
Wall Location	Route Sta.		Retaining Wall Sta.		LF by Height				SF by Height			
	Begin Sta.	End Sta.	Begin Sta.	End Sta.	Total	0' - 10'	10' -20'	20' +	Total	0' - 10'	10' -20'	20' +
I-64 WB Wall Sheet 1	186+23.35	188+73.35	0+00.00	2+50.00	250.00	208.43	41.57	0	1374	1317	57	0
I-64 WB Wall Sheet 2	188+73.35	192+50.00	2+50.00	6+38.43	388.43	388.43	0	0	2155	2155	0	0
I-65 Wall Sheet 1	642+81.16	640+81.17	0+00.00	2+00.00	200.00	0	200.00	0	2307	0	2307	0
I-65 Wall Sheet 2	640+81.17	635+70.00	2+00.00	7+37.19	537.19	337.50	199.69	0	4229	2082	2147	0
I-71 Wall #1 Sheet 1	538+19.99	543+10.82	0+00.00	5+00.00	500.00	500.00	0	0	1765	1765	0	0
I-71 Wall #1 Sheet 2	543+10.82	547+49.88	5+00.00	9+69.50	469.50	469.50	0	0	2081	2081	0	0
I-71 Wall #2	548+16.95	548+75.00	0+00.00	0+70.63	70.63	70.63	0	0	247	247	0	0
Ramp 21 Wall	41+80.87	45+16.24	0+00.00	3+28.24	328.24	23.67	226.08	78.49	5461	113	3694	1654
Ramp 3 Wall #1	29+13.73	33+34.04	0+00.00	4+15.66	415.66	0	0	415.66	9194	0	0	9194
Ramp 3 Wall #2	36+17.12	41+54.30	0+00.00	5+34.45	534.45	0	0	534.45	12987	0	0	12987
Ramp 3 Wall #3	43+54.31	46+96.92	0+00.00	3+27.89	327.89	125.93	156.69	45.27	3902	616	2263	1023
Ramp 4 Wall	13+22.74	13+87.01	0+00.00	0+64.27	64.27	20.21	21.26	22.80	912	102	323	487
Ramp 8 Wall #1	*29+70.85	802+70.00	0+00.00	3+81.01	381.01	167.84	115.50	97.67	5273	753	1736	2784
Ramp 8 Wall #2	814+11.17	816+72.42	0+00.00	2+64.27	264.27	264.27	0	0	1964	1964	0	0
Ramp 8 Wall #3	824+04.31	826+32.64	0+00.00	2+27.95	227.95	227.95	0	0	1184	1184	0	0
Ramp 10 Wall	9+73.33	12+50.00	0+00.00	2+77.72	277.72	277.72	0	0	832	832	0	0
Ramp 12 Wall	202+00.30	202+50.00	0+00.00	0+49.86	49.86	19.68	30.18	0	593	98	495	0
Ramp 17 Wall #1	2+63.08	6+18.85	0+00.00	3+85.40	385.40	385.40	0	0	1437	1437	0	0
Ramp 17 Wall #2 Sh.1	4+81.46	7+31.74	0+00.00	2+50.00	250.00	99.51	150.49	0	2863	601	2262	0
Ramp 17 Wall #2 Sh.2	7+31.74	9+04.30	2+50.00	4+54.29	204.29	15.68	154.14	34.47	3507	95	2707	705
Adams St. Wall	12+80.43	14+15.64	0+00.00	1+35.22	135.22	135.22	0	0	737	737	0	0
<b>Total</b>					<b>6261.98</b>	<b>3737.57</b>	<b>1295.60</b>	<b>1228.81</b>	<b>65004</b>	<b>18179</b>	<b>17991</b>	<b>28834</b>
* Ramp 6 Sta.												

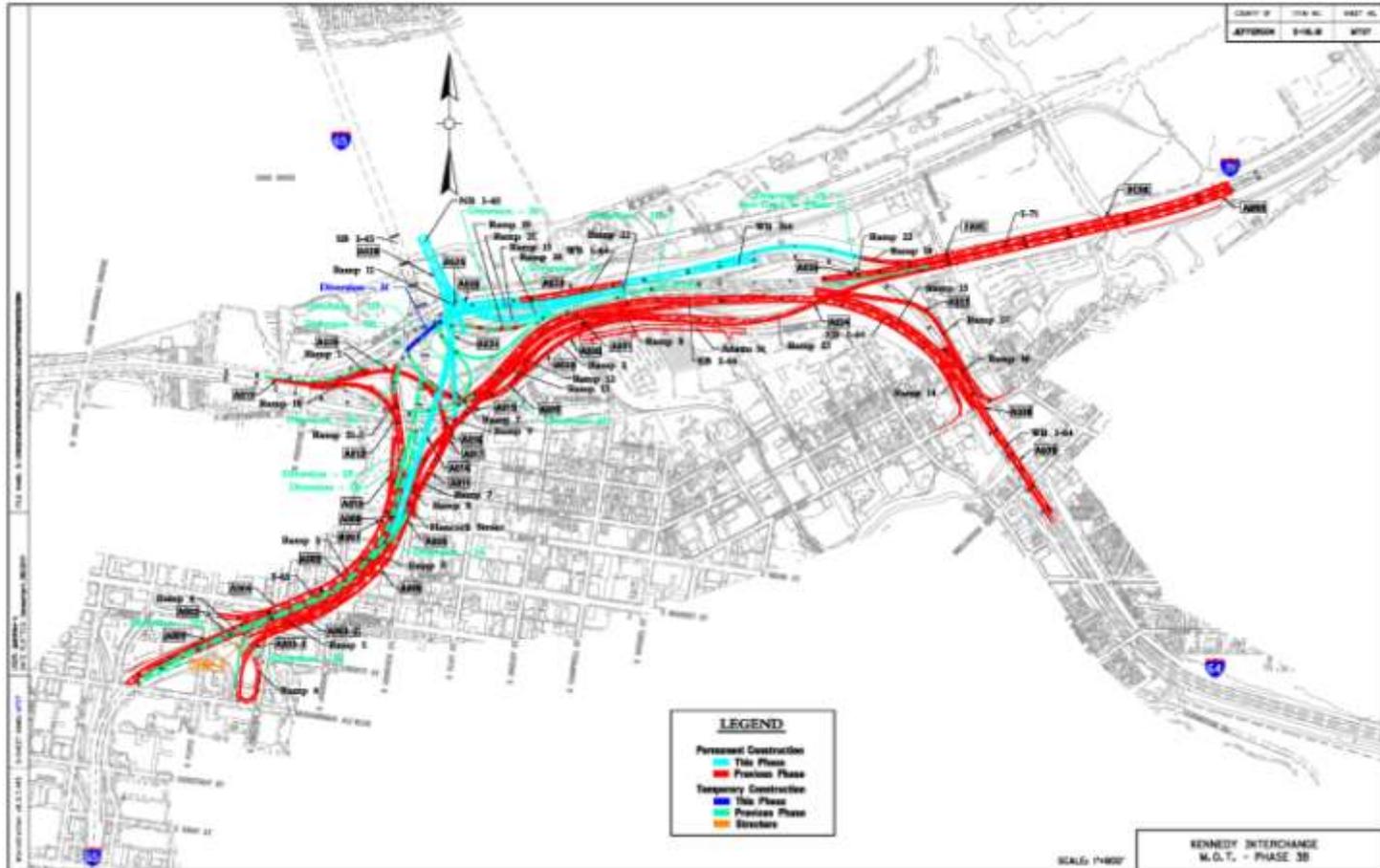
# Retaining Wall Layout



# Construction Sequencing

- Maintain 2 lanes each direction for all Interstate through movements.
- Maintain all Interstate to Interstate movements, except for lower volume movements to/from I-64 west of I-65.

# Phasing



# Construction Sequencing

## Closures by phase

INTERSTATE MOVEMENT CLOSURES	M.O.T. PHASE									
	1	2A	2B	3A	3B	4A	4B	5	6	
I-64E to I-65S	Aug13-----Dec17									
I-65N to I-64W				Feb16-----Sep17						
I-64E to I-65N						Jul17-----Jun18				
I-65S to I-64W						Jul17----Dec17				

# ITS

- Handling and removal of TRIMARC assets in the project limits.
- Operation and monitoring through construction.
- RFP will include responsibilities for permanent facilities

# Railroad Impacts

- Crossing of rail spur operated by RJ Corman and owned by CSX.
- Design Build Team responsible for all coordination, permits and costs.

# Right of Way



# Right of Way



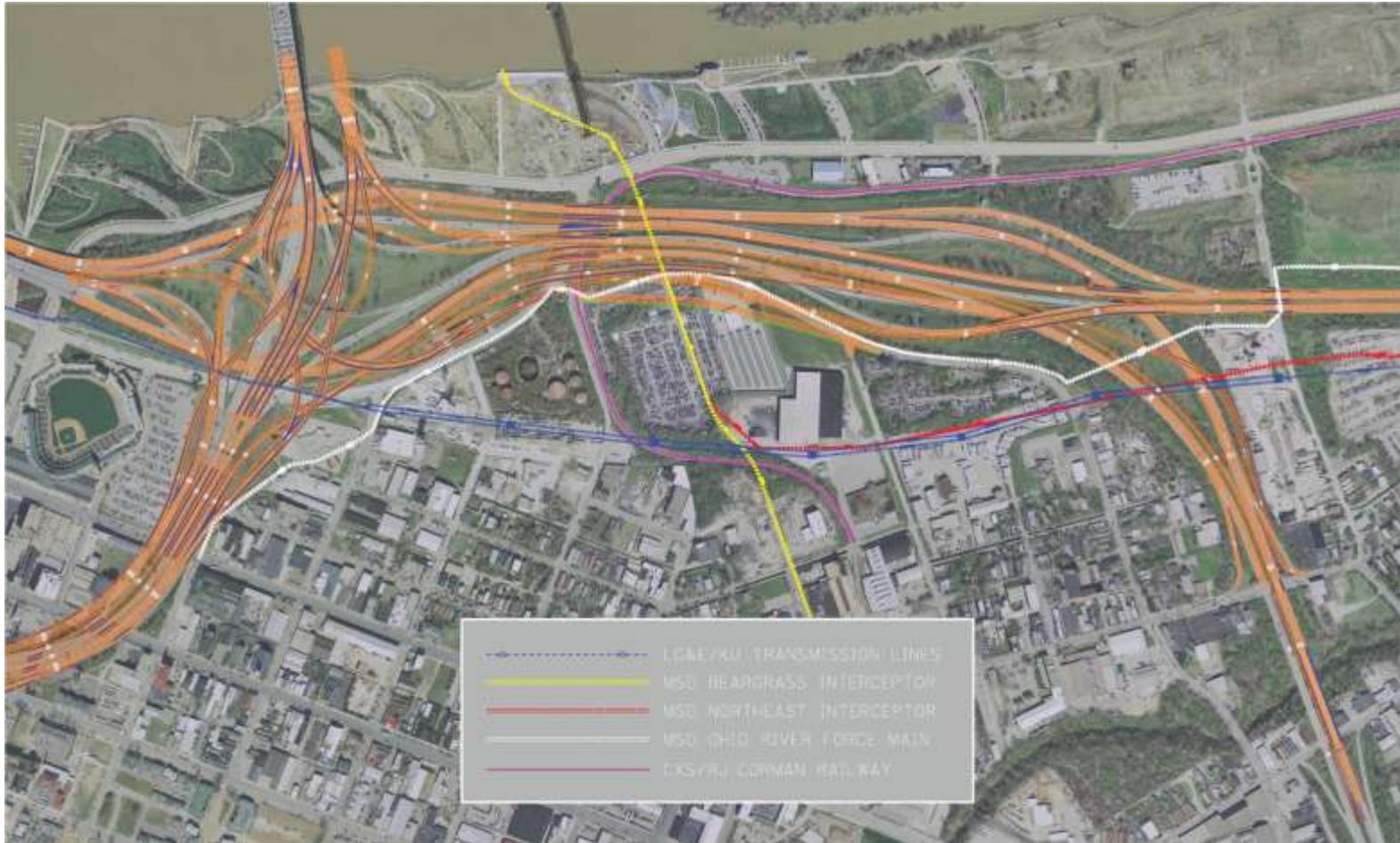
# Right of Way



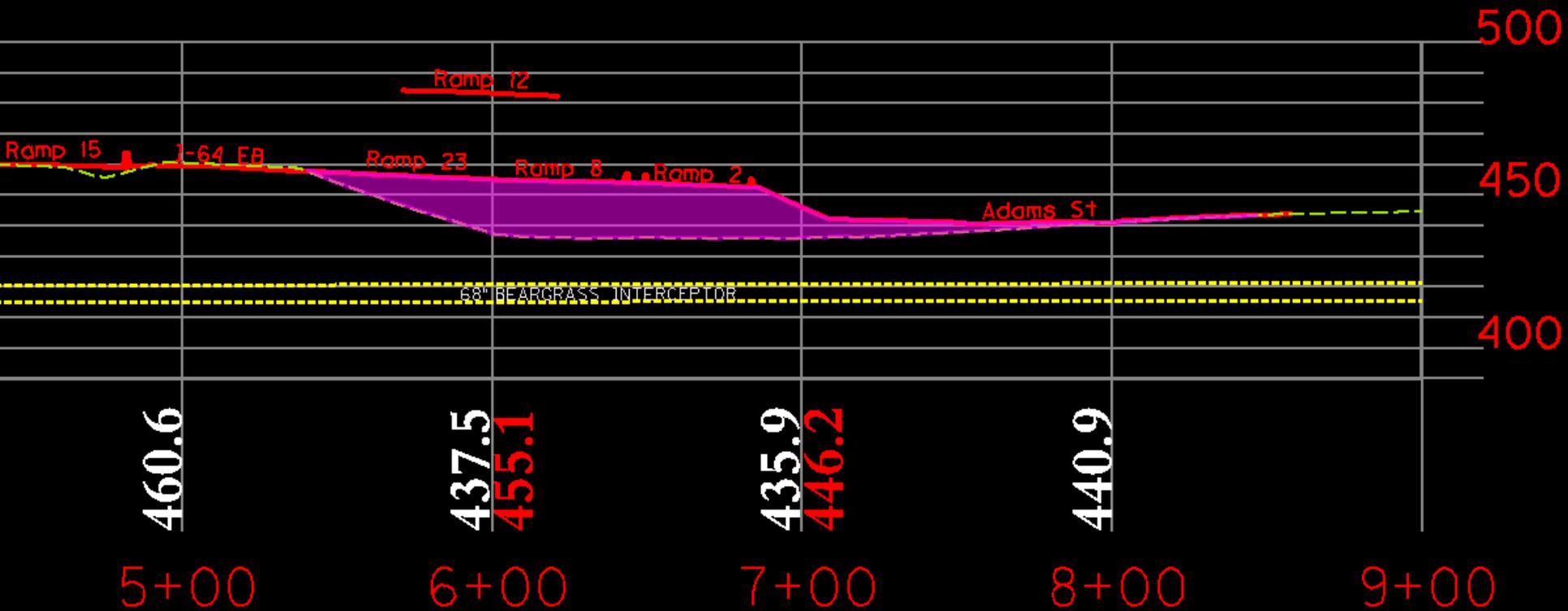
# Utilities

- Design Build Team responsible for coordination, agreements and costs.
- Likely critical path schedule element.

# Critical Utilities



# Utilities



# Aesthetics

- Structure beams, pier shape, color, finish, consistency
- Lighting
- Retaining walls
- Landscaping

# Environmental

## Historic Districts

- Butchertown
- Phoenix Hill
- Memorandum of Agreement
  - Conditions
  - Restrictions
  - On-going coordination
- Blasting/Vibration Plans

# Environmental

## Public Parks

- Waterfront Park
- Extreme Park
  - Limited impacts
  - Limited use during construction
  - Public access safety

LUNCH. 2 HOURS.





# Request for Qualifications

## OVERVIEW



# Goals of Project

- Best Value for the Cost
- Finished Within an Aggressive Timeline
- Provides the Expected Quality
- Workforce Mirrors the Face of the Region

# What Kind Of Team?

- Experience with Similar Projects
- Capacity to Perform the Work
- Understanding of the Downtown Phase
- Past DBE/EEO Success

# Pre-Qualifications

- KYTC for all Construction Work Types
- KYTC for all Design Services
- KYTC for Right of Way Services in KY
- INDOT for Right of Way Services in IN
- Professional Registrations in Applicable State

# Key Personnel

- Project Manager
- Design Manager
- Structural Design Lead Engineer
- Highway Design Lead Engineer
- Construction Manager
- DBE/EEO Program Manager
- Public Involvement Manager

# Selection & Evaluation Process

TOPIC	Evaluation Criteria	Maximum Points
Design Build Team Project Experience	How well does the DBT demonstrate their design, construction, and management experience?	30
Design Build Team Key Personnel and Organization	How well do the DBT's qualifications, experience and time availability relate to the requirements of the project?	40
Project Understanding and Approach	How well does the DBT demonstrate a preliminary understanding of the design and construction requirements of the project?	30
DBE/EEO Program	Does the DBT possess experience in promoting and managing a DBE program?	Pass/Fail
<b>Total</b>		<b>100</b>

# Schedule of Process

Dates	Scheduled Item
Feb. 23, 2012	Draft Request For Qualifications (RFQ) issued
March 1, 2012	Mandatory Pre-Bid Meeting
March 2, 2012	Comments on Draft RFQ due by 4 pm
Week of March 5, 2012	Final RFQ issued
April 2, 2012	Submission of Qualifications (SOQ) due by 4 pm
April 2 – 15, 2012	KYTC will review the submitted SOQs and interview designated key members of each design-build team (DBT)
April 16, 2012	KYTC will choose and announce a “short list” of three (3) DBTs. Teams will be given a RFP to proceed in procurement process.

# Schedule of Process (cont.)

Dates	Scheduled Item
April 16— July 16, 2012	Innovative Technical Concepts (ITC) will be accepted from the three DBTs during this time
Aug. 1, 2012	KYTC will provide response for proposed ITCs
Aug. 31, 2012	Technical Proposal for RFP due by 4 pm
Sept. 1 – Oct. 1, 2012	KYTC’s Technical Proposal Advisory Committee reviews Technical Proposal
Oct. 1 – 15, 2012	KYTC Selection Committee will review and score the Technical Proposal; scores provided to the Awards Committee
Oct. 15, 2012	Price Proposal for RFP due by 4 pm
Oct. 2012	KYTC to announce Award of the Project
June 30, 2018	Contract Specified Construction Completion Date

# Point of Contact

Any questions should be directed and SOQ Submitted to:

**Ryan Griffith, PE, Director**

**Division of Construction Procurement**

**Transportation Cabinet Office Building**

**200 Mero Street**

**Frankfort, KY 40622**

**Phone: 502-564-3500**

**Email: [ryan.griffith@ky.gov](mailto:ryan.griffith@ky.gov)**



# Q and A Process

- Two microphones, two lines.
- Must be potential bidder with **blue** nametag.
- Compose your question ahead of time.
- Identify yourself and your organization.
- Pose your question succinctly.
- The appropriate official will provide their current view verbally.
- Their response may be supplanted by subsequent website information.

# Q and A Process Continued

- Microphones will be staffed.
- Questions will alternate between mics.
- All questions and responses will be digitally recorded
- Digital copy of proceedings and transcripts of Q&A will be available on website
- [www.transportation.ky.gov](http://www.transportation.ky.gov)
- General Questions/Comments: continue to use [www.kyinbridges.com](http://www.kyinbridges.com) or Community Transportation Solutions (CTS).

# What We Will Do In the Near Future

- Transcribe today's questions and provide formal responses on the website
- Continue to respond to questions on the same website during the process.  
Website address is  
[www.transportation.ky.gov](http://www.transportation.ky.gov)
- Continue to ensure all questions and answers are shared with all potential bidders

# Tomorrow: Indiana Pre-Bid Meeting

- In this convention center, Rooms 209-211
- Registration opens at 7:30
- Meeting begins at 9 am

