

BRENT SPENCE
BRIDGE CORRIDOR



Walsh/Kokosing Design Build Team Diversity & Inclusion Outreach Plan

December 13, 2023

Welcome

- Meeting purpose
 - Share Information on the Brent Spence Bridge (BSB) Corridor Project
 - Share Information on the Diversity and Inclusion Outreach Plan (DIOP)
 - Share Information on Workforce Needs
 - Share information on Contact Resources



LANDMARK DIVERSITY & INCLUSION OPPORTUNITY

Historic federal investment in our region with guidelines and requirements for:

- Disadvantaged Business Enterprise (DBE) participation
- Workforce development



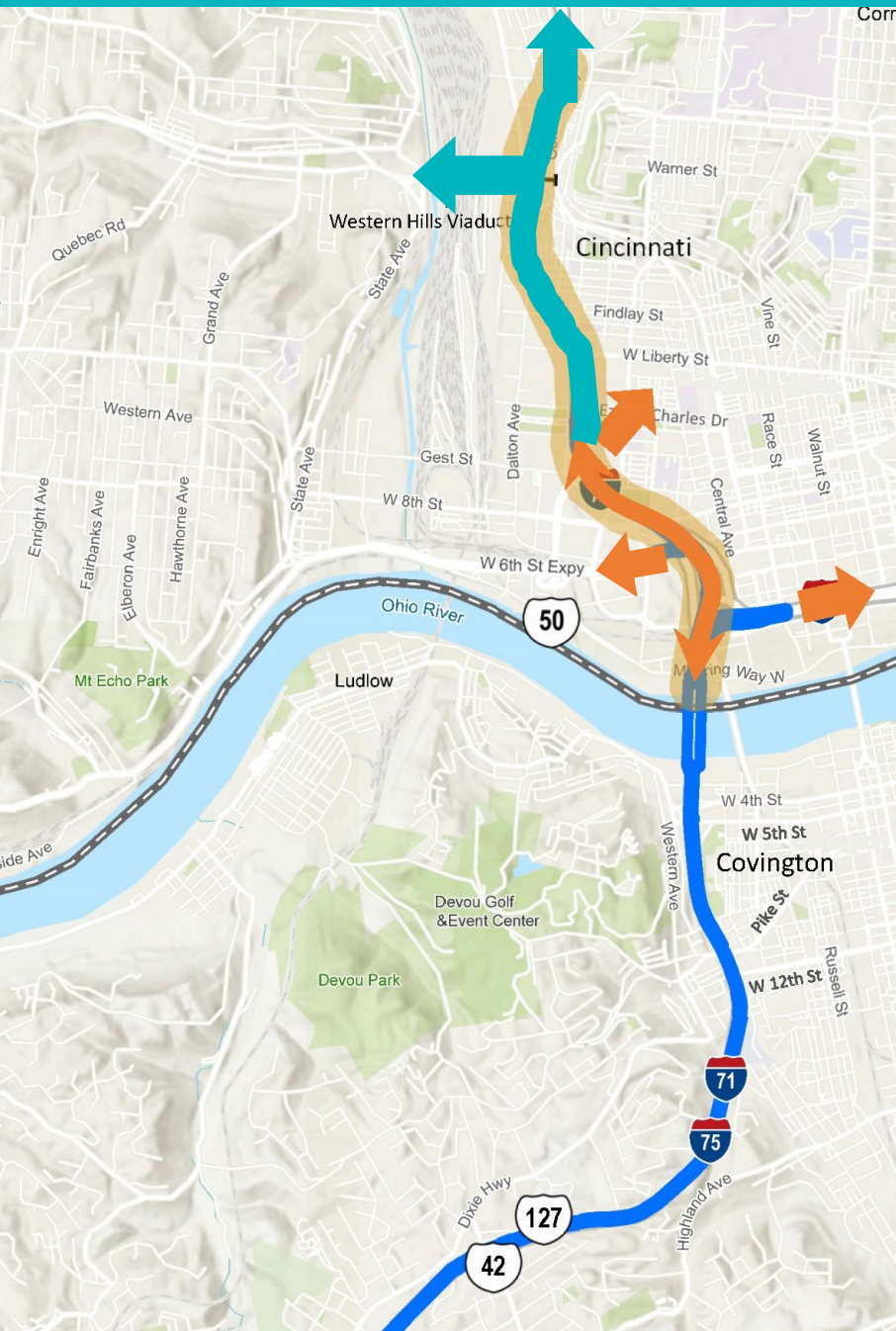
WORK WITH US

THIS HISTORIC \$3.6 BILLION INFRASTRUCTURE INVESTMENT CREATES MULTIPLE OPPORTUNITIES FOR BOTH BUSINESSES AND INDIVIDUALS. THE PROJECT TEAM IS COMMITTED TO DIVERSITY AND INCLUSIVITY IN WORKFORCE AND BUSINESS ENGAGEMENT.

TOTAL PROJECT OVERVIEW

- Eight-mile corridor from Western Hills Viaduct interchange in OH to Dixie Highway in KY
 - 5 miles of I-71/75 in KY
 - 3 mile of I-75 in OH
- New companion Bridge west of the existing Brent Spence Bridge
- Updates to existing BSB
- Interstate reconstruction, widening and reconfiguring interchanges
- Estimated Total Project Amount is \$3.6B (for all three segments – Dixie Highway to WHV)





Ohio Segment

- Widen I-75
- Rebuild all overpass bridges and interchanges
deck area ~ 1.5M SF
wall area ~ 110k SF
- Build a collector-distributor system
- Maintain I-75 Connections to I-71 and US-50E
- Add a NB I-75 exit to Ezzard Charles Drive

Adjoining ODOT Contracts

- Tie into Mill Creek Expressway / Hopple Street Interchange
- Tie into the Western Hills Viaduct

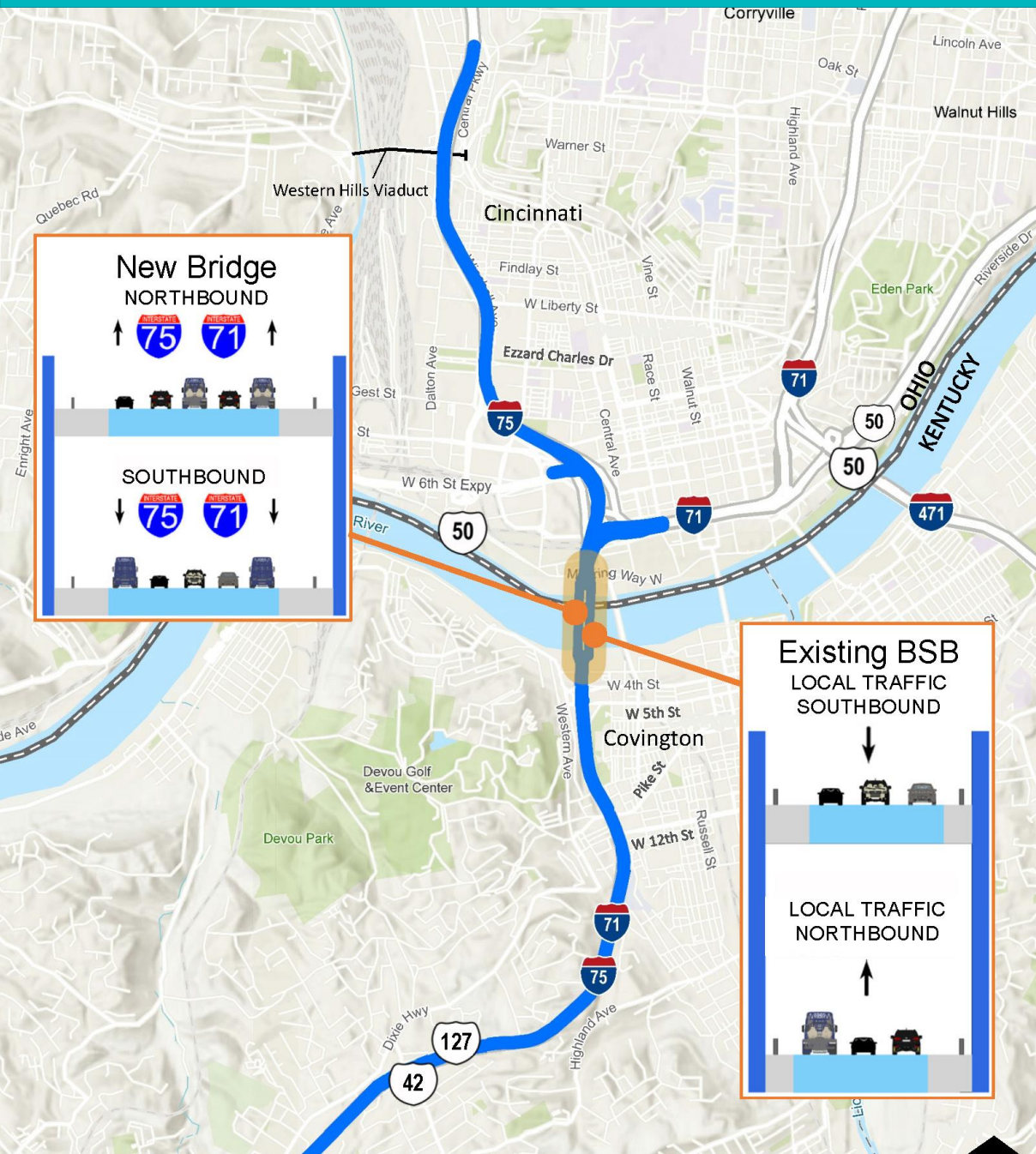
River Crossings Segment

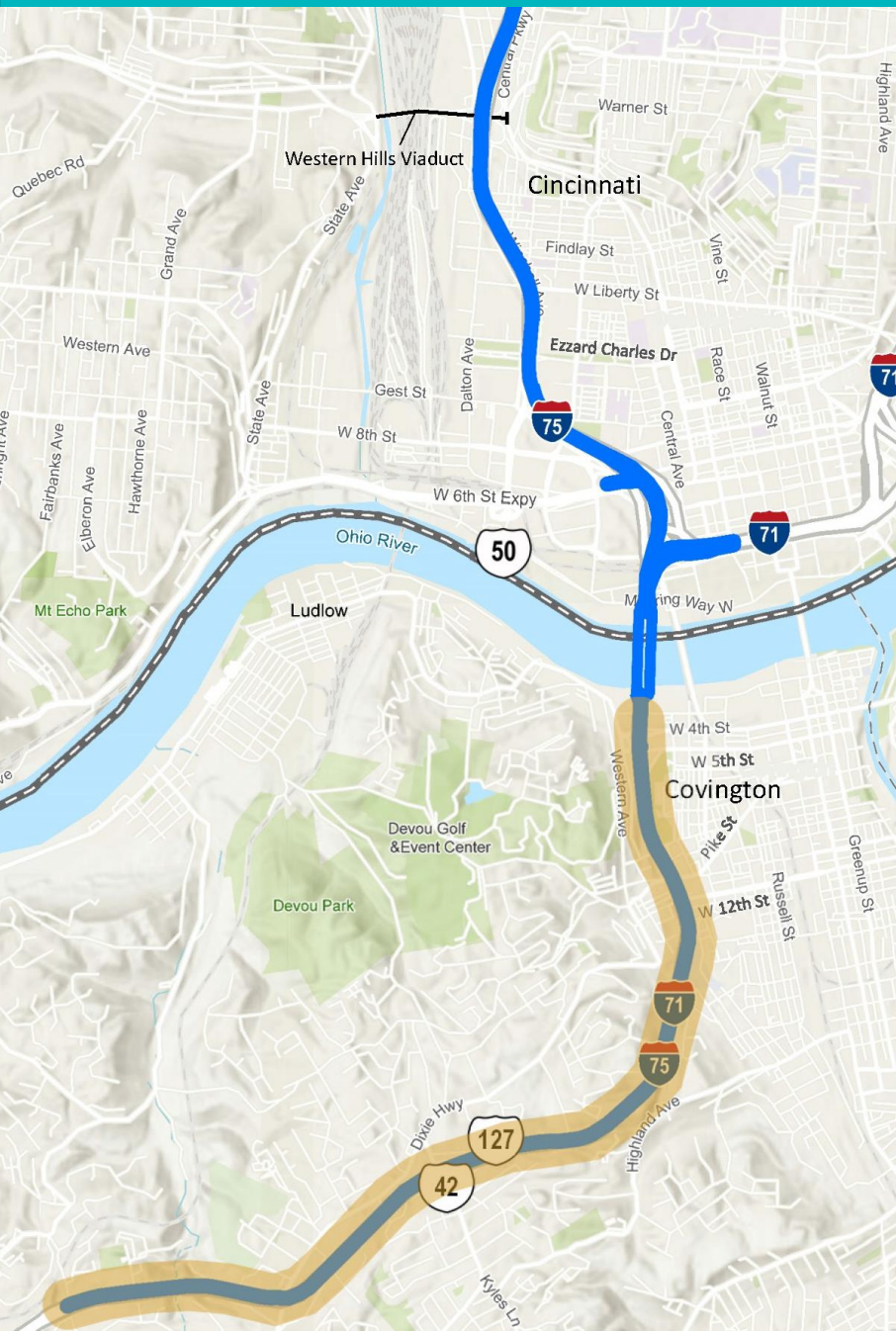
New double-decked Companion Bridge

- 5 lanes each deck
- Carries through (interstate) traffic

Rehabilitate and reconfigure existing Brent Spence Bridge

- Reduce to three lanes each deck
- Increase inside/outside shoulders
- Carries local traffic





Kentucky Segment

- Widen I-71/I-75
- Rebuild all overpass bridges and interchanges
deck area ~ 1M SF
wall area ~ 150k SF
- Extend frontage roads in Covington
- Construct collector-distributor systems in Covington and Ft. Mitchell / Ft. Wright

BRENT SPENCE BRIDGE CORRIDOR

PROGRESSIVE Design-Build

Major Milestones

Selected Proposer Announced	7/27/23
Sub-Phase 1A Proposal Development	Late-July to Early-Sep 23'
Sub-Phase 1A NTP	10/2/23
Sub-Phase 1B Proposal Submit	April '24
Critical Early Works Starts	8/1/24
Sub-Phase 2 Proposal Submit	May '25
Open Companion Bridge	7/15/29
Substantial Completion	9/15/30
Contract Completion	11/1/30

Progressive Design-Build Process

Progressive Design-Build

- Selection based on qualifications and pricing approach
- Offsets construction market uncertainties
 - Inflation
 - Supply chain
 - Availability of materials

The image shows the cover page of a Request for Proposals (RFP) for a Progressive Design-Build Contract. The page features the following elements:

- Logo:** The logo for the Brent Spence Bridge Corridor Project, featuring a stylized bridge structure above a blue and white shield-like shape.
- Text:**
 - BRENT SPENCE BRIDGE CORRIDOR PROJECT
 - REQUEST FOR PROPOSALS (RFP)
 - PROGRESSIVE DESIGN-BUILD CONTRACT
 - ODOT PID 116649 | KYTC PROJECT ITEM NO. 6-17
 - ODOT CONSTRUCTION PROJECT 23-3000
 - FEBRUARY 17, 2023
- Logos:**
 - A circular logo with a green and white design, possibly representing a transportation or infrastructure organization.
 - The logo for TEAM KENTUCKY TRANSPORTATION CABINET, featuring a blue outline of the state of Kentucky above the text.

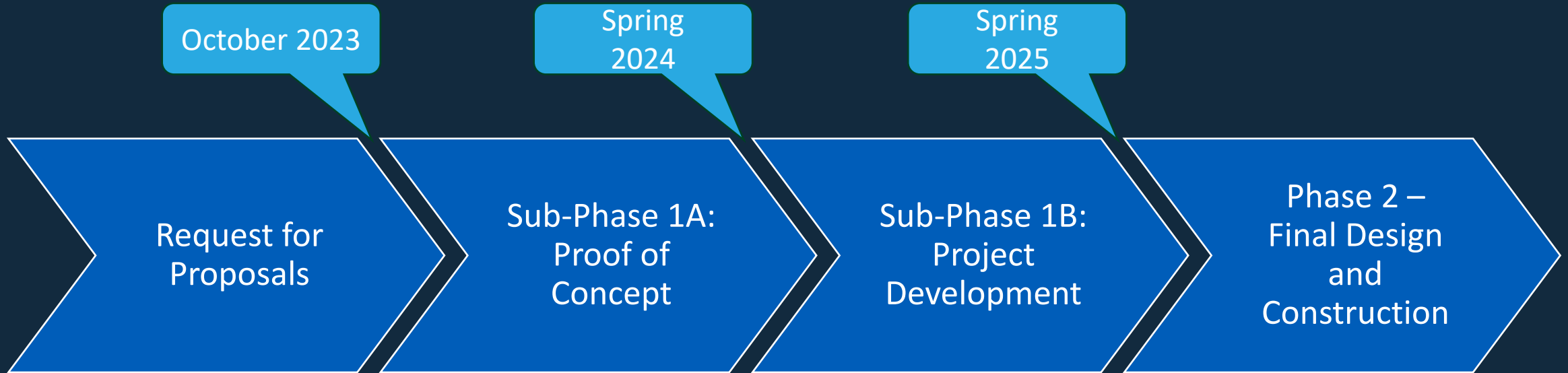
PROGRESSIVE DESIGN-BUILD PROCESS

Progressive Design-Build

- Prices materials closer to construction
- Allows for innovation concepts
- Provides more opportunities for outreach
 - Local agency coordination
 - Traffic and incident management
 - Aesthetics



WHAT IS PROGRESSIVE DESIGN BUILD (PDB)?



CONTRACT OBJECTIVES

- Maximize the Project scope within the programmed funding amounts through innovation, design optimization and effective risk mitigation;
- Build the Project with a context sensitive design that fits within the community;
- Maximize the public investment in the Project by minimizing the footprint;
- Minimize the footprint of the interstate system to maximize potential developable space;
- Improve neighborhood connectivity across the interstate;
- Minimize traffic disruption during construction, with minimal detours or diversion of traffic to local streets;
- Provide opportunities for Workforce Development and DBE utilization;
- Provide strong aesthetic value along the Project corridor;
- Achieve effective project delivery;
- Minimize physical intrusion and impact;
- Create best environmental outcomes;
- Design for sustained quality of life;
- Improve the local road aesthetics when crossing the interstate

Walsh Kokosing Design-Build Team

Progressive Design-Build Team Selection

- Contractors – Joint Venture
 - Walsh Construction Company II, LLC
 - Kokosing Construction Company, Inc
- Design Consultants
 - AECOM Technical Services, Inc
 - Lead design firm
 - Lead designer Kentucky segment
 - Jacobs Technical Services, Inc.
 - Lead designer Ohio Segment
 - Independent companion bridge engineer
 - Parsons Engineering Group, Inc
 - Independent design quality firm
 - WEB Ventures, LLLC
 - Diversity, inclusion, and outreach firm



WEB DBT Diversity, Inclusion & Outreach Team

- Project Leader – Icy Williams
- Executive Admin – Lisa Williams-Nelson
- Project Manager – Valda Freeman-Karmo
- Community Outreach – Jazmynn Ramsey
- WEB Principles – Howard Elliot, Henry Brown & Bill Witten



**Walsh Kokosing
Design-Build Team
Diversity Inclusion,
Outreach Plan
(DIOP)**

WKDBT DIVERSITY, INCLUSION, AND OUTREACH PLAN

Diversity, Inclusion, and Outreach Commitment

- Create inclusion and workforce opportunities for DBEs and other minority and women-owned businesses
- Conduct Ongoing DBE and Small Business outreach events across the Tri-States
- Assist DBEs and other small businesses develop beyond the BSB project
- Document, track, and report DBEs, Minority and Women-owned businesses participation
- Meet and/or exceed the 9% DBE goal in Phase 1
- Collaborate with BSMT to establish the DBE goal for Phase 2
- Ensure all compliance functions regarding Prevailing Wages, Prompt Payment, EEO, and the DBE Program is tracked, monitored, and reported as required
- Develop detailed component DIO Plans that promote career opportunities in the Transportation Industry, growth, and development of individuals and businesses economic development impact, and

DIOP COMPONENTS

- DBE Performance Plan
- DBE Goal Attainment and Tracking Plan
- DBE Outreach Plan
- DBE Development Plan
- Compliance Plan
- OJT Performance Plan
- Workforce Development Plan
- Community Engagement Plan

Phase 1a and 1b

**Disadvantaged
Business Enterprise
(DBE) Opportunities**

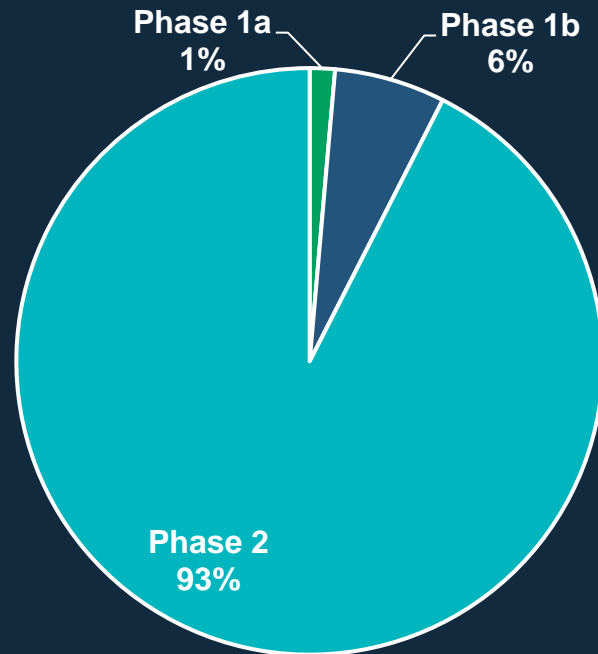
Phase 1A & 1B: Pre-Construction Work Scopes

- Office Property Management
- Office Support Services and Supplies (include but not limited to):
 - Cleaning Services
 - Office Supplies
 - Printing
 - Catering
- Office Build-out (include but not limited to):
 - Plumbing and Heating
 - Electrical
 - Office Furniture
- Design Services (include but not limited to):
 - Landscape Design
 - Lighting Design
 - Signal Design
 - Design Review

WKDBT
Project Leads

DBE PERFORMANCE PLAN

Project Costs by Phase



- Phase 1 – 9% Goal (combination of 1a & 1b)
 - \$24,300,000
 - Phase 1a
 - 10/2/23 to 6/17/24
 - Approx \$4.5M DBE
 - Phase 1b
 - 6/17/24 to 6/25/25
 - Approx \$19.8M DBE
- Phase 2 – Targeted at 7%
 - Estimated 6/25/25 to 9/14/30

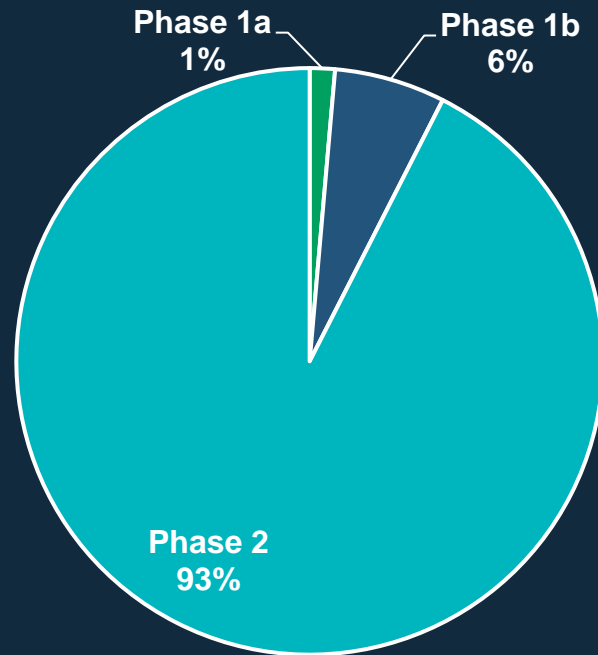
Phase 2: Construction

- Grading and Drainage
- Asphalt Paving
- Concrete Paving
- Demolition
- Clearing and Grubbing
- Trucking
- Chemical Stabilization
- Erosion Control
- Water/Sanitary Sewer
- Bearing Piles
- Drilled Shafts
- Steel Reinforcement
- SIP Metal Decking
- Concrete Coating/Sealing
- Concrete Flatwork
- Underdrains
- Pavement Striping and Markers
- Intersection Markings
- Traffic Signals
- Roadway Lighting Systems
- ITS Systems
- Guardrail
- Fencing
- Landscaping

WISDOT
Project Leads

DBE PERFORMANCE PLAN

Project Costs by Phase



- Phase 2 – Targeted 7%
 - Estimated 6/25/25 to 9/14/30

Workforce Needs

Current Open Positions

Walsh



Kokosing



An Equal Opportunity Employer, Disability/Veteran

Phase 2

Trades

- On-the-job Training
 - Goal is TBD
- Estimate 500 tradespeople in 2027
 - Laborers
 - Carpenters
 - Iron Workers
 - Operators
 - Masons

Non-Trade Const. Management

- Project Engineers, Assistant Project Manager, Project Managers
- Accounting staff
- Estimate 150 non-trade employees in 2027

Questions and Answers

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ODOT and KYTC Contact Information

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- Larry Brown, Southwest Regional Outreach Manager, ODOT Districts 7, 8, 9, larry.brown@dot.ohio.gov; 513-933-6656
- Melvin Bynes, KYTC EO, Melvin.bynes2@ky.gov
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- Shella.eagle@ky.gov; 502-7824815