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
Modified Alternative

Waterfront Park

Butchertown

Phoenix Hill
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
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 6th St.
Ohio River to 6th St.
Ohio River to 6th St.
Clark Memorial Bridge Historic Pylons
Ohio River to 6th St.
Ohio River to 6th St.
6th St. to 9th St.
6th St. to 9th St.
9th St. to Stansifer Ave.
9th St. to Stansifer Ave.
9th 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

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

Figure 17: KENNEDY INTERCHANGE – AM PEAK HOUR DENSITY MAP MODIFIED SELECTED ALTERNATIVE
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
Drainage
Pavement

Goals:
- Strength
- Durability
- Quiet
Bridges
# Retaining Walls

## Table of Retaining Walls

<table>
<thead>
<tr>
<th>Wall Location</th>
<th>Route Sta.</th>
<th>Retaining Wall Sta.</th>
<th>LF by Height</th>
<th>SF by Height</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Begin Sta.</td>
<td>End Sta.</td>
<td>Begin Sta.</td>
<td>End Sta.</td>
</tr>
<tr>
<td>I-64 WB Wall Sheet 1</td>
<td>186+23.35</td>
<td>188+73.35</td>
<td>0+00.00</td>
<td>2+50.00</td>
</tr>
<tr>
<td>I-64 WB Wall Sheet 2</td>
<td>188+73.35</td>
<td>192+50.00</td>
<td>2+50.00</td>
<td>6+38.43</td>
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<tr>
<td>I-65 Wall Sheet 1</td>
<td>642+81.16</td>
<td>640+81.17</td>
<td>0+00.00</td>
<td>2+00.00</td>
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<tr>
<td>I-65 Wall Sheet 2</td>
<td>640+81.17</td>
<td>635+70.00</td>
<td>2+00.00</td>
<td>7+37.19</td>
</tr>
<tr>
<td>I-71 Wall #1 Sheet 1</td>
<td>538+19.99</td>
<td>543+10.82</td>
<td>0+00.00</td>
<td>5+00.00</td>
</tr>
<tr>
<td>I-71 Wall #1 Sheet 2</td>
<td>543+10.82</td>
<td>547+49.88</td>
<td>5+00.00</td>
<td>9+69.50</td>
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<tr>
<td>I-71 Wall #2</td>
<td>548+16.95</td>
<td>548+75.00</td>
<td>0+00.00</td>
<td>0+70.63</td>
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<tr>
<td>Ramp 21 Wall</td>
<td>41+80.87</td>
<td>45+18.24</td>
<td>0+00.00</td>
<td>3+28.24</td>
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<tr>
<td>Ramp 3 Wall #1</td>
<td>29+13.73</td>
<td>33+34.04</td>
<td>0+00.00</td>
<td>4+15.66</td>
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<tr>
<td>Ramp 3 Wall #2</td>
<td>36+17.12</td>
<td>41+54.30</td>
<td>0+00.00</td>
<td>5+34.45</td>
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<tr>
<td>Ramp 3 Wall #3</td>
<td>43+51.31</td>
<td>46+98.92</td>
<td>0+00.00</td>
<td>3+27.89</td>
</tr>
<tr>
<td>Ramp 4 Wall</td>
<td>13+22.74</td>
<td>13+87.01</td>
<td>0+00.00</td>
<td>6+44.27</td>
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<tr>
<td>Ramp 8 Wall #1</td>
<td>29+70.85</td>
<td>802+70.00</td>
<td>0+00.00</td>
<td>3+81.01</td>
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<tr>
<td>Ramp 8 Wall #2</td>
<td>814+11.17</td>
<td>816+72.42</td>
<td>0+00.00</td>
<td>2+64.27</td>
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<tr>
<td>Ramp 8 Wall #3</td>
<td>824+04.31</td>
<td>826+32.46</td>
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<td>2+27.95</td>
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<tr>
<td>Ramp 10 Wall</td>
<td>9+73.33</td>
<td>12+50.00</td>
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<tr>
<td>Ramp 12 Wall</td>
<td>202+00.30</td>
<td>202+50.00</td>
<td>0+00.00</td>
<td>0+49.86</td>
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<tr>
<td>Ramp 17 Wall #1</td>
<td>2+63.08</td>
<td>6+18.85</td>
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<td>Ramp 17 Wall #2 Sh.1</td>
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<td>2+50.00</td>
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<tr>
<td>Ramp 17 Wall #2 Sh.2</td>
<td>7+31.74</td>
<td>9+04.30</td>
<td>2+50.00</td>
<td>4+54.29</td>
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<tr>
<td>Adams St. Wall</td>
<td>12+80.34</td>
<td>14+15.64</td>
<td>0+00.00</td>
<td>1+35.22</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* 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

<table>
<thead>
<tr>
<th>INTERSTATE MOVEMENT CLOSURES</th>
<th>M.O.T. PHASE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1</td>
</tr>
<tr>
<td>I-64E to I-65S</td>
<td></td>
</tr>
<tr>
<td>I-65N to I-64W</td>
<td></td>
</tr>
<tr>
<td>I-64E to I-65N</td>
<td></td>
</tr>
<tr>
<td>I-65S to I-64W</td>
<td></td>
</tr>
</tbody>
</table>
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

Slide showing cross section fill over the deep utility

Second level
Third level
Fourth level
Fifth level
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
  o Limited impacts
  o Limited use during construction
  o 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

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

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

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