

1992 North Dallas Tollway Pedestrian
Overpass

**TOWN OF ADDISON, TEXAS
REQUEST FOR PROPOSAL
JUNE 22, 1992**

I. Summary Statement

The Town of Addison, Texas requests proposals from experienced professional architectural/engineering firms for the design of a pedestrian/small motorized vehicle bridge from Quorum Office Park to Village on the Parkway.

Inquiries and proposal documents should be directed to:

Ron Whitehead
City Manager
Town of Addison
5300 Belt Line Road
P. O. Box 144
Addison, Texas 75001-0144
(214) 450-7028

Five (5) copies of the proposal should be submitted by 4:00 PM on July 8, 1992.

II. Scope of the Assignment

The Town of Addison, Texas is seeking a full service consulting architectural/engineering firm or group to provide architectural, surveying, design engineering, geotechnical services, construction administration, and construction inspection services associated with the design and construction of a pedestrian/small motorized vehicle bridge across the tollway from Quorum Office Park to Village on the Parkway. Services may include but not limited to the following:

1. Architectural Services
2. Design Surveying
3. Engineering Design
4. Preparation of Metes and Bounds for Easements
5. Geotechnical Investigation
6. Construction Staking
7. Cost Estimates
8. Coordination with Landowners and Utility Companies

III. Required Proposal Content

All proposals must contain the following information:

- . Firm Name
- . Year Established
- . Business Address and Telephone Number
- . Present Activity
- . Estimated Annual Capacity
- . Banking Reference
- . Complete description of design approach steps and procedures
- . A Schedule outlining the major steps taking into consideration that the Town considers this a project where time is of the essence
- . References demonstrating experience in projects of similar scope
- . Identification of consulting staff assigned to the project, along with profiles of their background and experience
- . A description of corporate (team) qualifications and relevant experience of the firm(s)
- . Signature with date of submission

IV. Proposal Evaluation Criteria

The Town of Addison desires to employ a firm with an established track record of successful completion of architectural/engineering projects with a similar scope. Proposal will be evaluated on:

- . The breadth and depth of the firm's experience of completing projects of similar scope, especially in the North Dallas area
- . The specific experience of the proposed members of the project team
- . The stability and resources of the firm(s)
- . The satisfaction of recent clients
- . The quality and responsiveness of the proposal

Request for Proposal
June 22, 1992
Page 3

V. Consultant Selection Process

Proposals will be evaluated by a committee. A limited number (2-3) firms may be requested to make oral presentations to the committee. One firm will then be recommended for final contract to the City Council.

The Town of Addison reserves the right to reject any and all proposals should it be deemed in its best interest.

June 22, 1992

Mr. Randall Bauer
MPI Architects
16479 Dallas Parkway, Suite 490
Dallas, Texas 75248

Dear Mr. Bauer:

I enjoyed speaking with you on Thursday. The Town of Addison is considering building a walkway over the Dallas North Tollway. It could, in fact, be a combination walkway/small motorized vehicle way. This would tie the Quorum Office Park to the Village on the Parkway.

I have attached a request for proposal if you are interested in this project.

We will be making requests of at least two other firms and will select an architect from that group. If the City Council grants approval of this project in late July, 1992, it would move rather rapidly.

We would appreciate your submittal as soon as possible.

If you have any questions, please give me a call at 450-7028.

Sincerely,

Ron Whitehead
City Manager

RW:mc

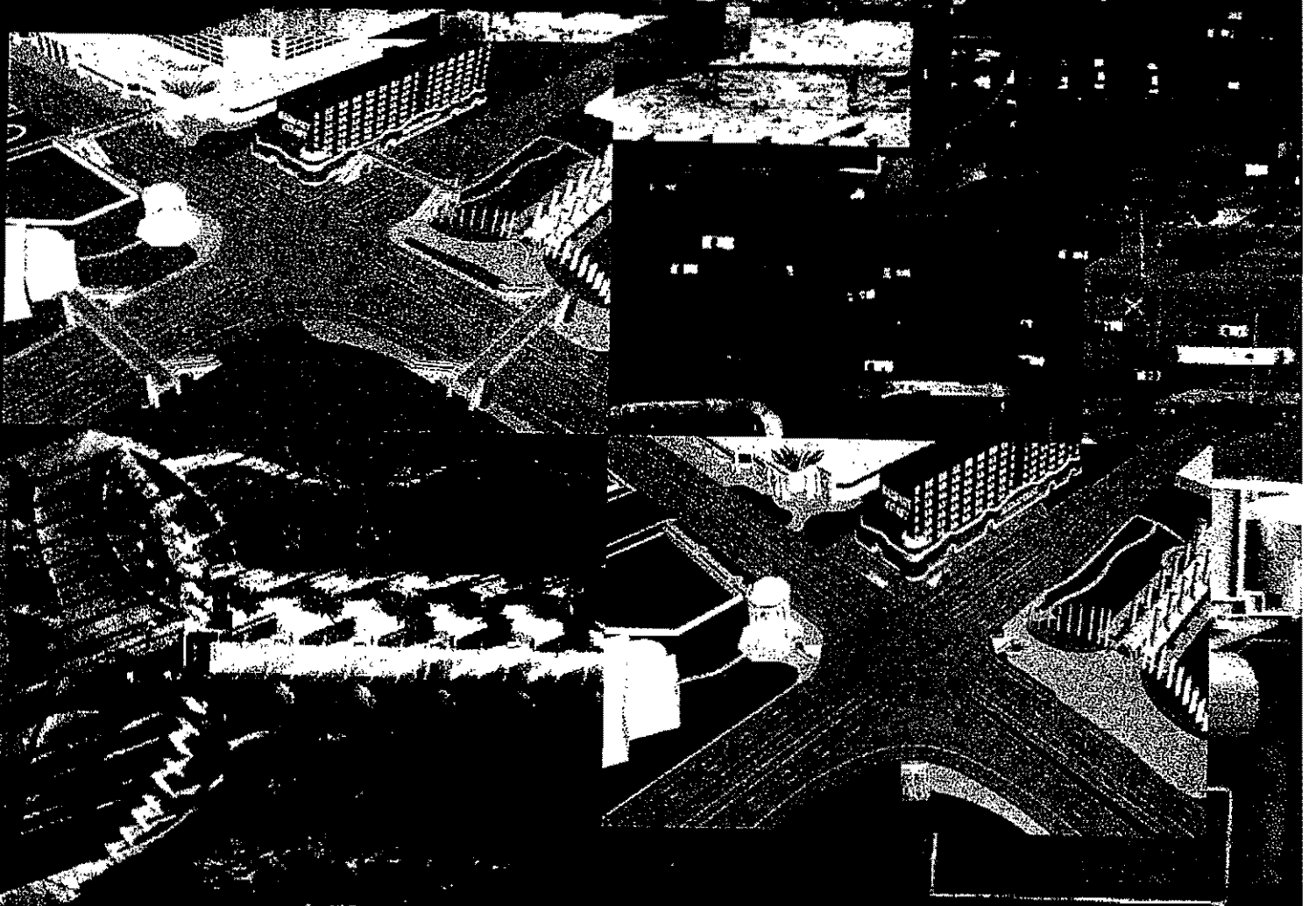
Attachment



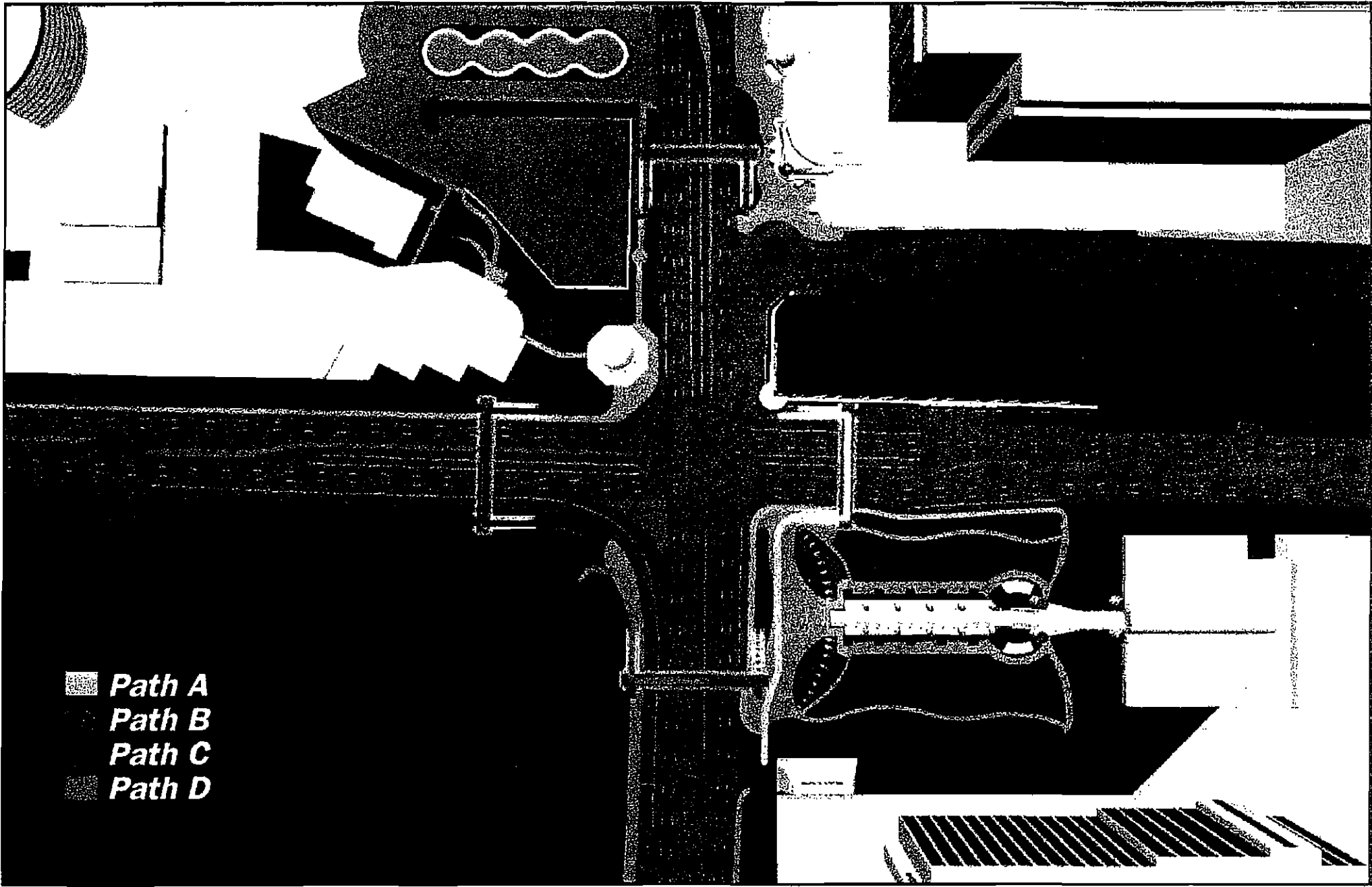
Clark
County

Las Vegas Boulevard/Hemingway Road
Reduction in Grade Separation Project

Handout for 3rd Round of Property Owner's Meetings



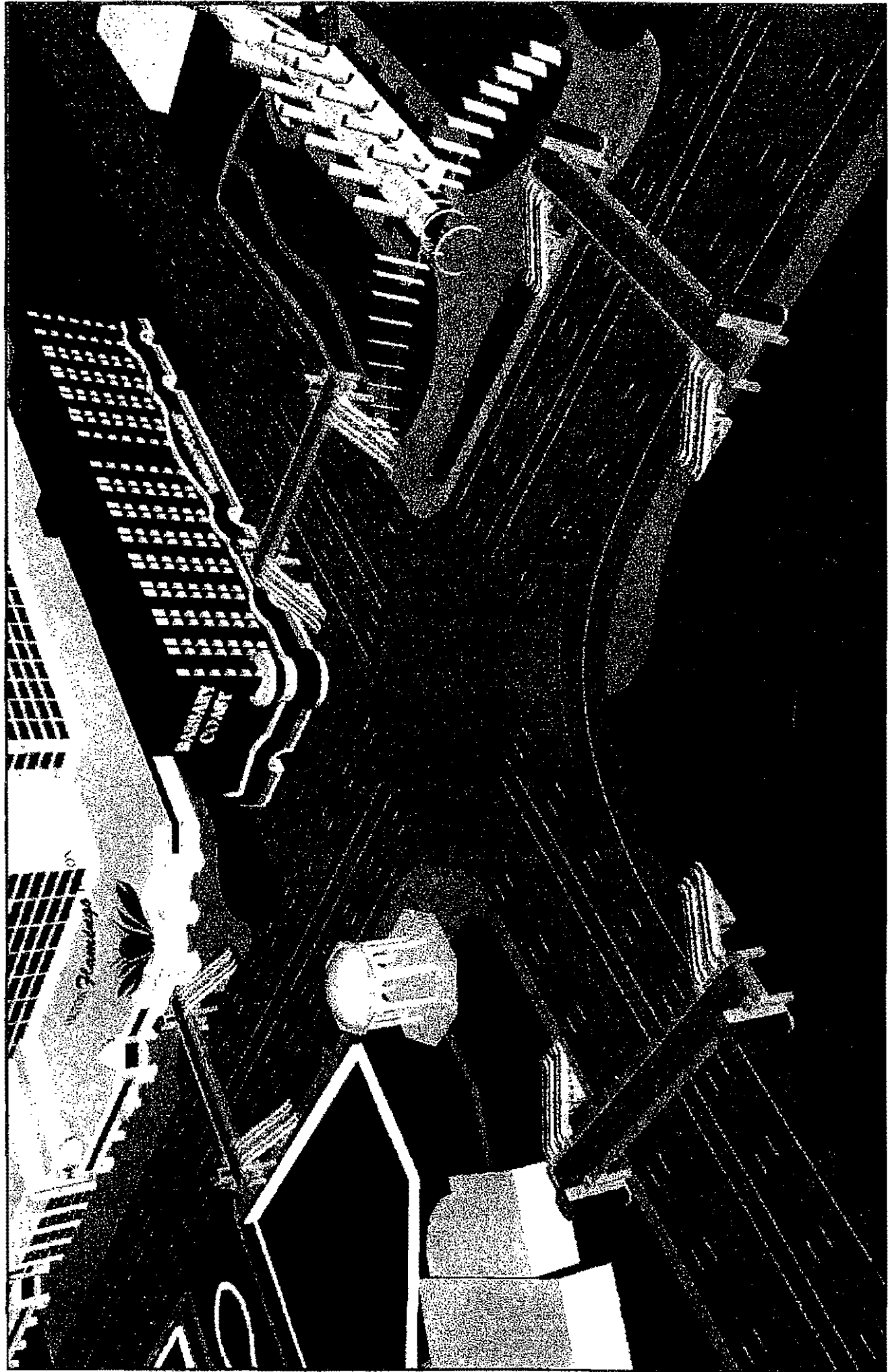
Carter Burgess



*Map of Paths for Pedestrian's View
of Bridge Alternative*

Handout for 3rd round of
Property Owner's Meetings

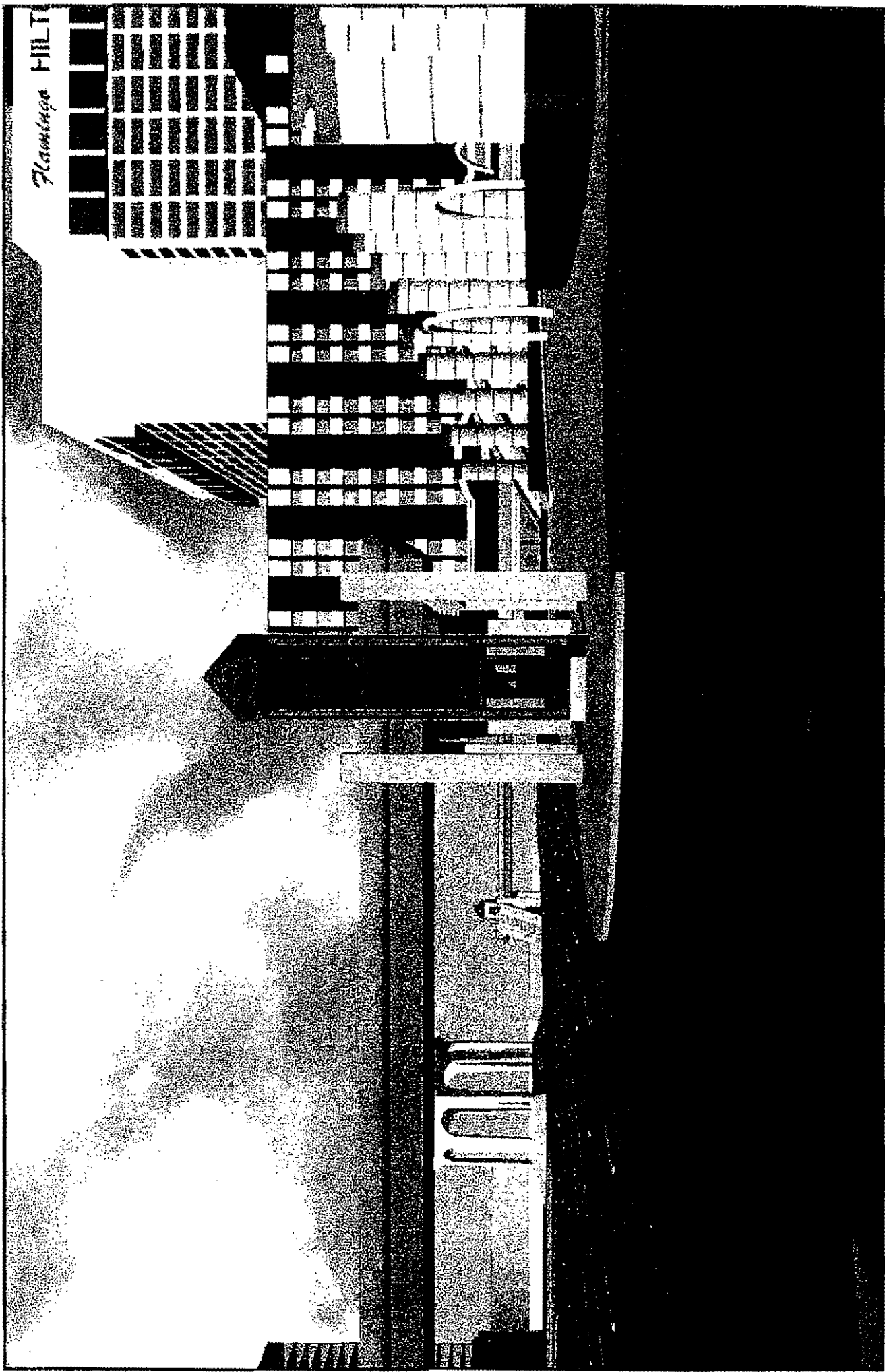
Las Vegas Boulevard/Flamingo Road
Pedestrian Grade Separation Project



Overview. Bird's Eye View of Bridge Alternative from
Southwest Corner Looking Northeast.

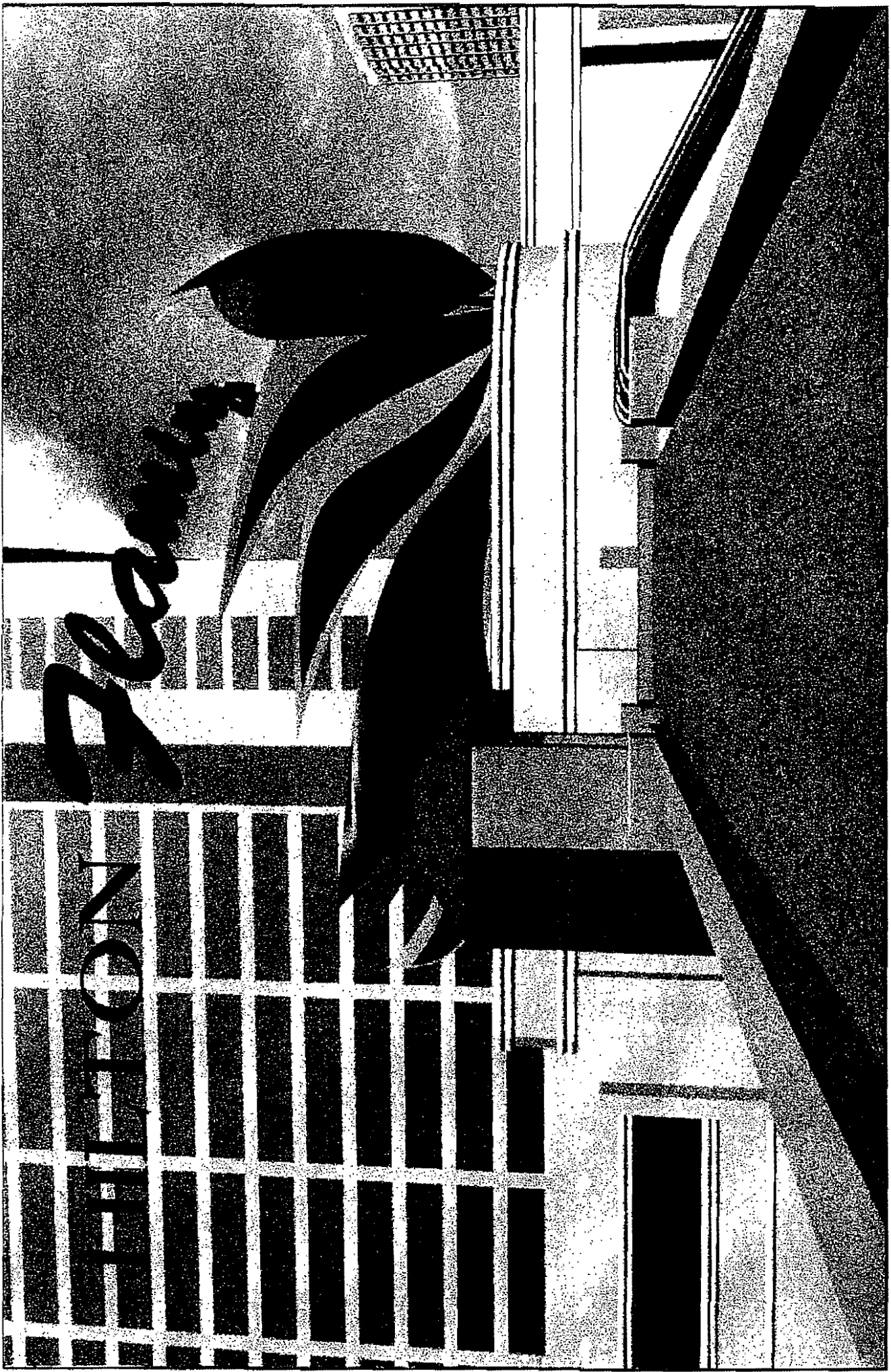


Carter Burgess





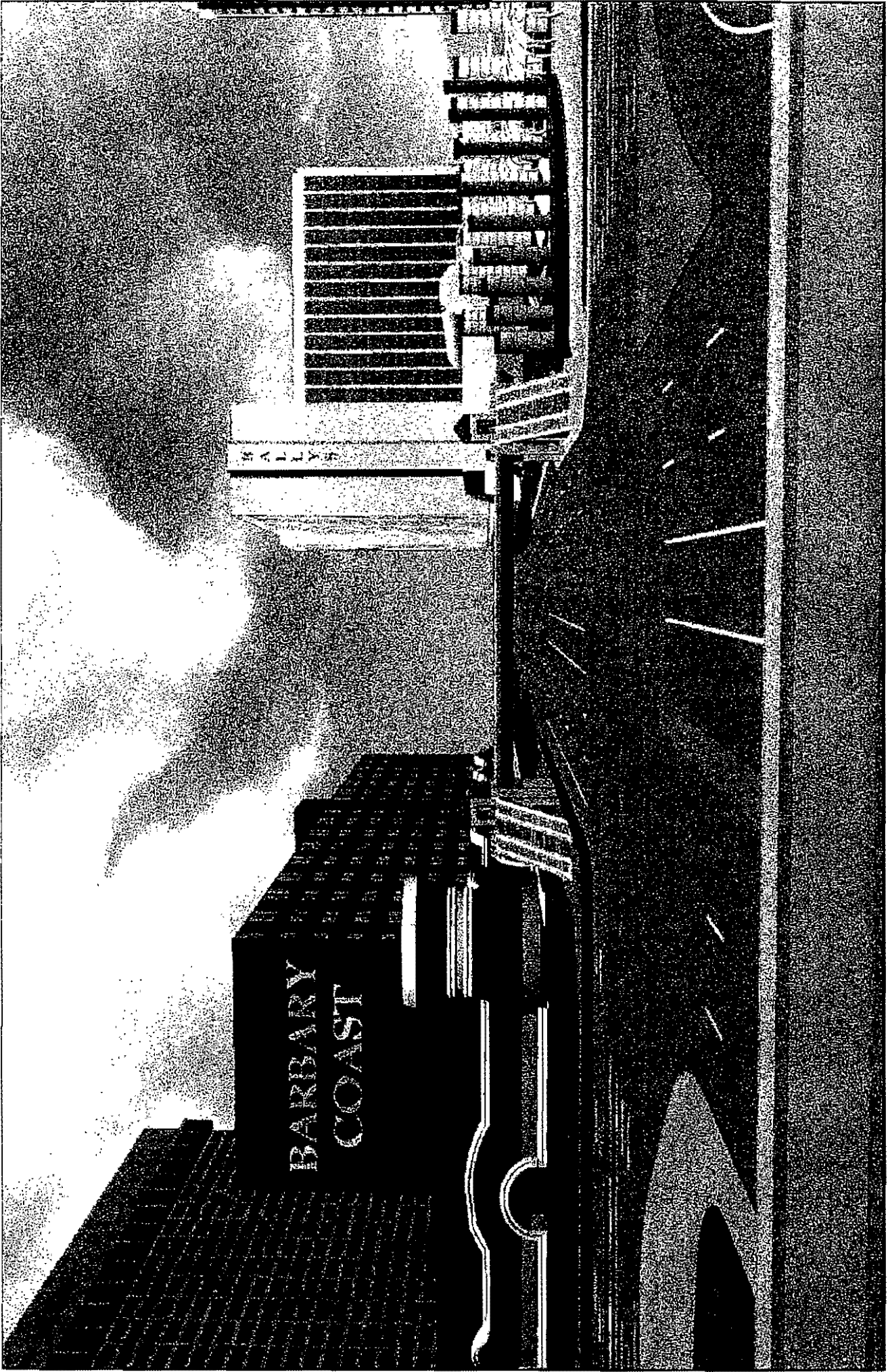
Path B. Pedestrian's View of Bridge Alternative
from Caesar's Palace sidewalk looking South.



**Path B. Pedestrian's View from
Bridge looking East.**

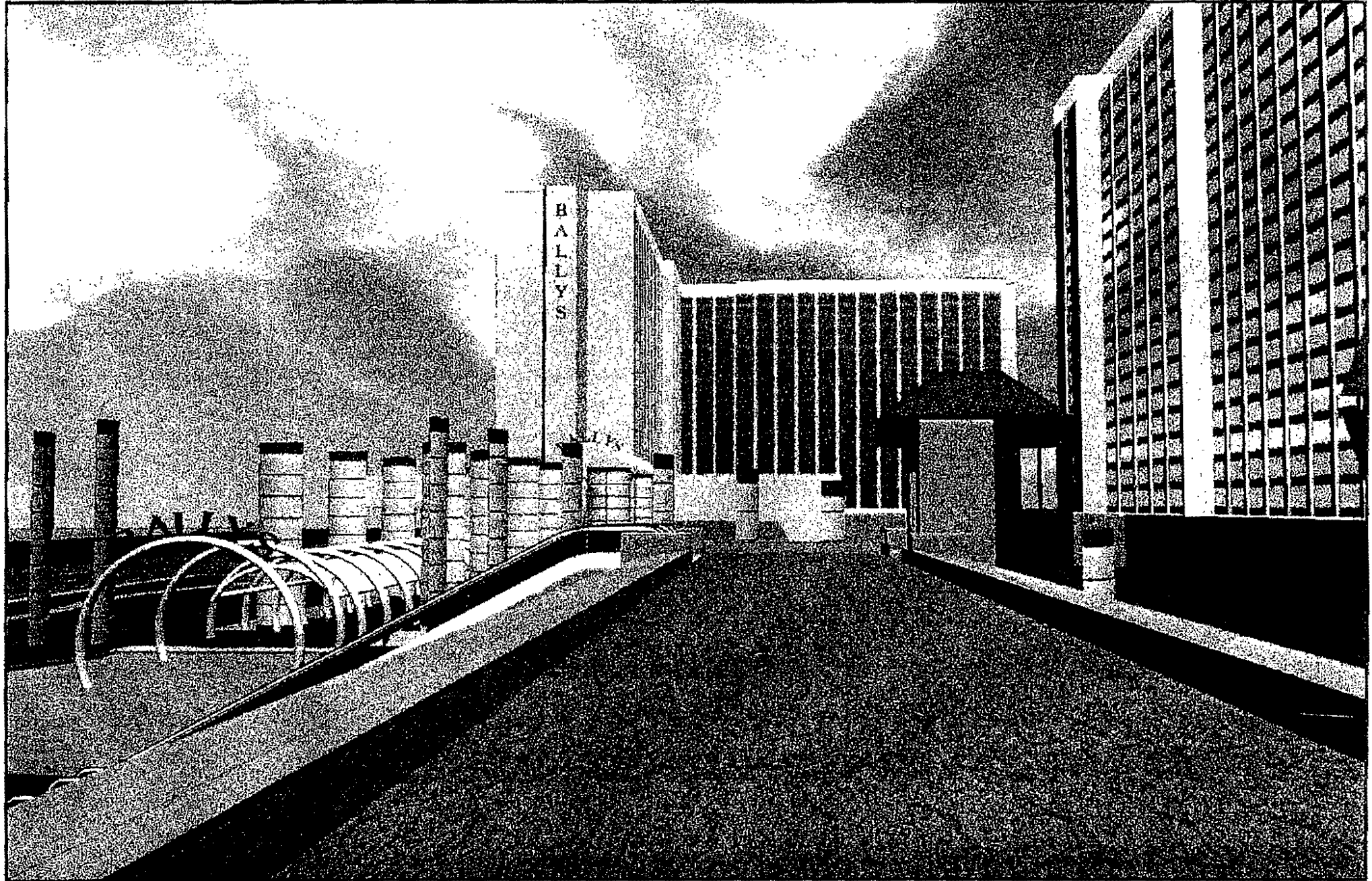
**Handout for 3rd Round of
Property Owner's Meetings**

**Las Vegas Boulevard/Flamingo Road
Pedestrian Grade Separation Project**

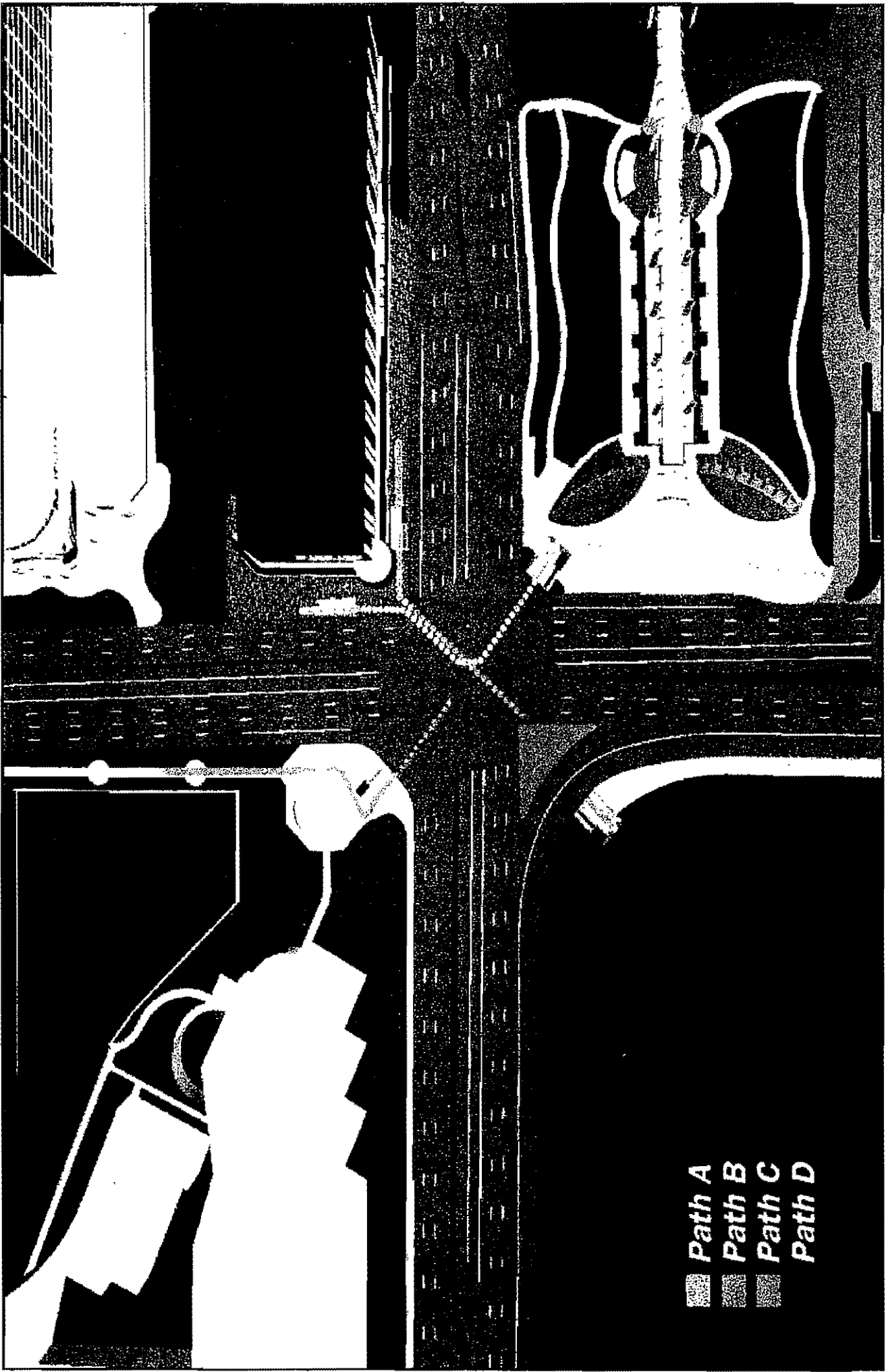


**Path C. Pedestrian's View from
West Bridge looking East.**





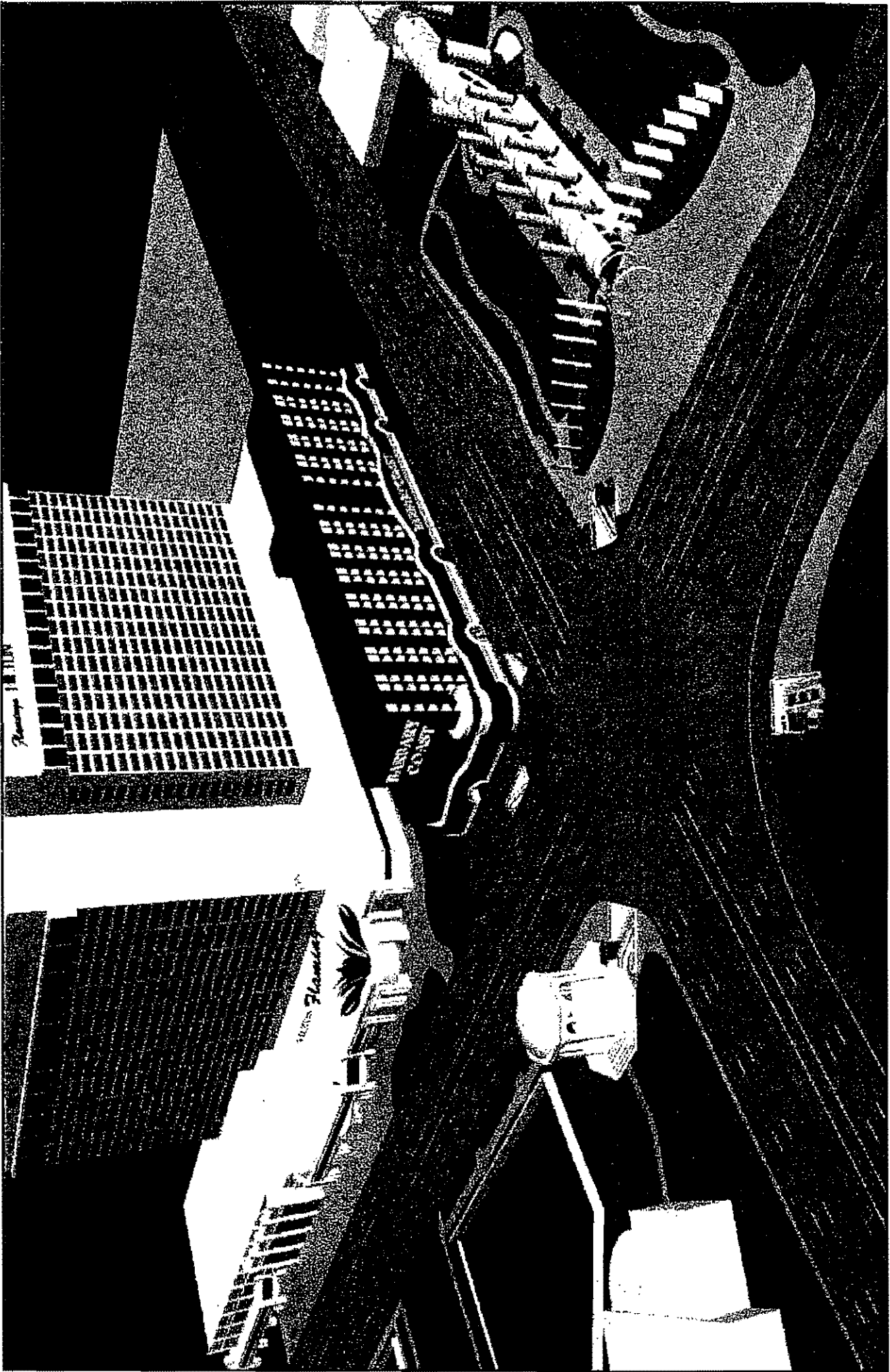
*Path D. Pedestrian's View from
South Bridge looking East.*



Map of Paths for Pedestrian's View
of Tunnel Alternative

**Handout for 3rd Round of
Property Owner's Meetings**

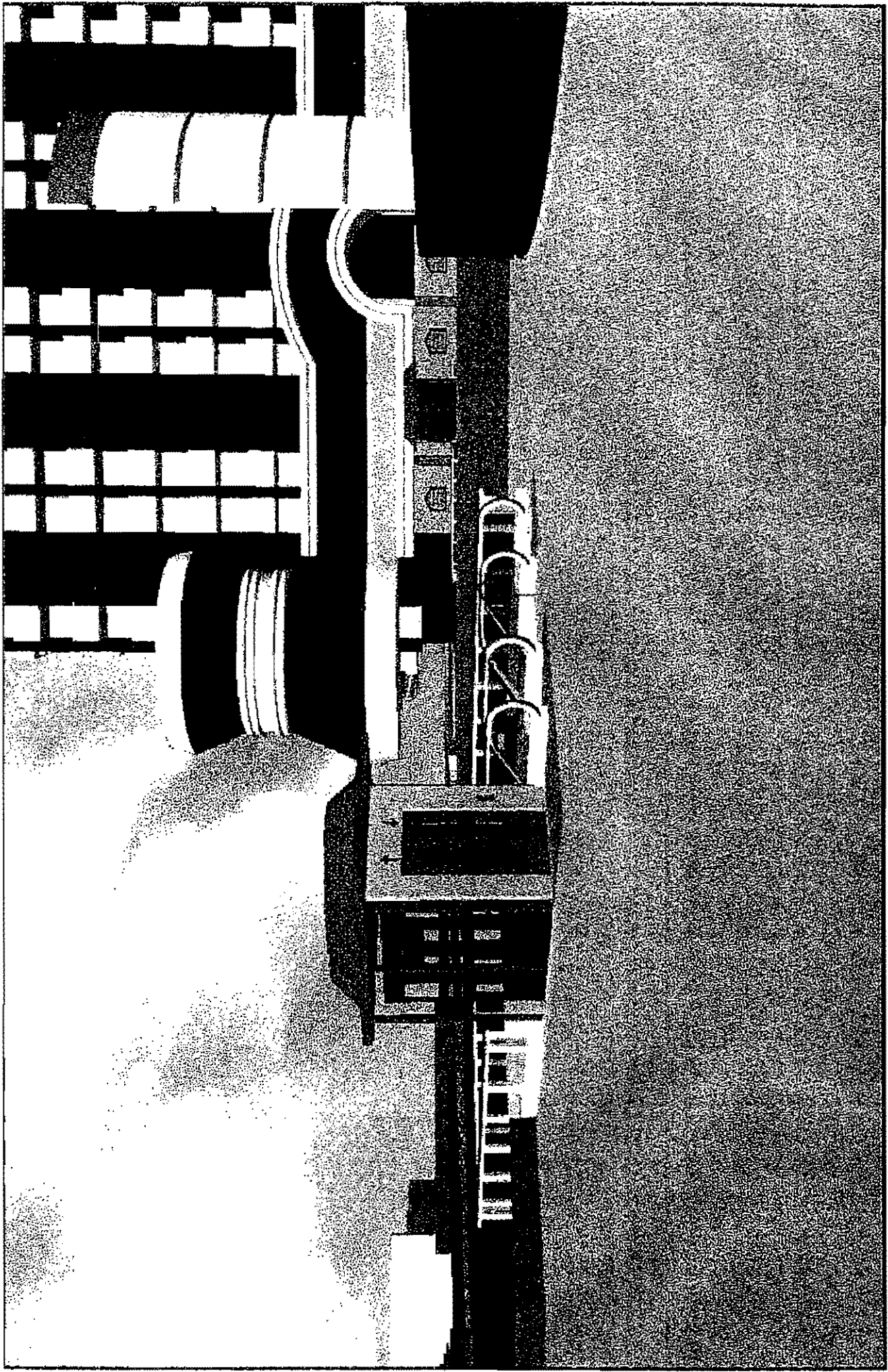
**Las Vegas Boulevard/Flamingo Road
Pedestrian Grade Separation Project**



**Overview. Bird's Eye View of Tunnel Alternative from
Southwest Corner looking Northeast**

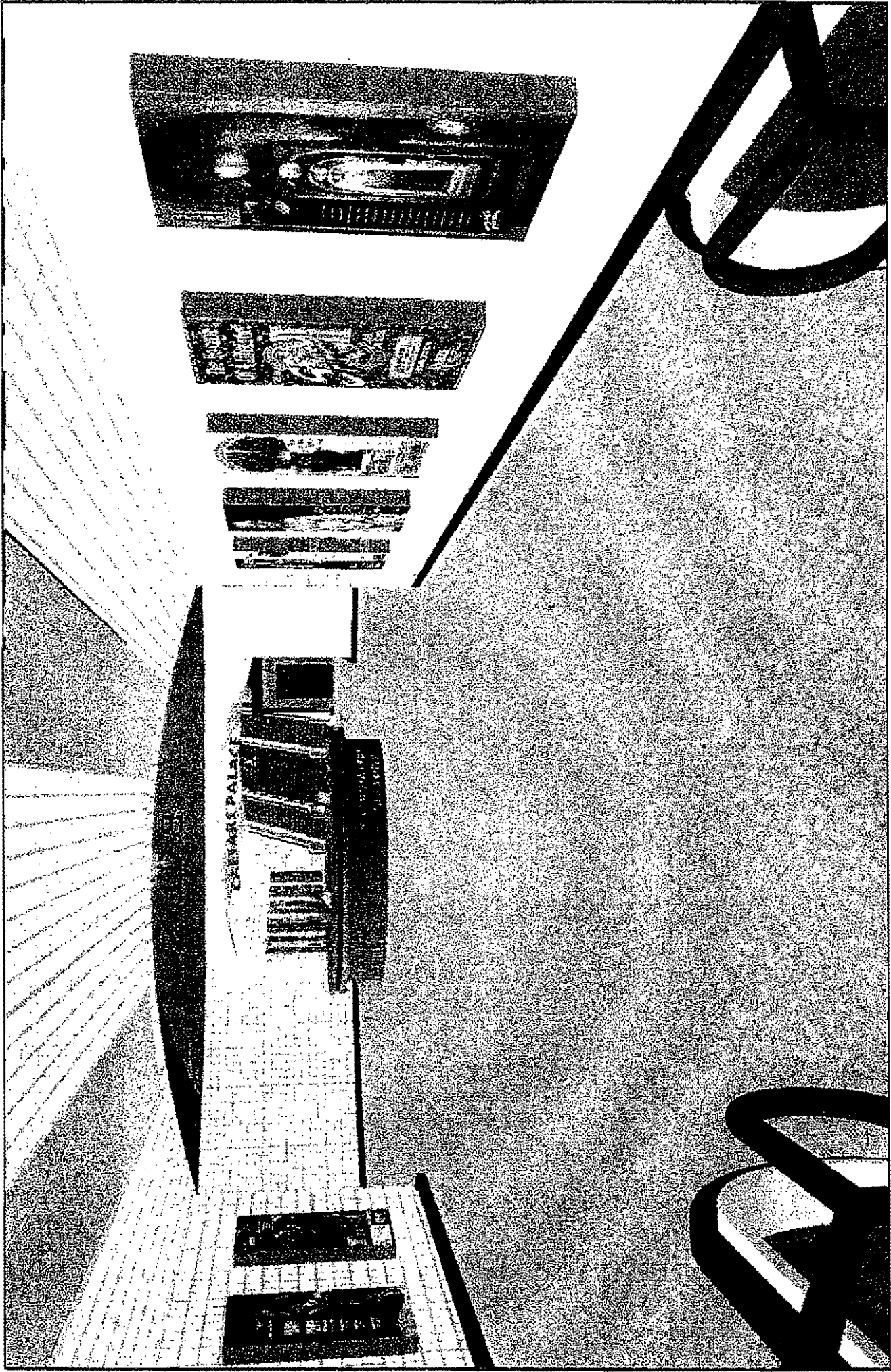
*Handout for 3rd Round of
Property Owner's Meetings*

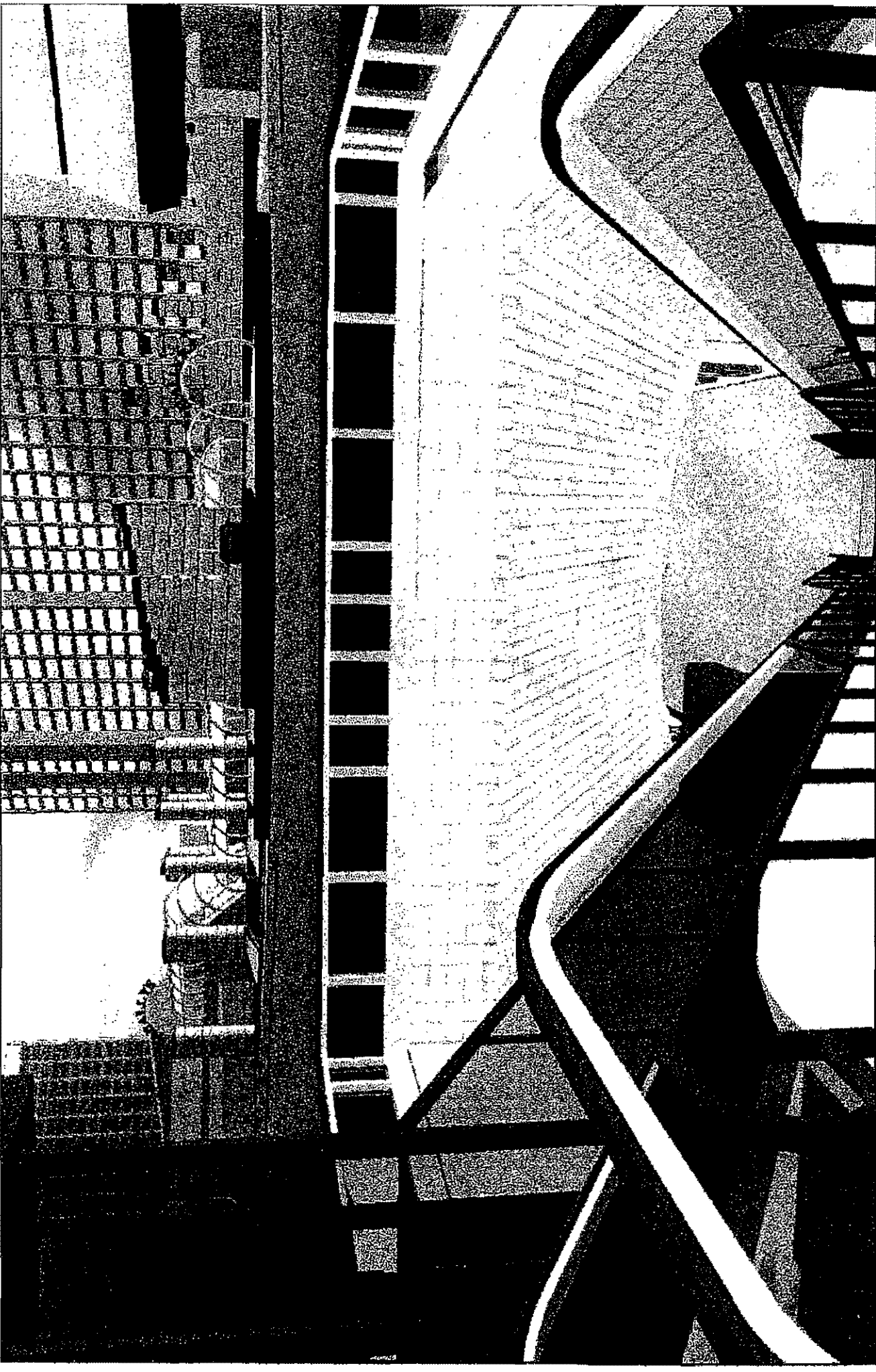
*Las Vegas Boulevard/Fleming Road
Pedestrian Grade Separation Project*



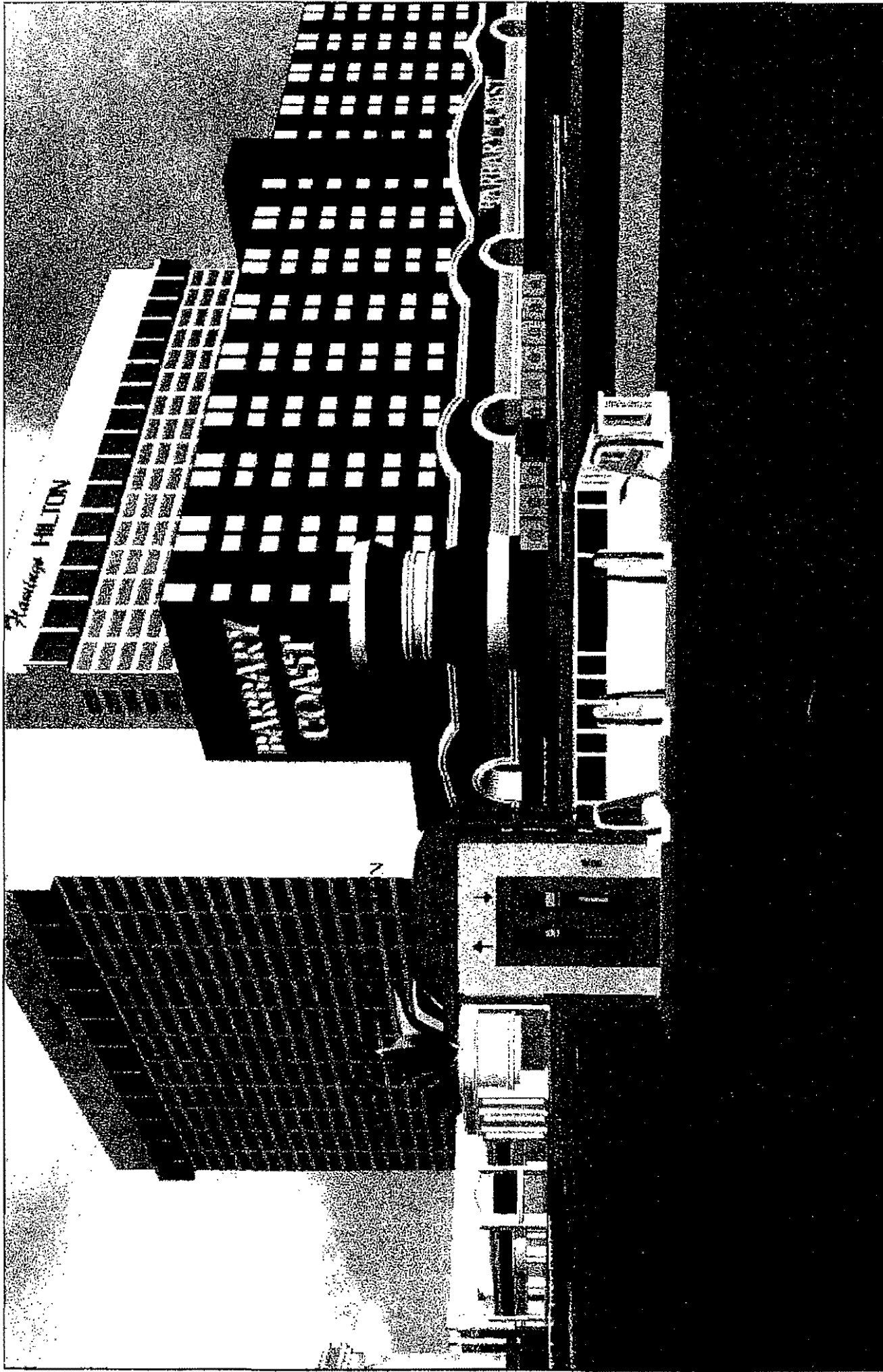
*Handout for 3rd Round of
Property Owner's Meetings*

*Las Vegas Boulevard/Flamingo Road
Pedestrian Grade Separation Project*

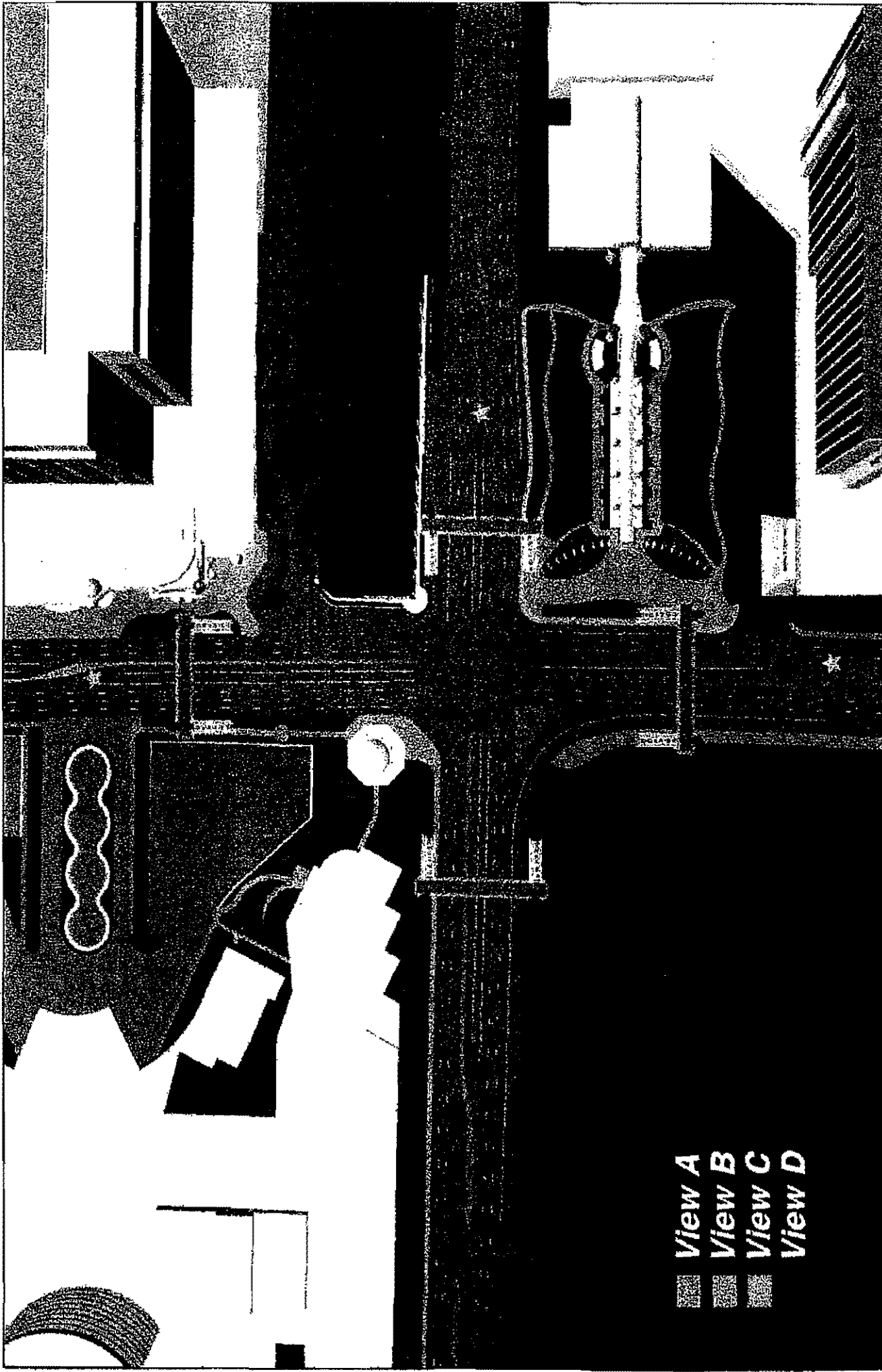




Pat C. Pedestrian's View of Tunnel from Caesar's Palace Entrance looking Southwest.



Path D. Pedestrian's View of Tunnel Alternative
from Southwest Corner looking Northeast.



- View A
- View B
- View C
- View D

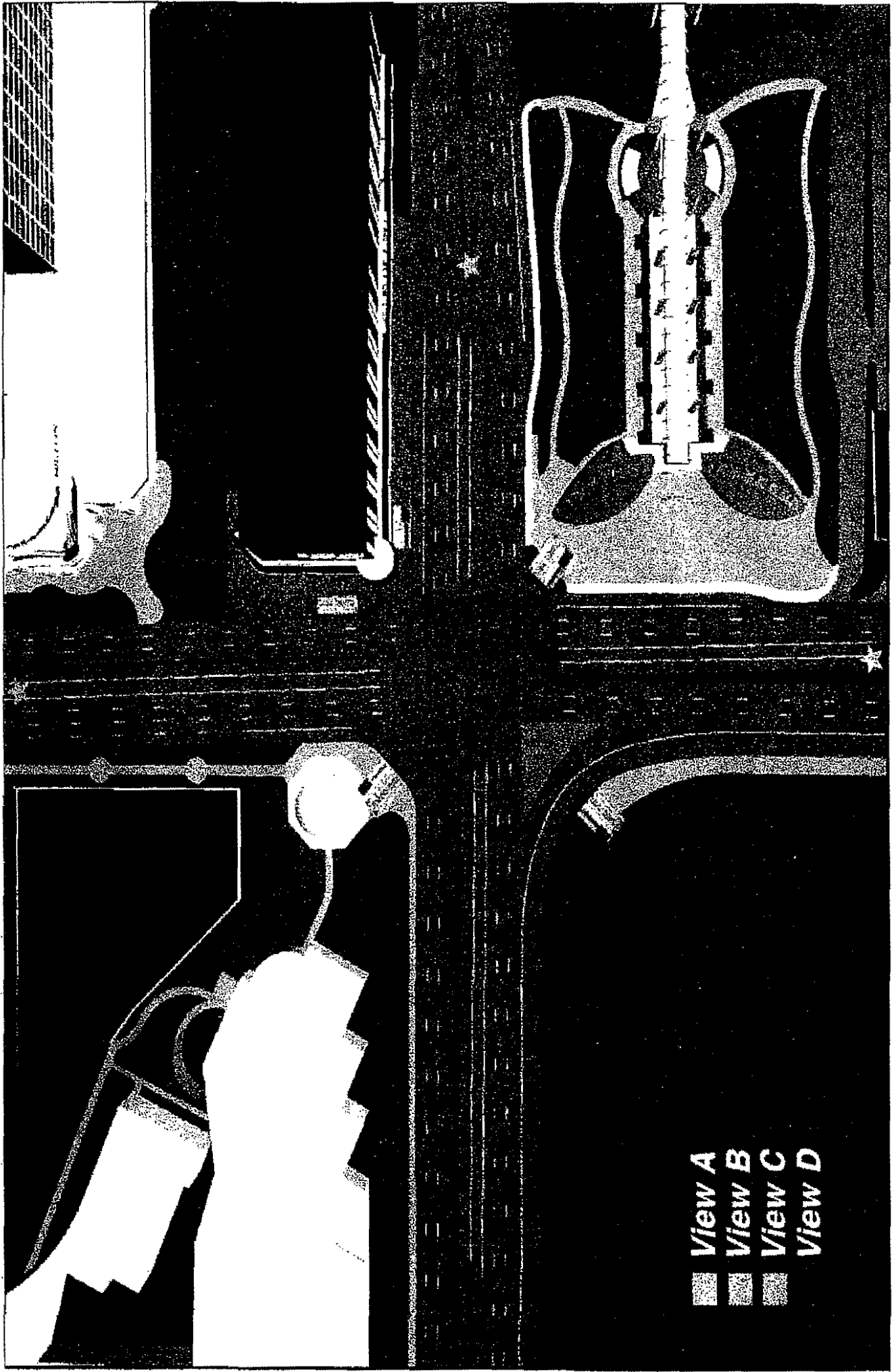
Map of Driver's View of
Bridge Alternative



*View D. Driver's View of Bridge Alternative
from West looking East*

Handout for 3rd Round of
Property Owner's Meetings

Las Vegas Boulevard/Flamingo Road
Pedestrian Grade Separation Project



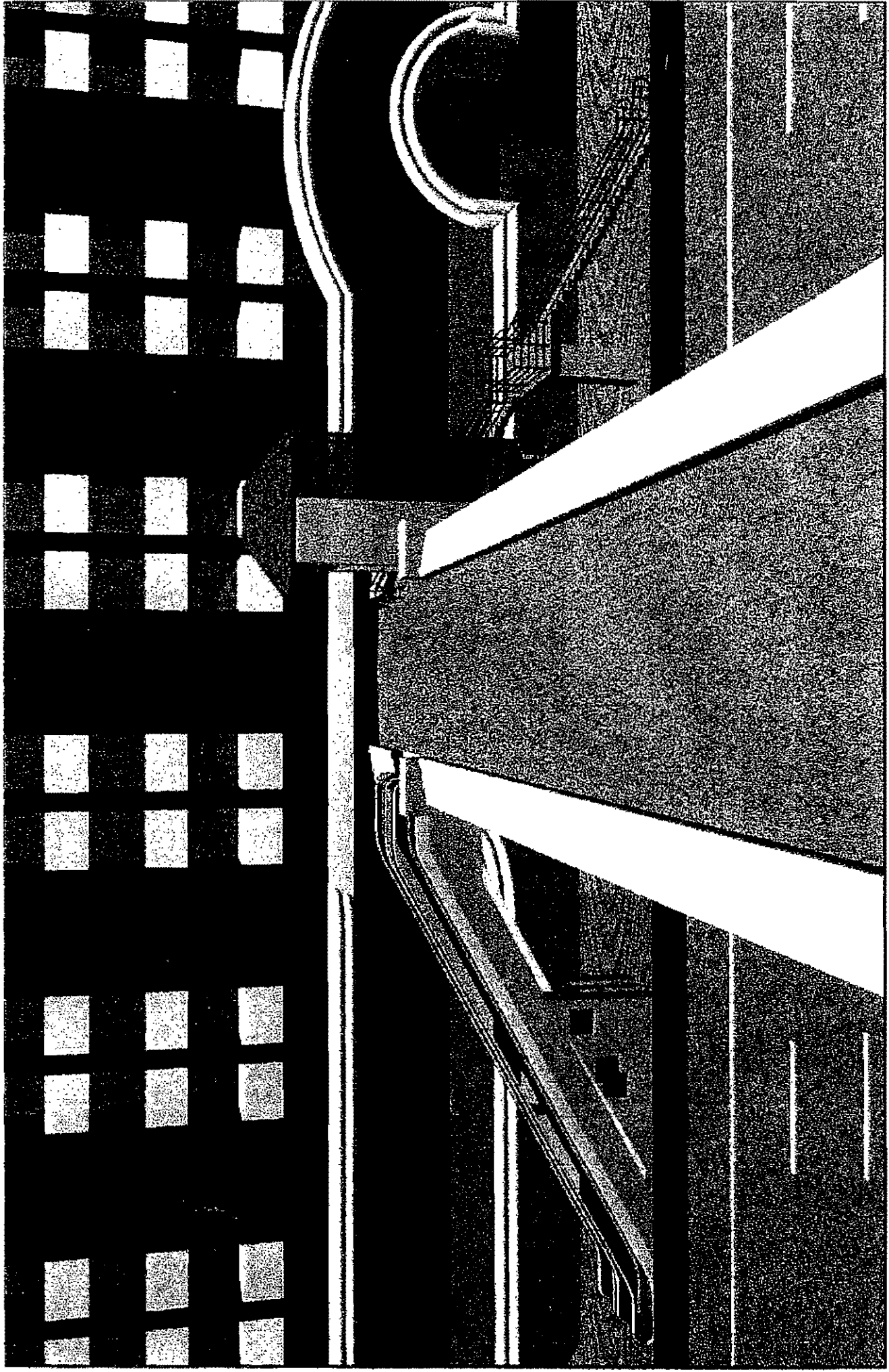
Map of Driver's View of
Tunnel Alternative



*View D. Driver's View of Tunnel Alternative
from West looking East*

**Handout for 3rd Round of
Property Owner's Meetings**

**Las Vegas Boulevard/Flamingo Road
Pedestrian Grade Separation Project**

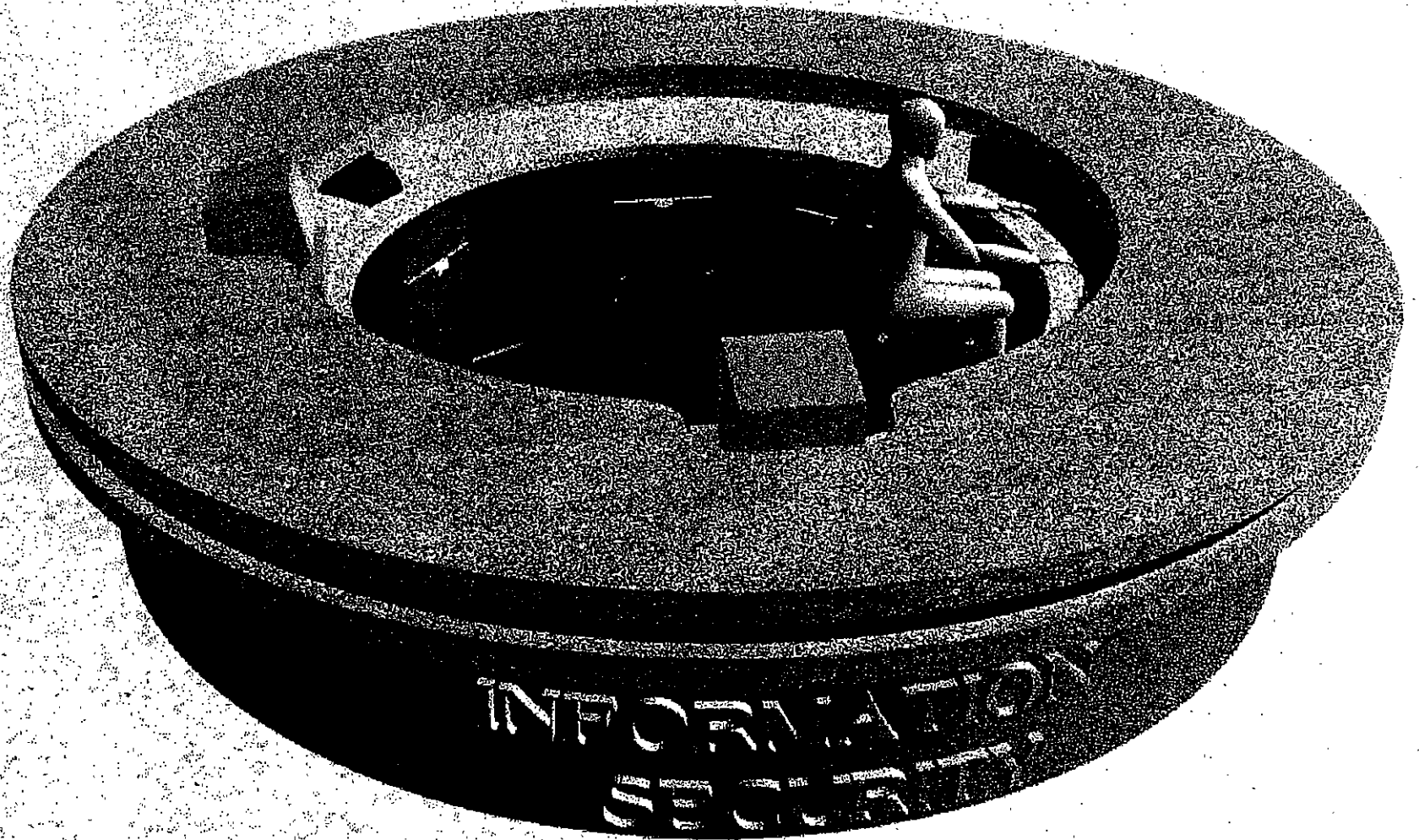


**Special View. From East Bridge
towards Barbary Coast.**

C Carter Burgess



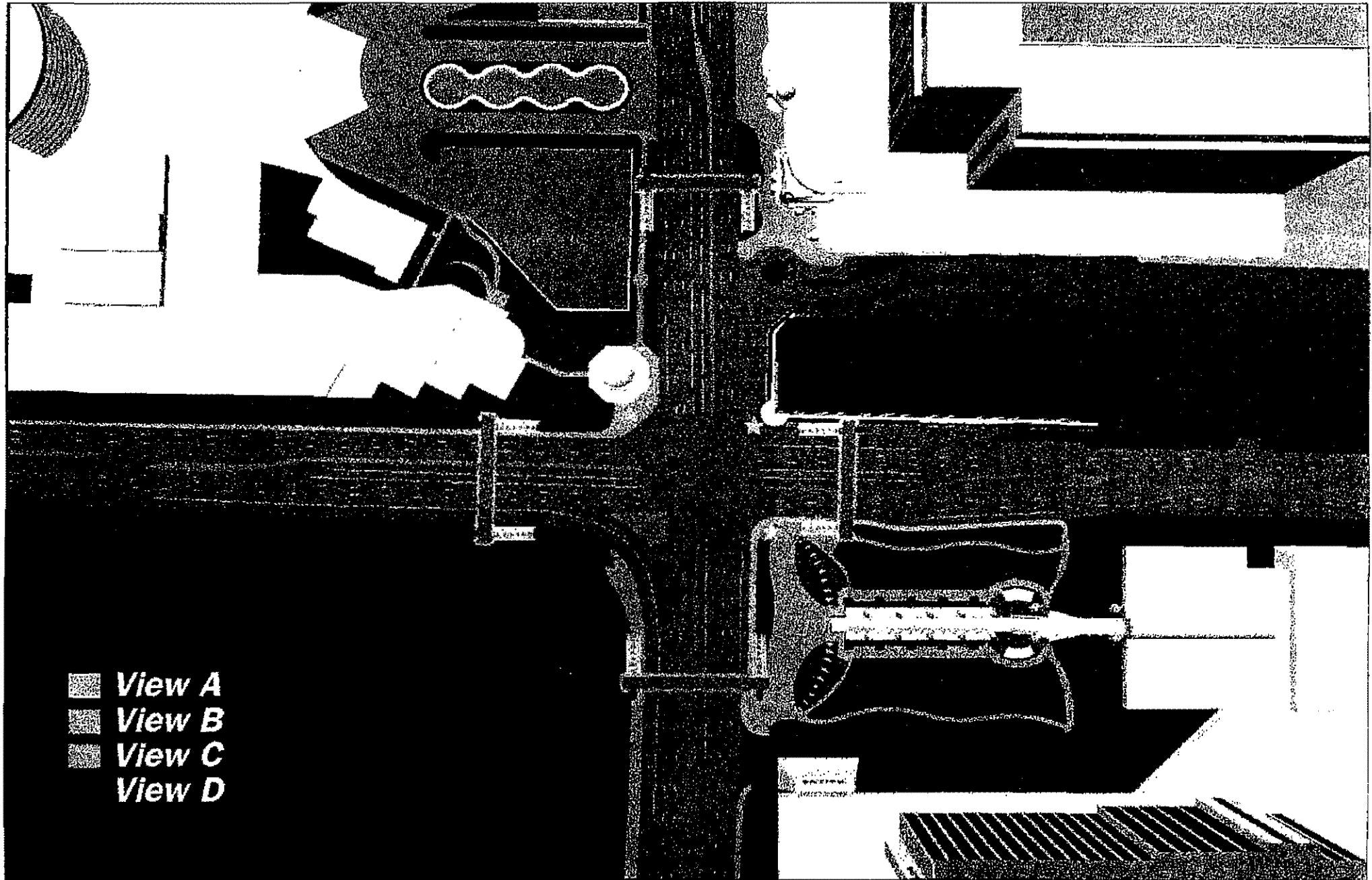
*Special View. East Bridge from Barbary Coast
Sidewalk looking West.*



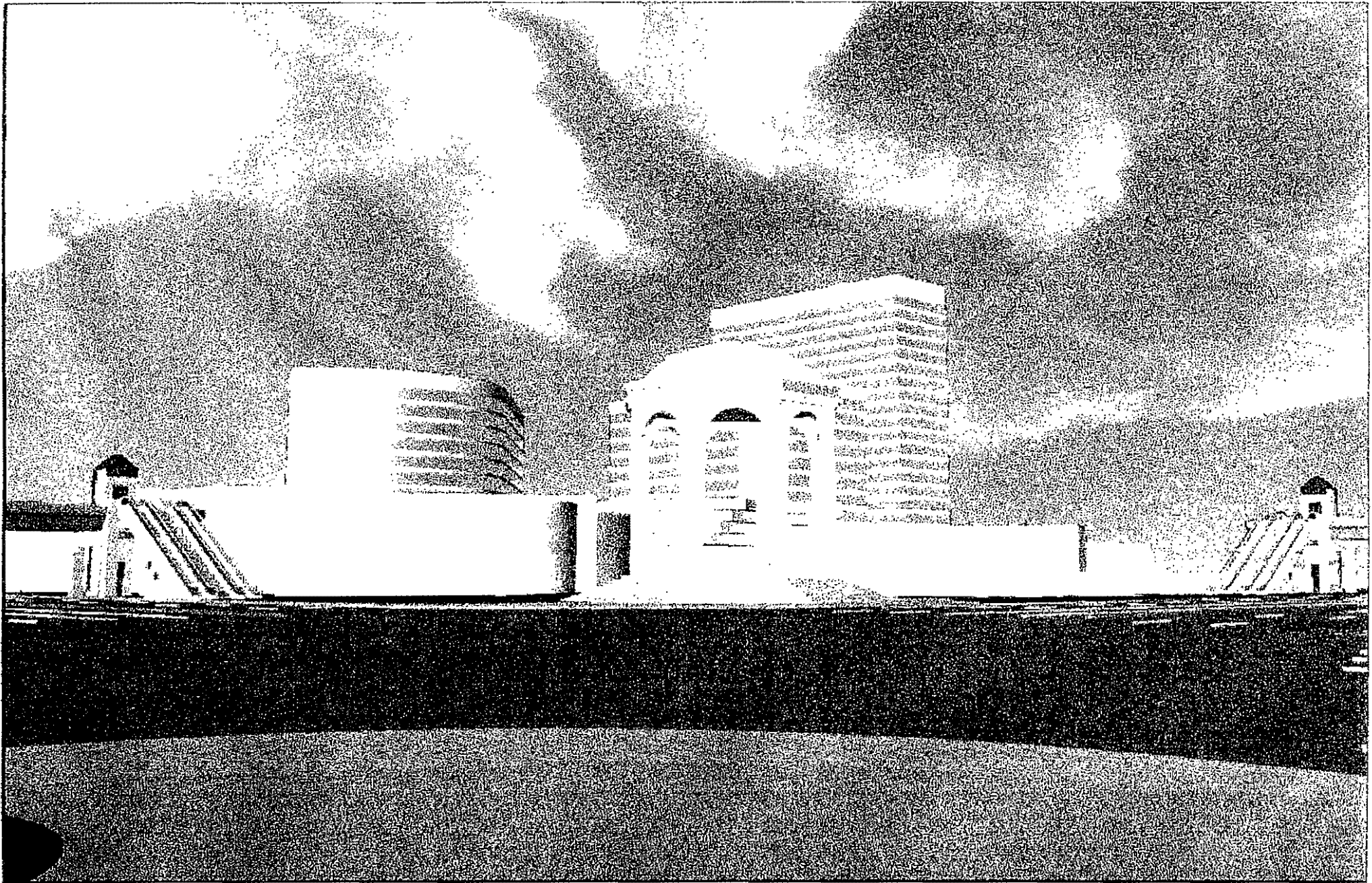
*Special View. Tunnel Alternate Information/Security
Desk in Rotunda. (Note Surveillance TV monitor)*



*Special View. From Inside Inclined
Elevator at Tunnel Entrance.*

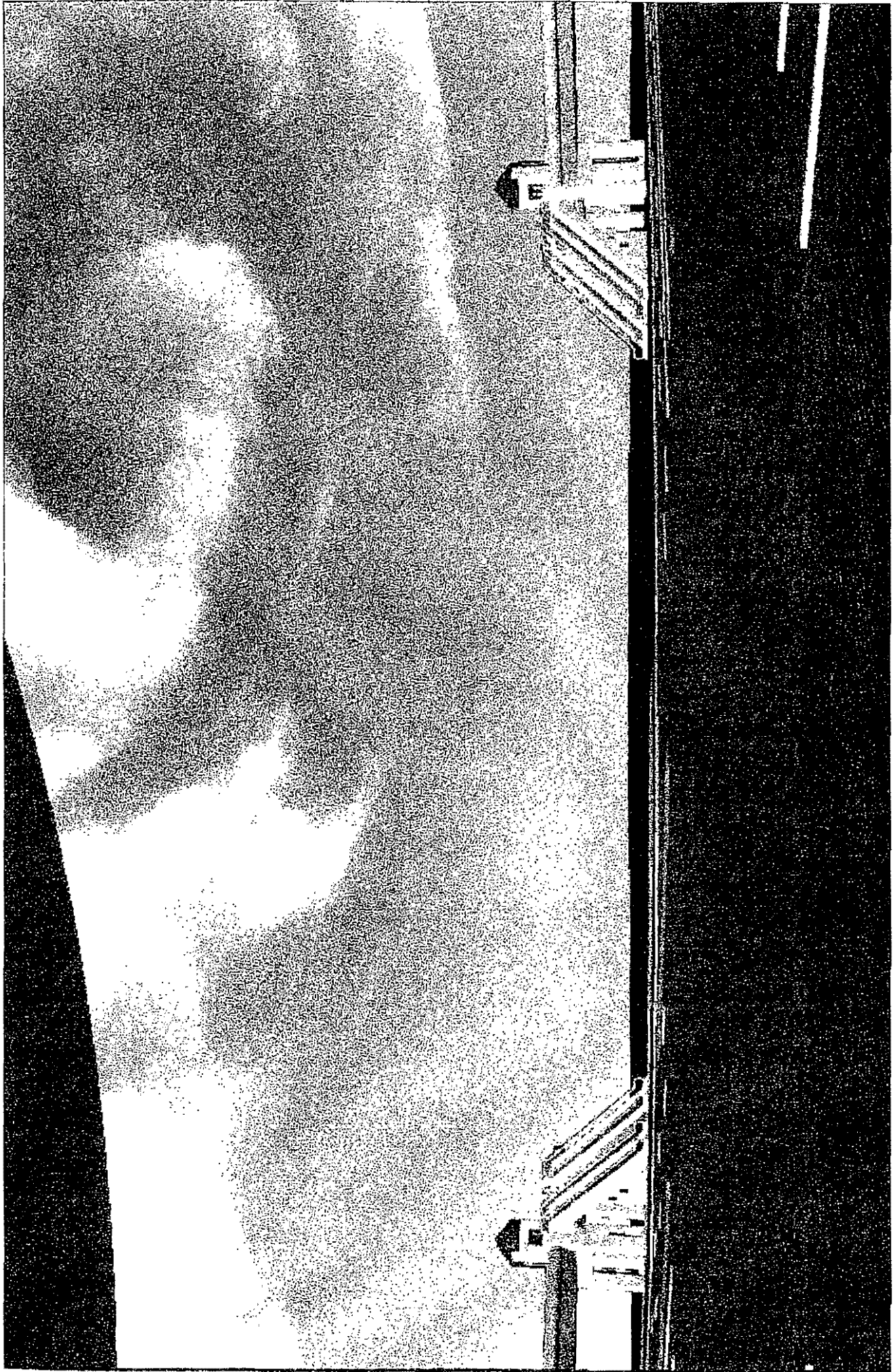


Map of Views for Bridge Alternative



*Las Vegas Boulevard/Flamingo Road
Pedestrian Grade Separation Project*

*Handout for 360 meeting at
Property Owner's Meetings*

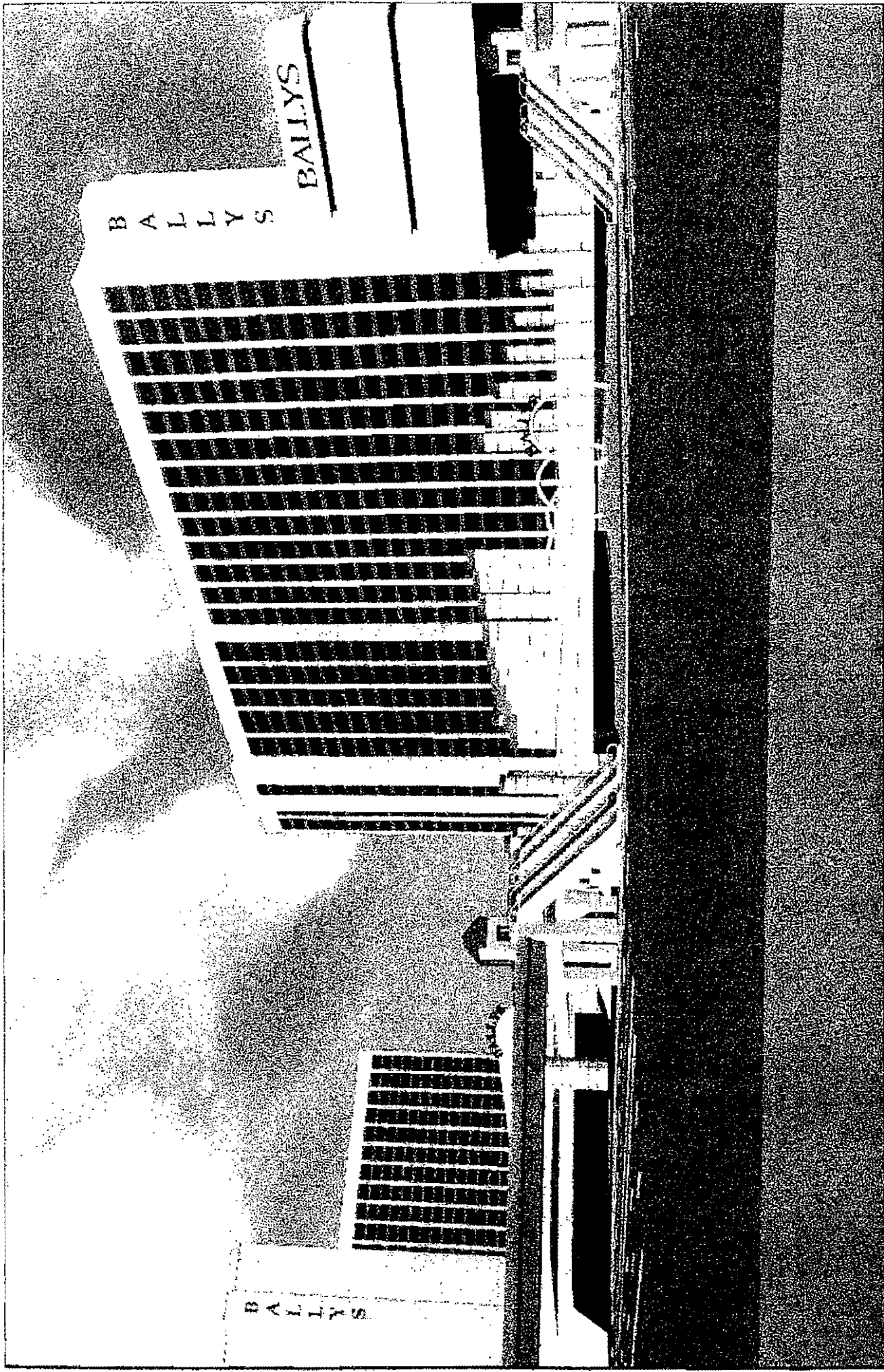


*View B Bridge Alternative from Barbary
Coast Corner looking Southwest.*

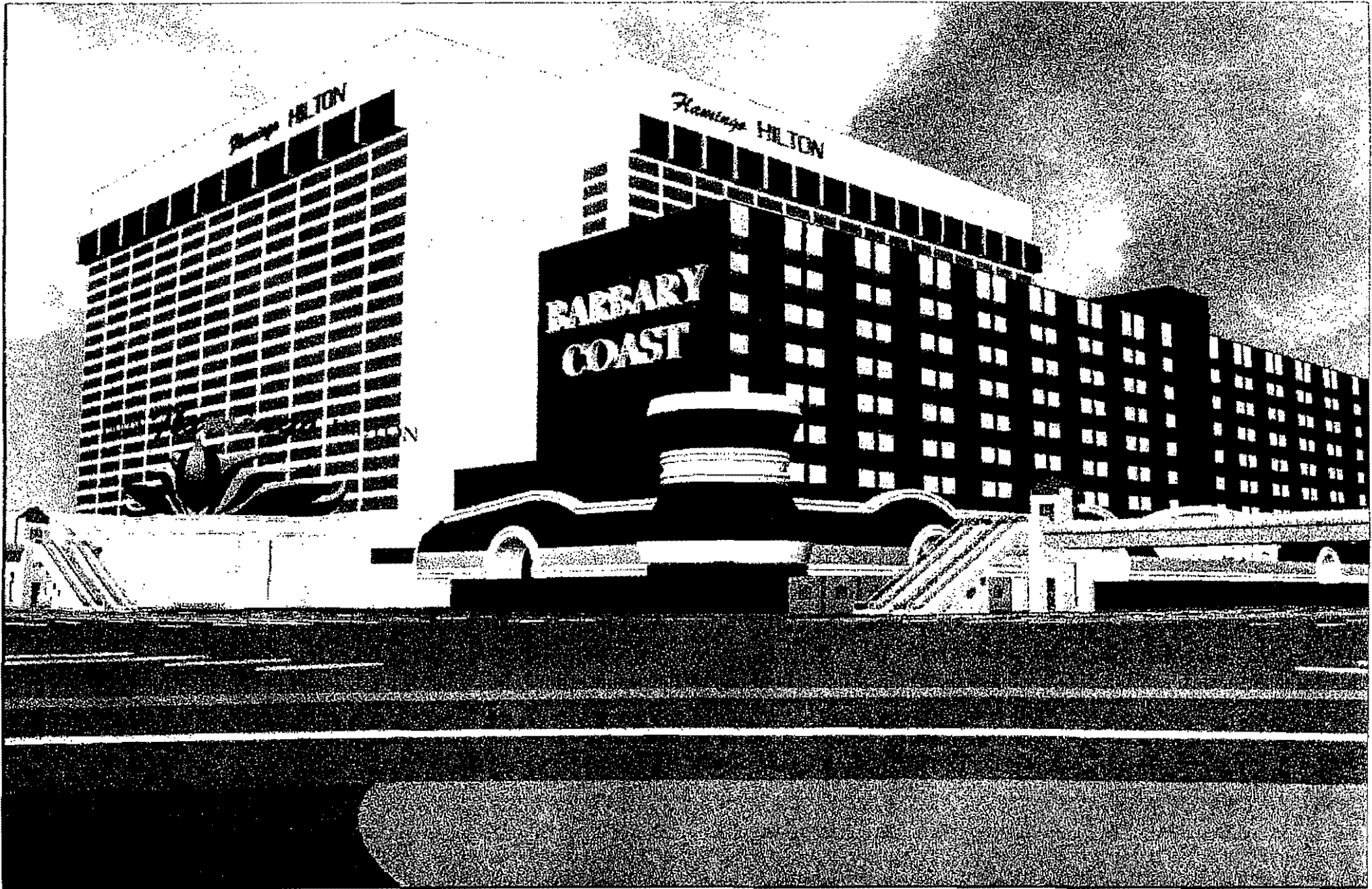


**Handout for 3rd Round of
Property Owner's Meetings**

**Las Vegas Boulevard/Flamingo Road
Pedestrian Grade Separation Project**



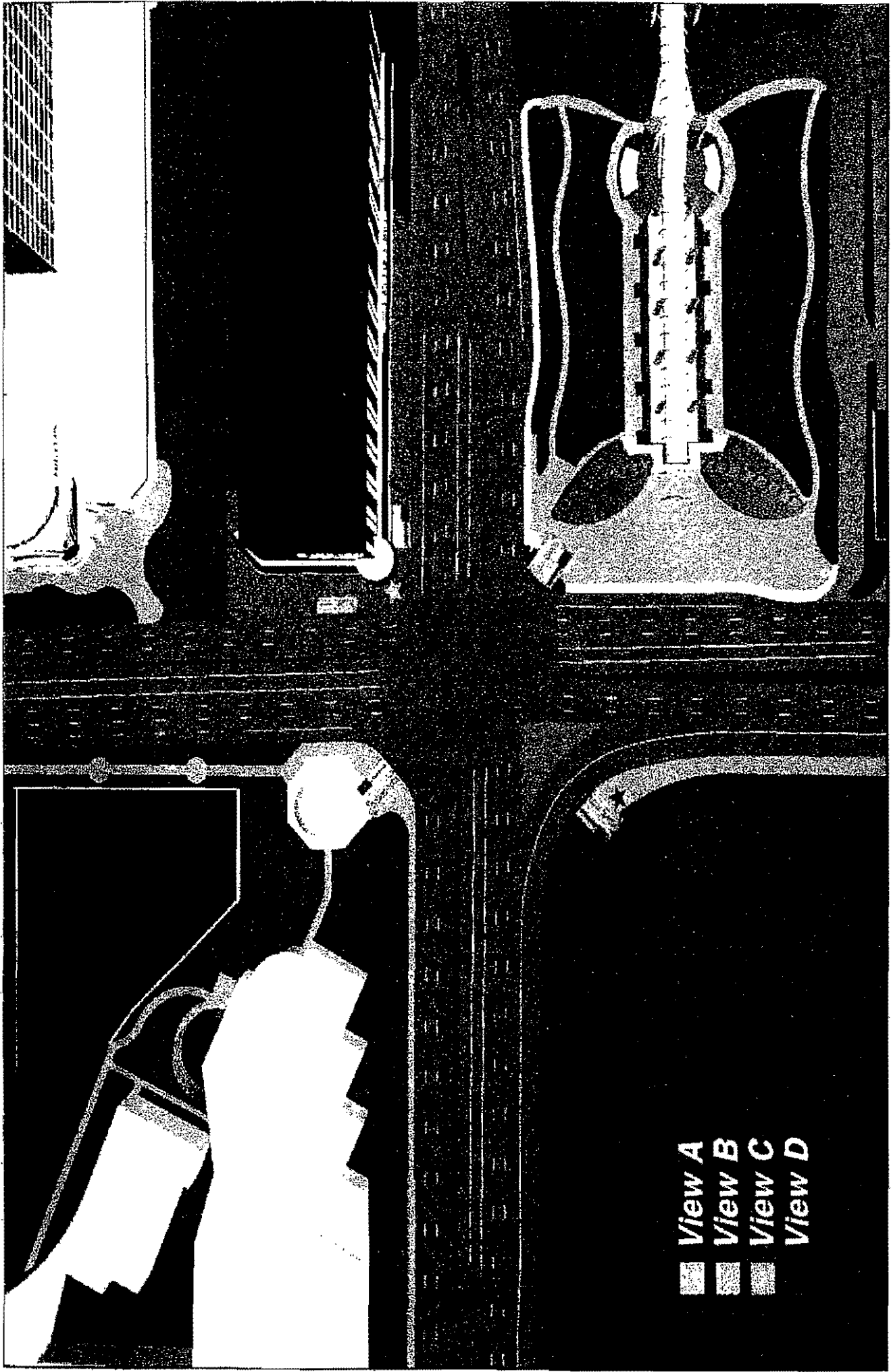
*View C. Bridge Alternative from Caesar's
Palace Corner looking Southeast.*



*View D. Bridge Alternative from Southwest
Corner looking Northeast*

**Handout for 3rd Round of
Property Owner's Meetings**

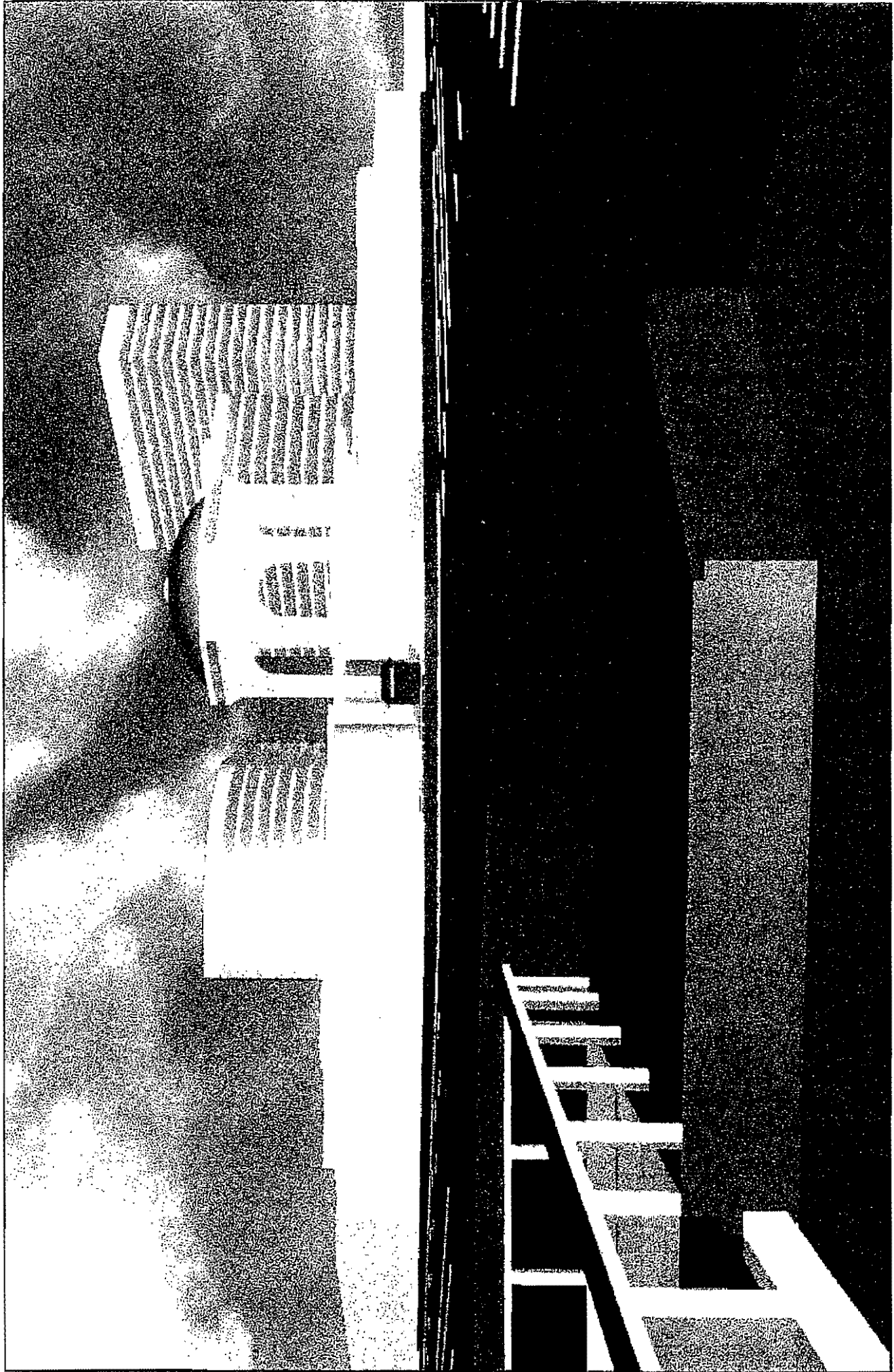
**Las Vegas Boulevard/Flamingo Road
Pedestrian Grade Separation Project**



Map of Views of Tunnel Alternative

**Handout for 3rd Round of
Property Owner's Meetings**

**Las Vegas Boulevard/Flamingo Road
Pedestrian Grade Separation Project**



**Handout for 3rd Round of
Property Owner's Meetings**

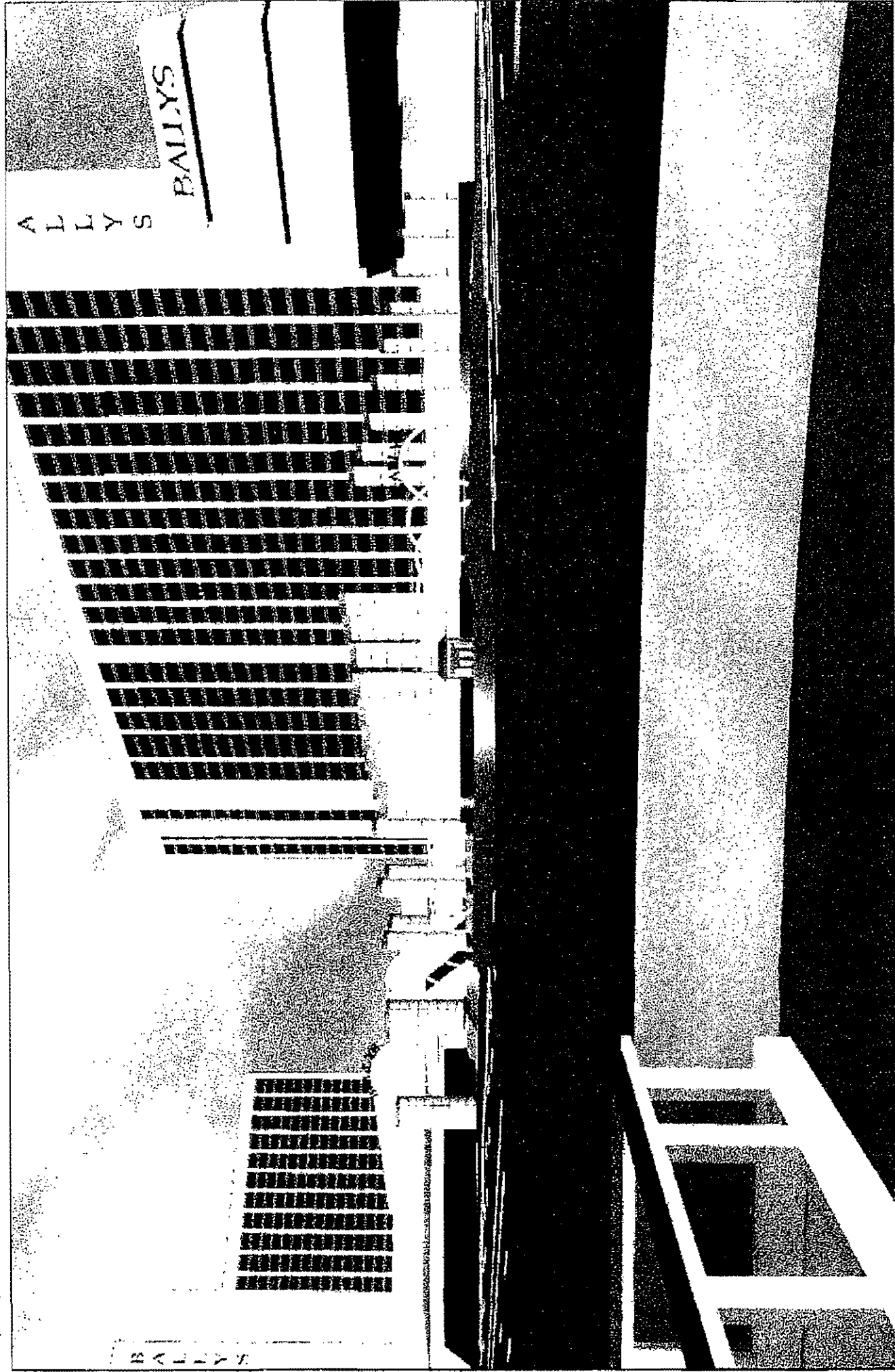
**Las Vegas Boulevard/Flamingo Road
Pedestrian Grade Separation Project**




*View B. Tunnel Alternative from Barbary Coast
Corner looking Southeast*

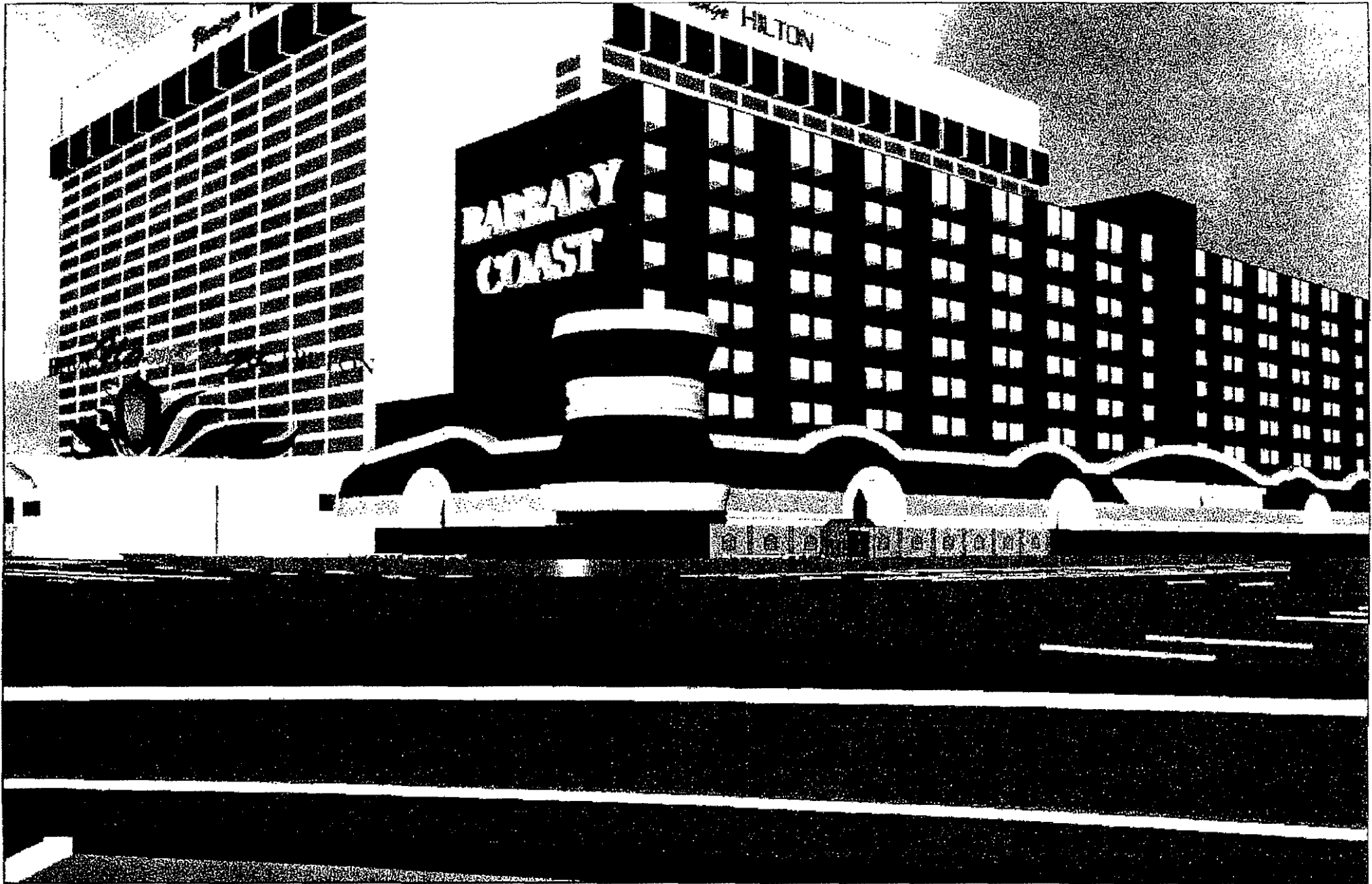
roundout for 3rd round of
Property Owner's Meetings

Las Vegas Boulevard/Flamingo Road
Pedestrian Grade Separation Project



New C. Tunnel Alternative from Caesar's Place
Corner Looking Southeast

 Carter Burgess



*View D. Tunnel Alternative from Southwest
Corner looking Northeast*

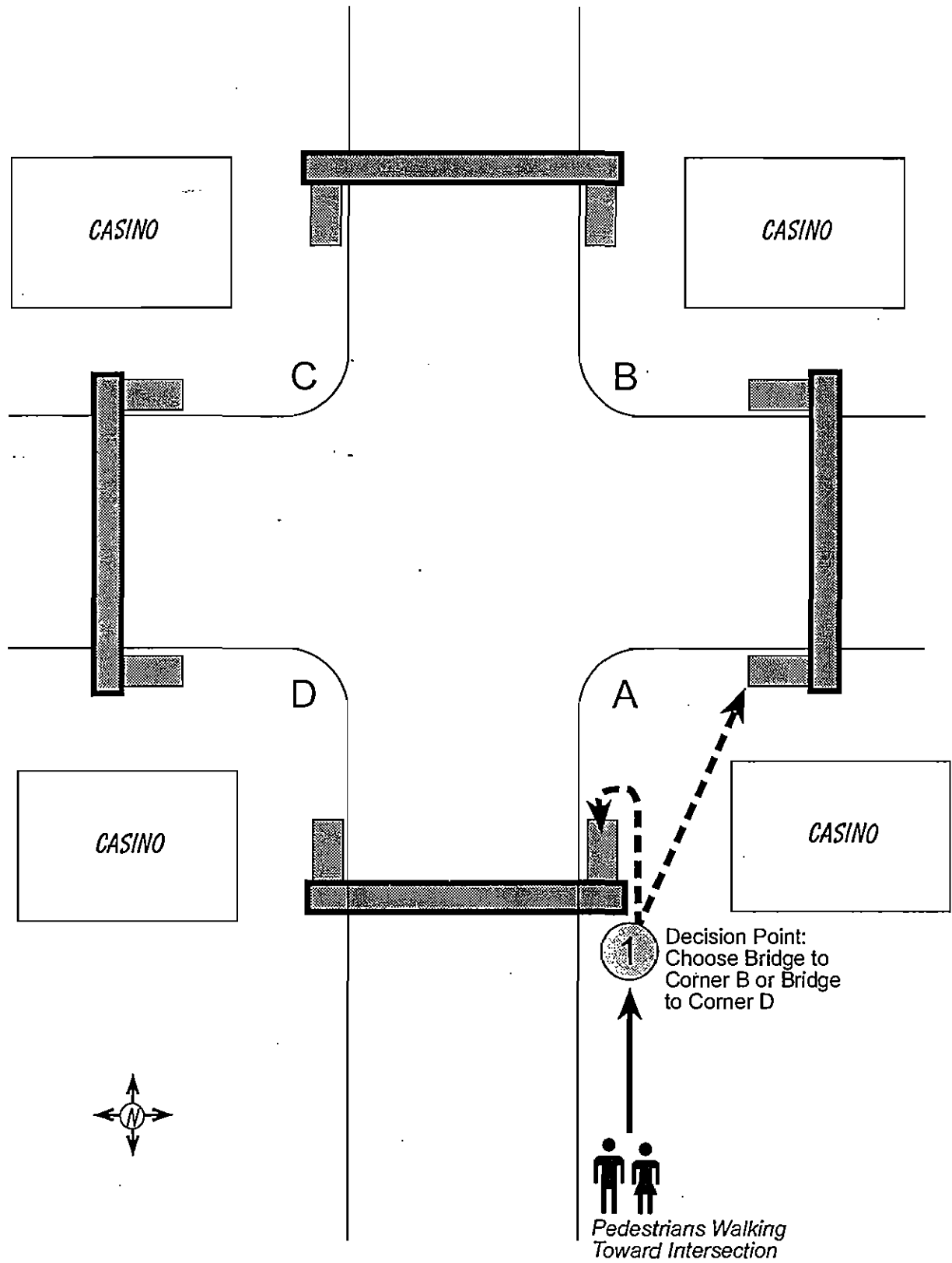
Pedestrians will face different choices depending on which, if either, alternative is built. The following four pages illustrate decision points for pedestrians on a generalized map of the intersection.

As is the case with today's crosswalks, a bridge user must decide his corner destination before crossing. The tunnel user can postpone his decision until arriving at the rotunda under the center of the intersection. One consequence of this difference, for example, is that a pedestrian on the west side of the Strip would cross halfway to the east side on a northbound trip with the tunnel alternative.

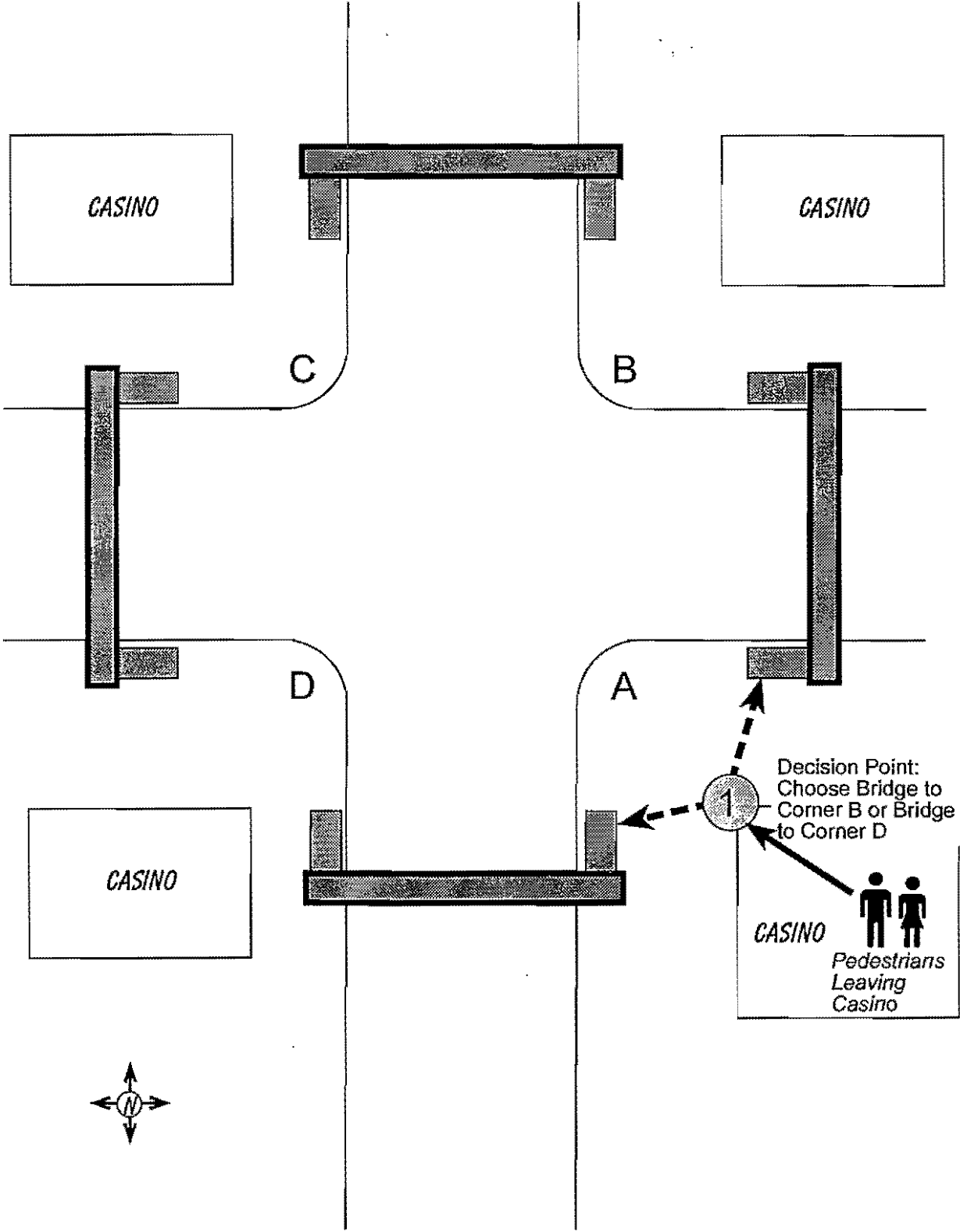


How these differences might affect a user's choice of destination is subjective and is left to the individual reader.

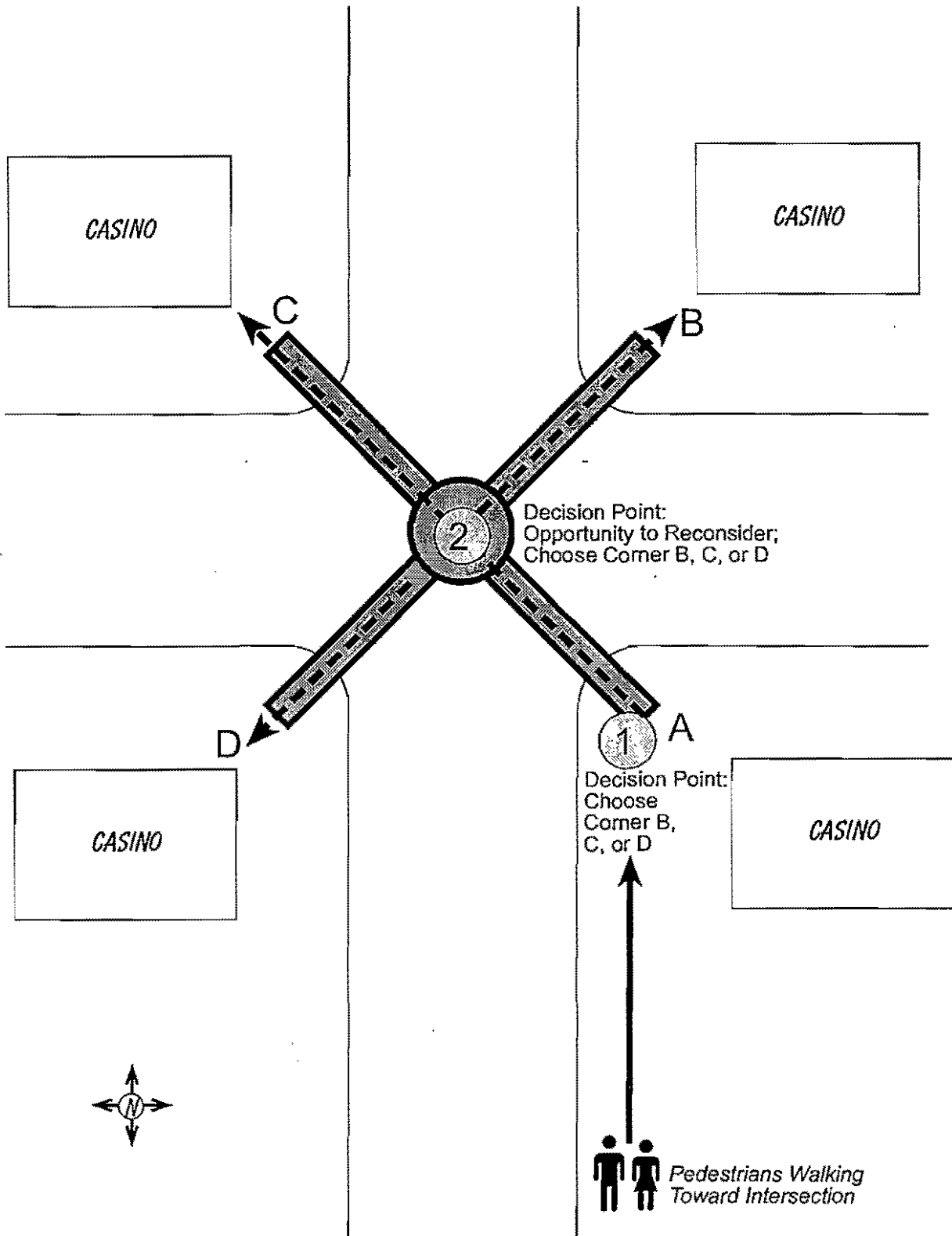
Pedestrian Choices - Bridge Alternative



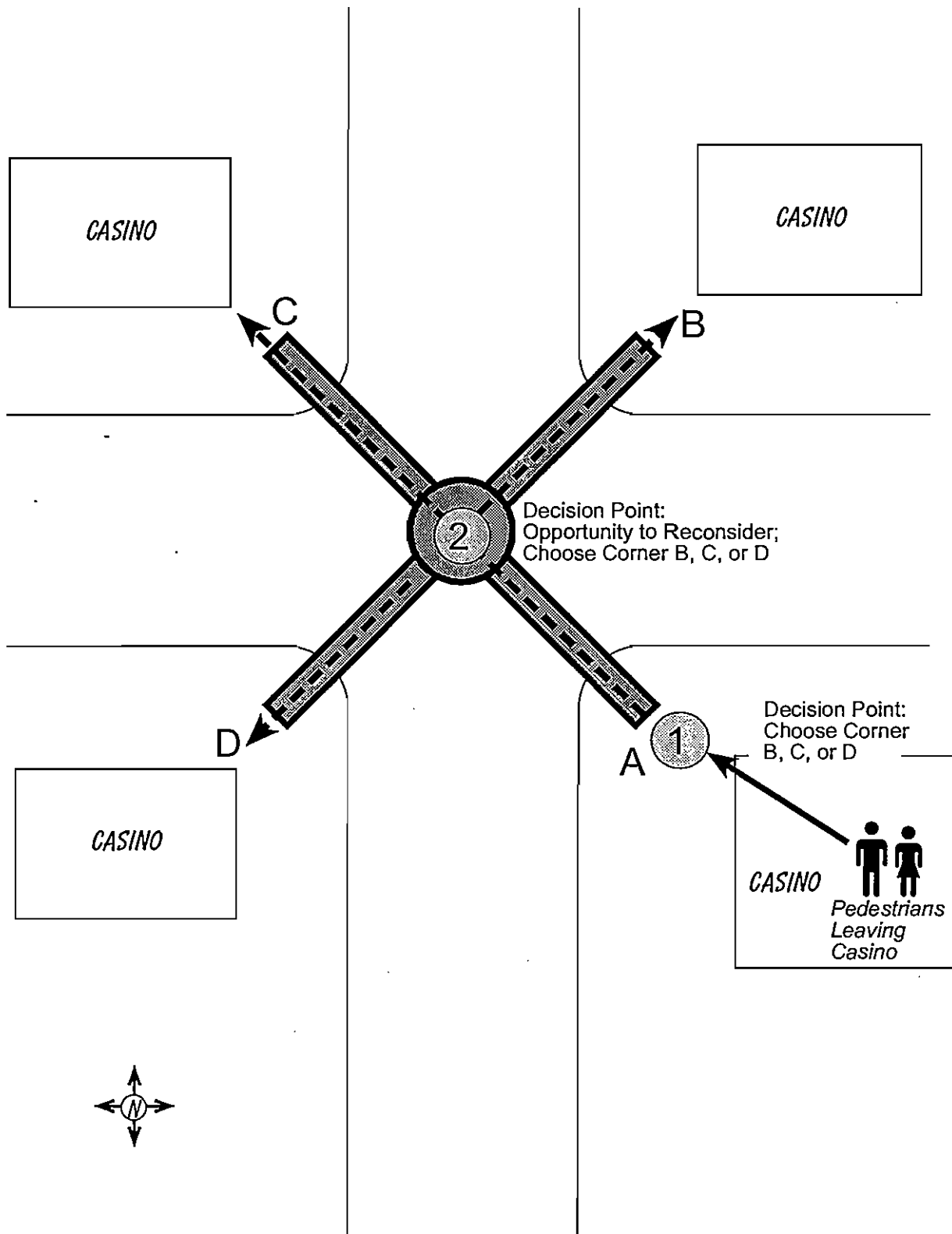
Pedestrian Choices - Bridge Alternative



Pedestrian Choices - Tunnel Alternative



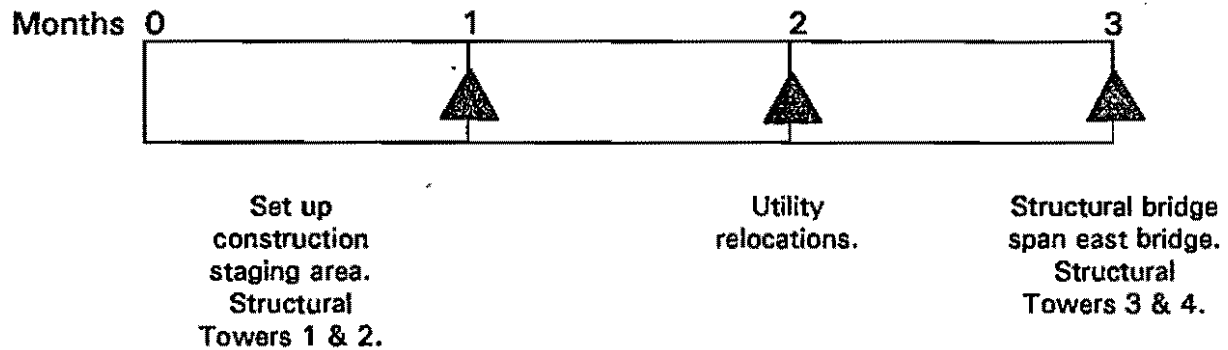
Pedestrian Choices - Tunnel Alternative



Bridge Alternative

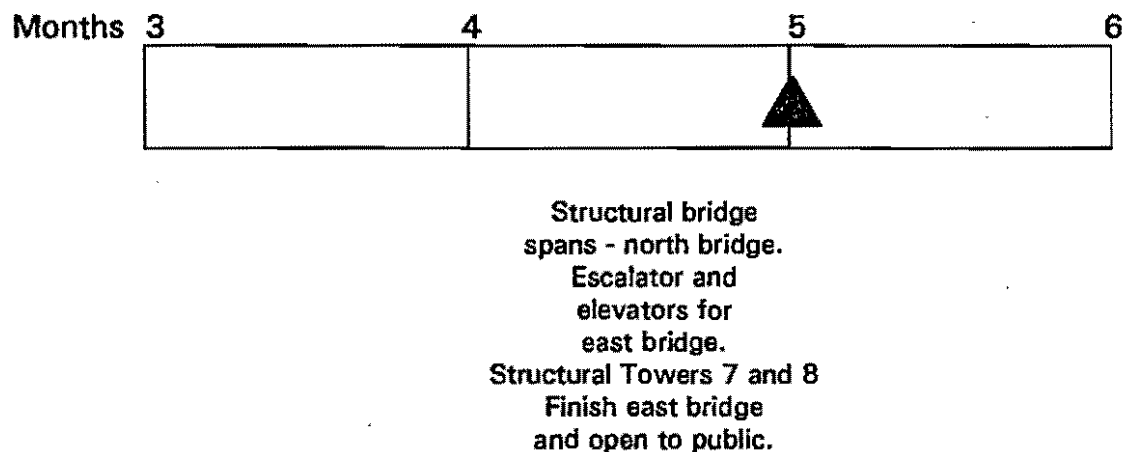
Bridge Alternative - Phase 1:

- Construct structural supports and foundations for Towers 1 and 2.
- Complete utility relocations.
- Construct structural bridge spans for east bridge.
- Construct structural supports and foundations for Towers 3 and 4.



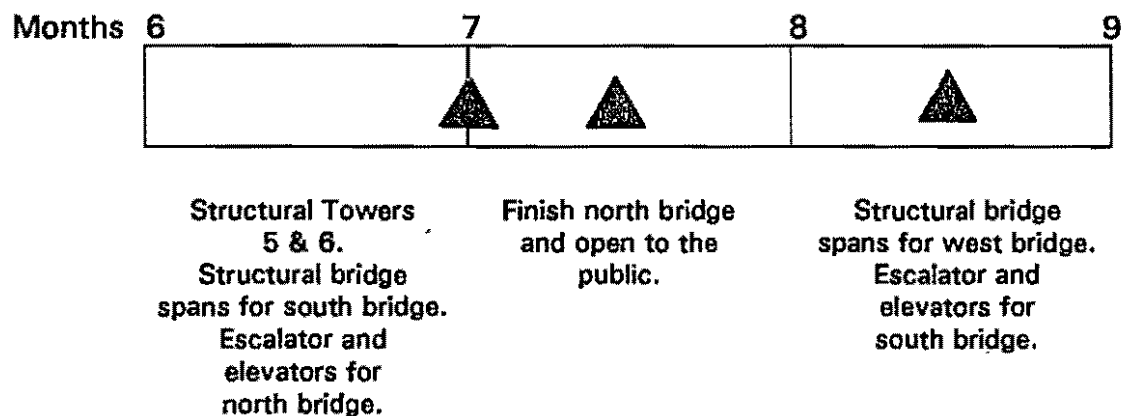
Bridge Alternative - Phase 2:

- Construct structural bridge spans for north bridge.
- Install escalator and elevator equipment for east bridge.
- Construct structural supports and foundations for Towers 7 and 8.
- Complete architectural items and open east bridge to the public.



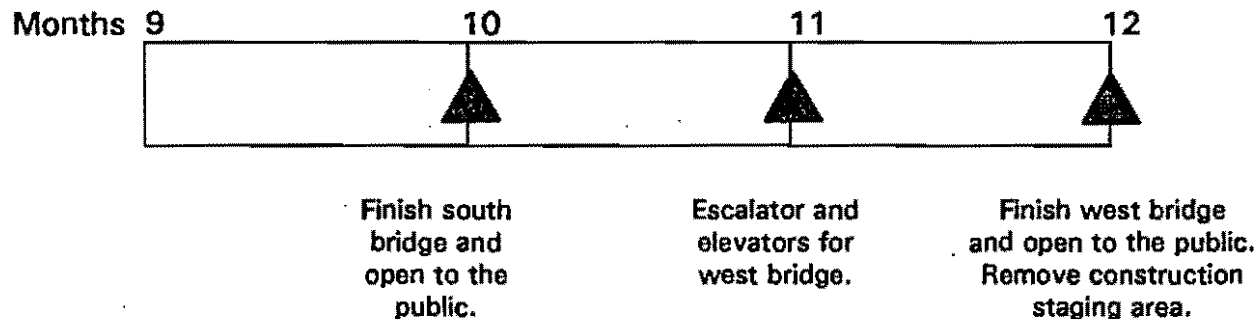
Bridge Alternative - Phase 3:

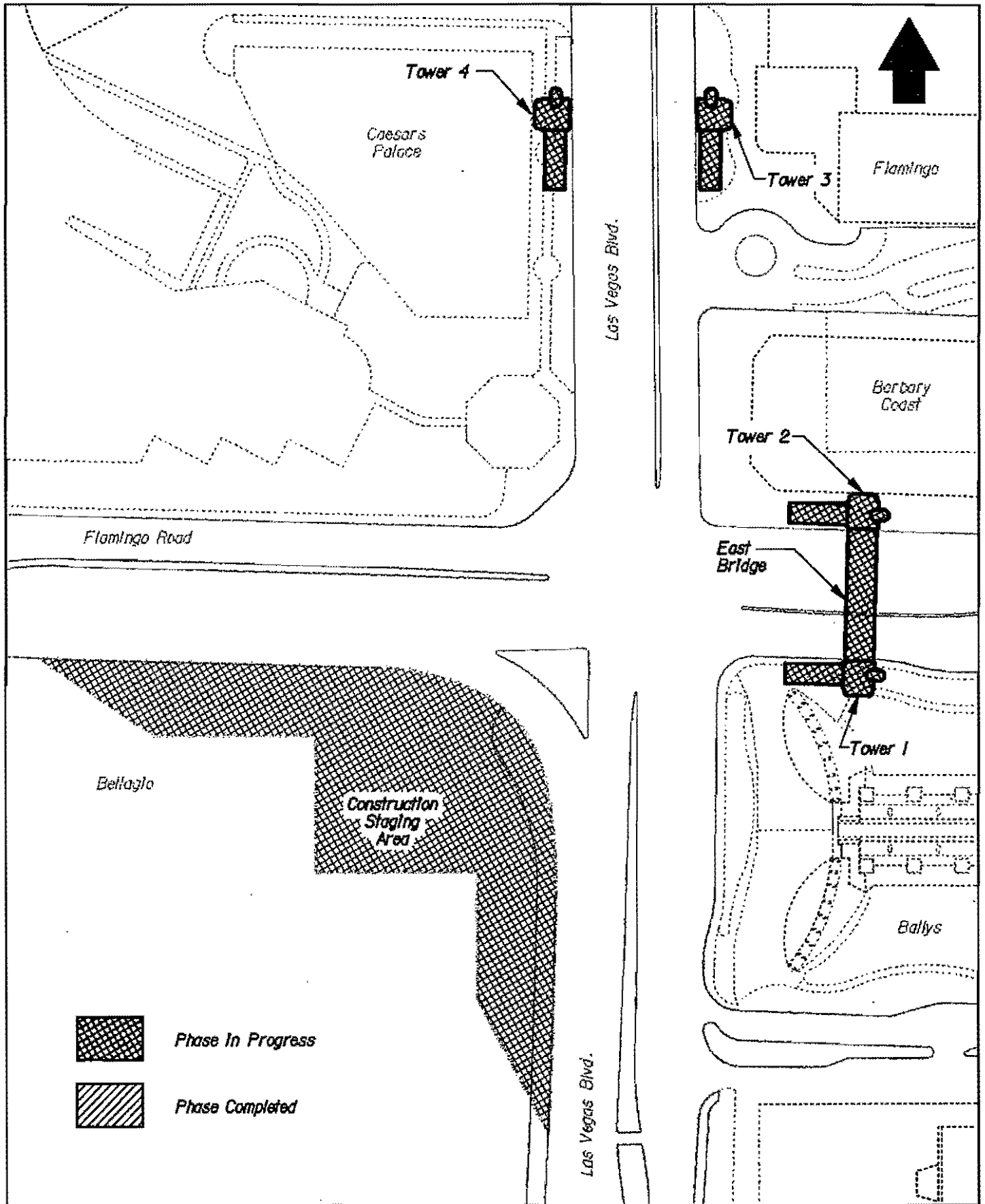
- Construct structural supports and foundations for Towers 5 and 6.
- Construct structural bridge spans for south bridge.
- Install escalator and elevator equipment for north bridge.
- Complete architectural items and open north bridge to the public.
- Construct structural bridge spans for west bridge.
- Install escalator and elevator equipment for south bridge.



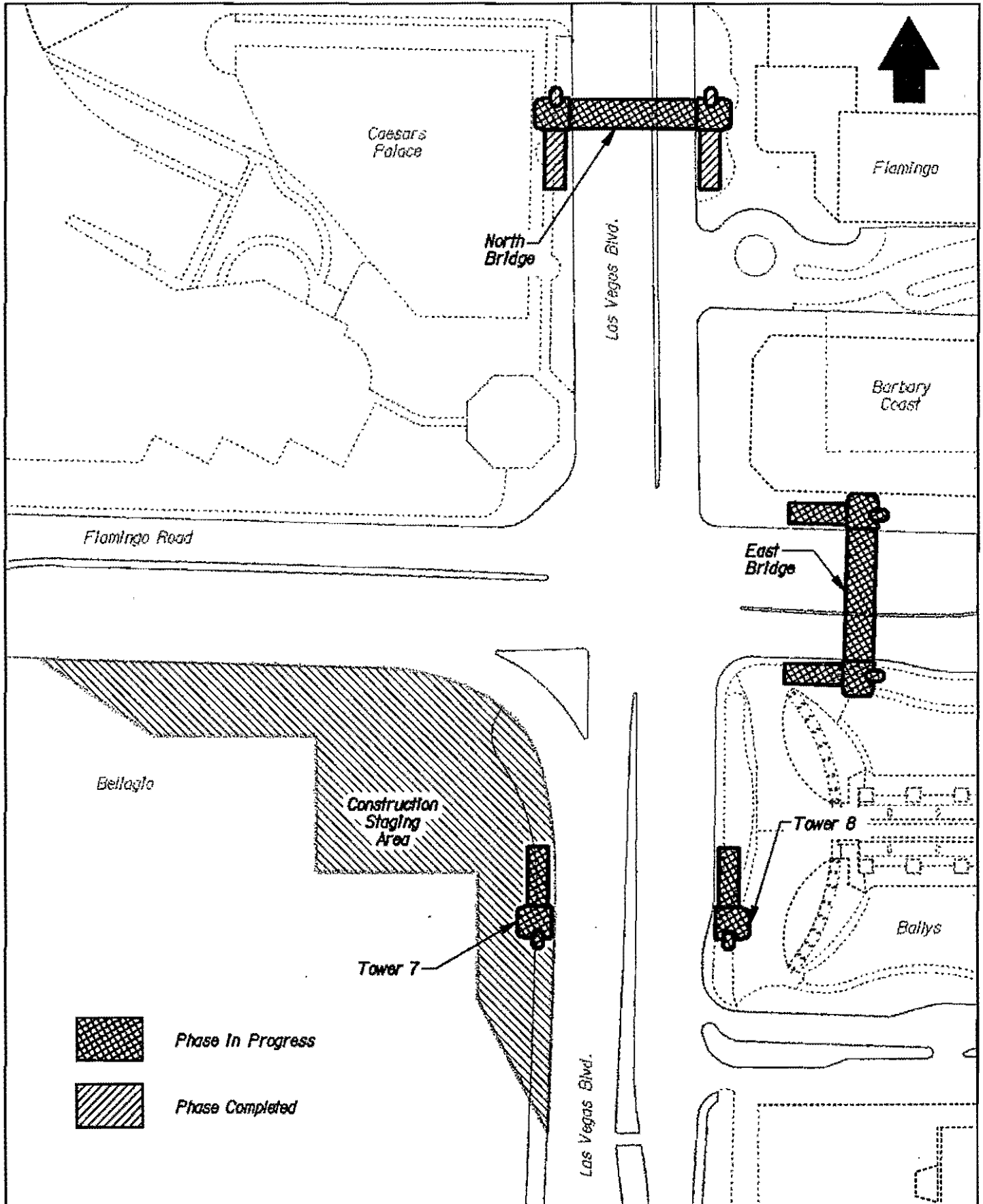
Bridge Alternative - Phase 4:

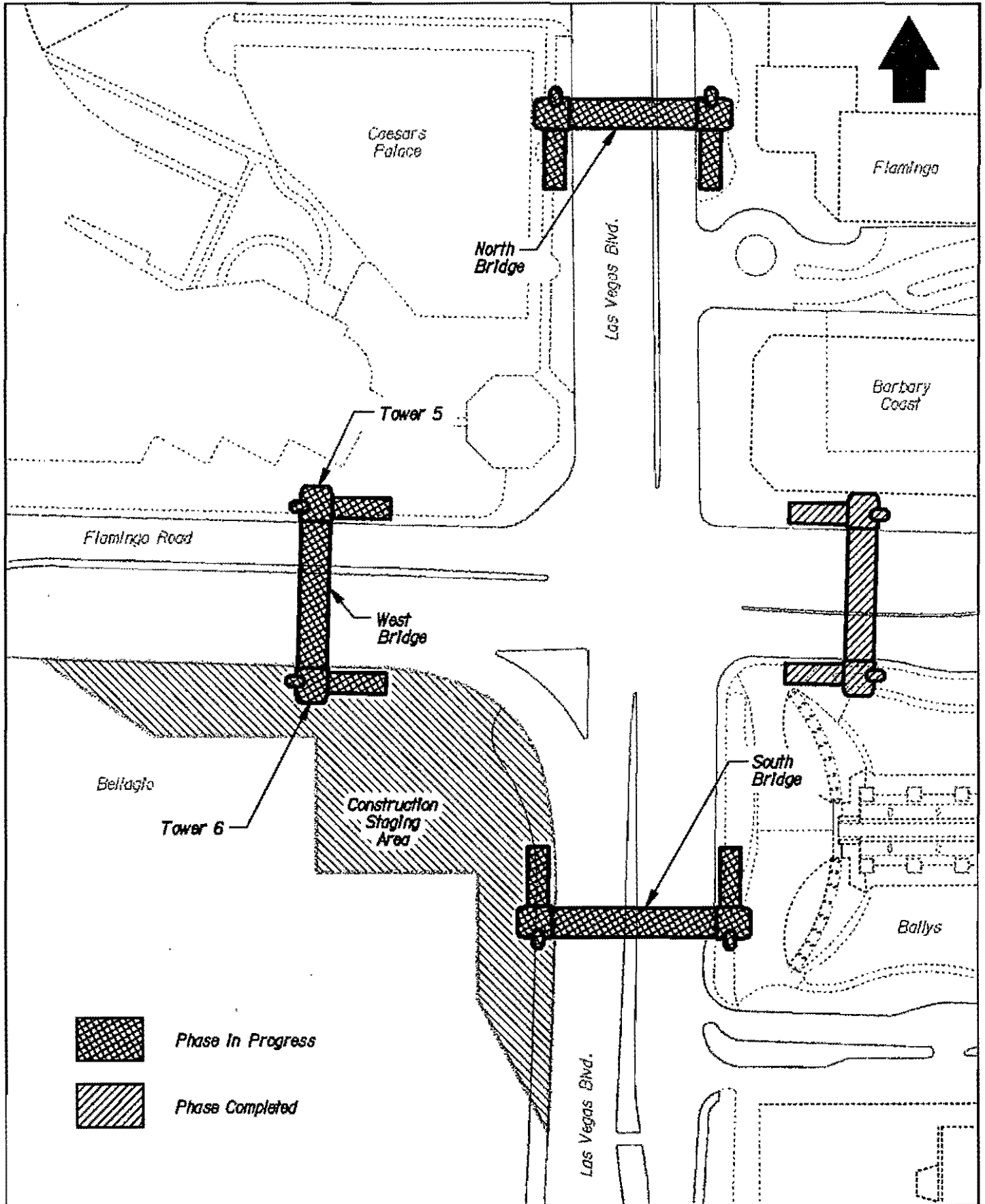
- Complete architectural items and open south bridge to the public.
- Install escalator and elevator equipment for west bridge.
- Complete architectural items and open west bridge to the public.
- Remove construction staging area.

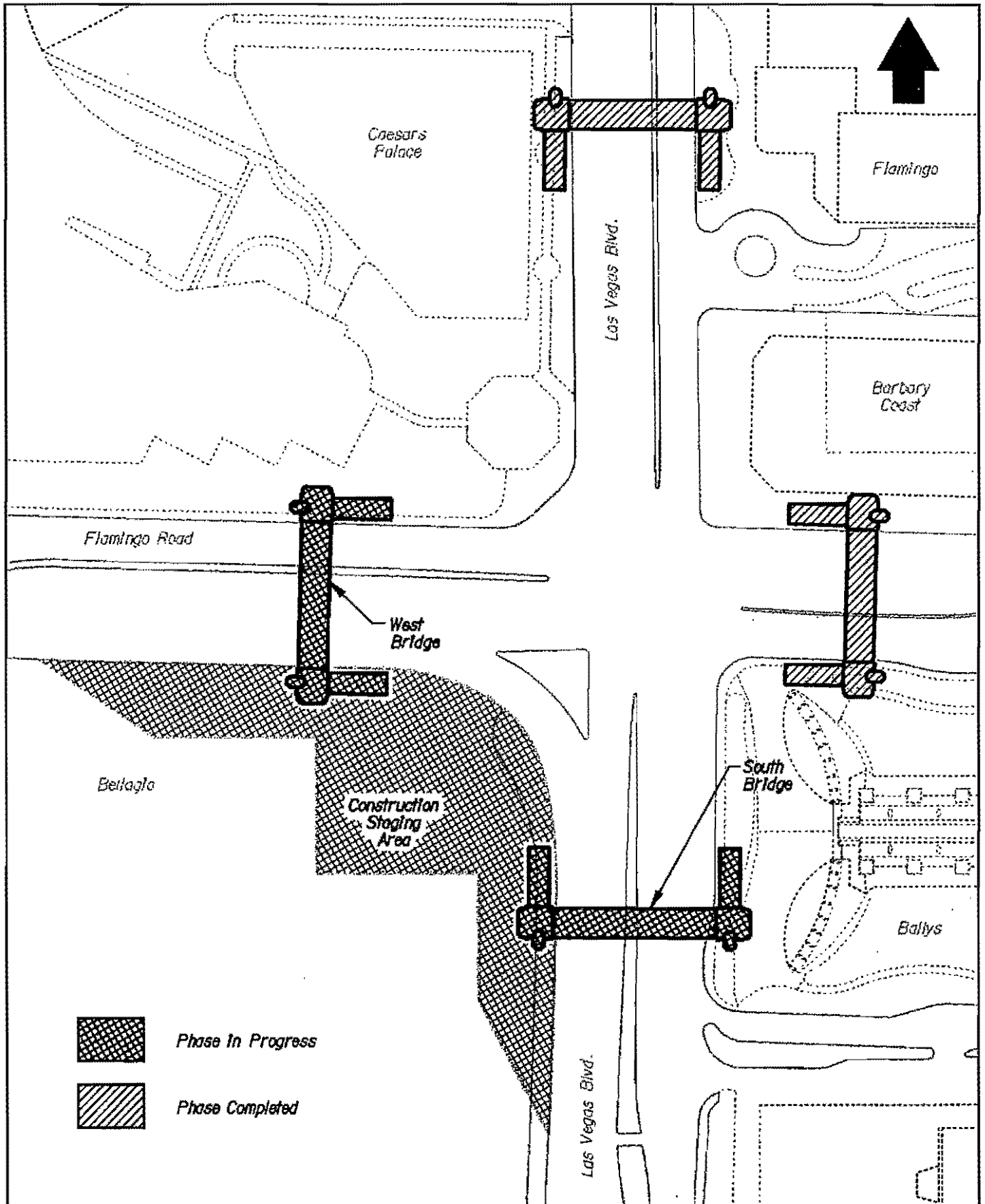




Bridge Alternative - Phase 1







The tunnel option crosses the intersection diagonally and has a 60-foot diameter center room. The finished cross-section will have a curved roof and will be approximately 12 feet high and 24 feet wide. The preliminary assessment of the subsurface conditions indicate that tunneling is possible. The general soil conditions consist of fill overlying dense to very dense sands, gravels, and clays, to a depth of approximately 5.0 to 7.5 feet. Below this level the soil profile generally consists of a heavily-cemented sands and gravels layer, interfingering with the dense to very dense sands and gravels. Based on the four just-completed test borings, it is anticipated that at least five feet of cemented sands and gravels will be above the tunnel in all locations. The groundwater depth ranges from about 11 to 13 feet below the ground surface. These conditions present a medium which is good for tunneling since heavily-cemented materials overhead provide a bridging layer for the excavation below it.

The proposed tunnel construction will start with dewatering the entire site prior to construction to draw the water down below the proposed invert elevation of the tunnel cross-section. This will occur for several months prior to initiating construction of the shafts. Shafts (or vertical access wells) will be constructed at three of the corners but will not be constructed at the northeast corner. The primary construction shaft will be located at the southwest corner. Construction within the street right-of-way will consist primarily of caisson drilling and pouring. Bridge beams will be placed over the caissons such that tunneling activities have minimum impact on traffic.

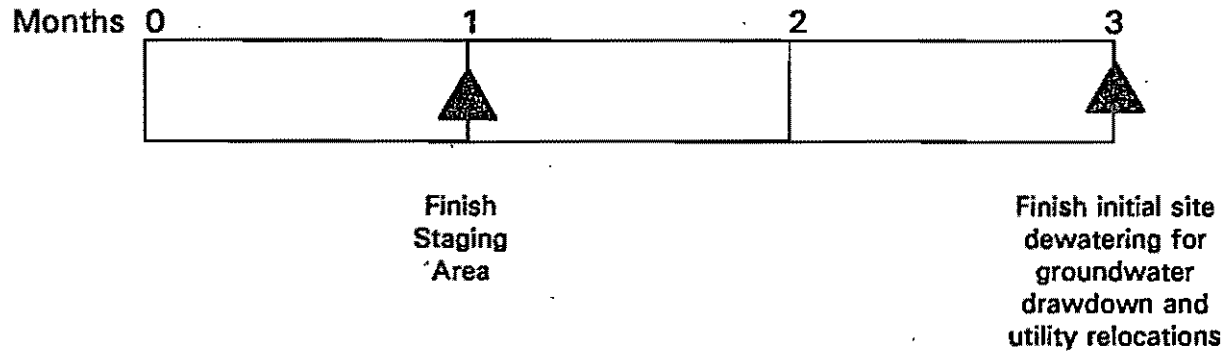
Tunnel construction will begin at the southwest corner and proceed to the northeast tunnel. Then tunnels will be constructed to both the southeast and the northwest corners. The center room, which is approximately a 60-foot diameter room, will be constructed after all tunnel construction is complete. The methods of tunnel construction will be either hand-mining or mechanical excavation using equipment such as roadheaders or backhoes to excavate the face. The final cross-section will be water tight, clean, and provide an open high-and-wide cross-section ready for finishing and equipment installation.

The estimated time for construction of the tunnel alternatives, after initial dewatering and utility relocations, is approximately 13 months. The duration of the construction impact to casino properties located on the northeast, northwest, and southwest corner should be one to two months maximum. The duration of project-related activity on the Bellagio property on the southwest corner will be approximately 16 months.

Tunnel Alternative:

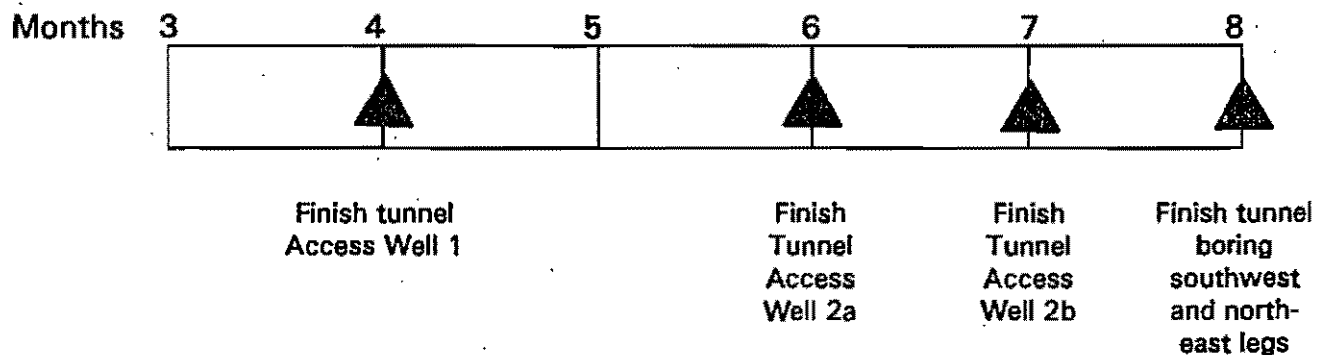
Tunnel Alternative - Phase 1:

- Set-up Construction Staging Area at southwest corner.
- Drill dewatering wells and begin initial site dewatering for groundwater drawdown.
- Relocate utilities



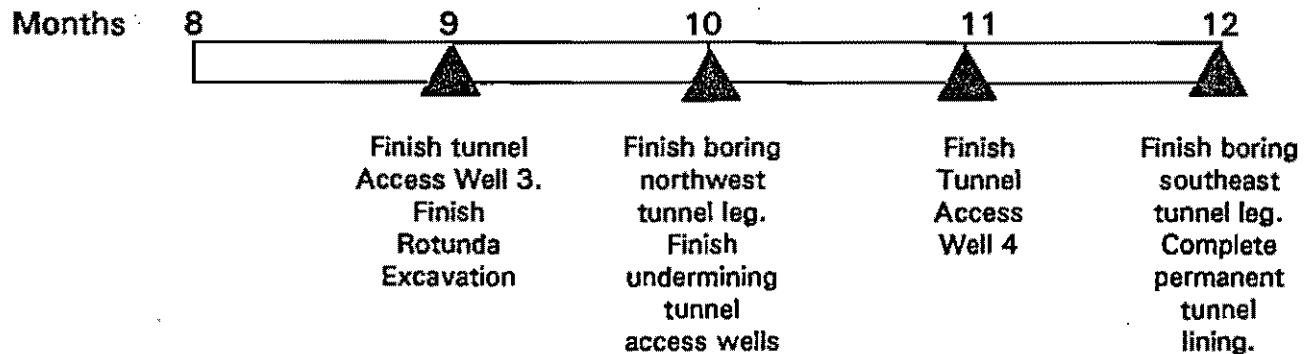
Tunnel Alternative - Phase 2a and 2b:

- Set-up tunnel staging at Tunnel Access Well 1 with temporary cover under roadway.
- Begin tunnel boring on southwest and northeast legs.
- Construct Tunnel Access Well 2a with a temporary well cover under roadway and sidewalk area (see Phase 2a).
- Construct Tunnel Access Well 2b with a temporary well cover under roadway and sidewalk area (see Phase 2b).
- Continue construction dewatering.



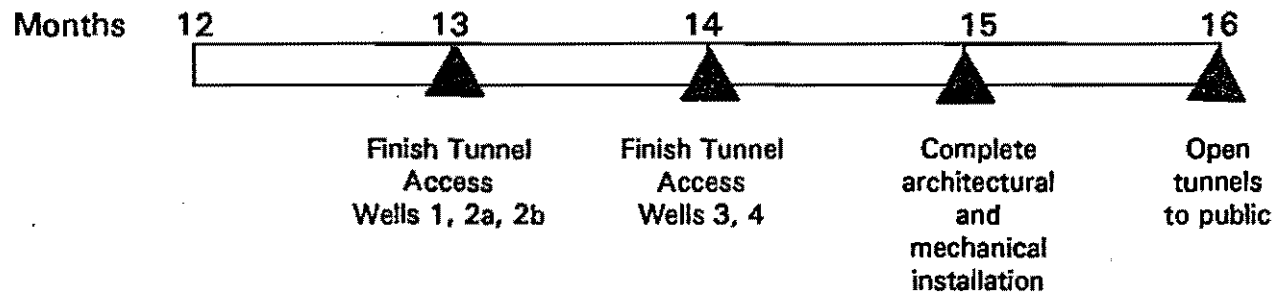
Tunnel Alternative - Phase 3:

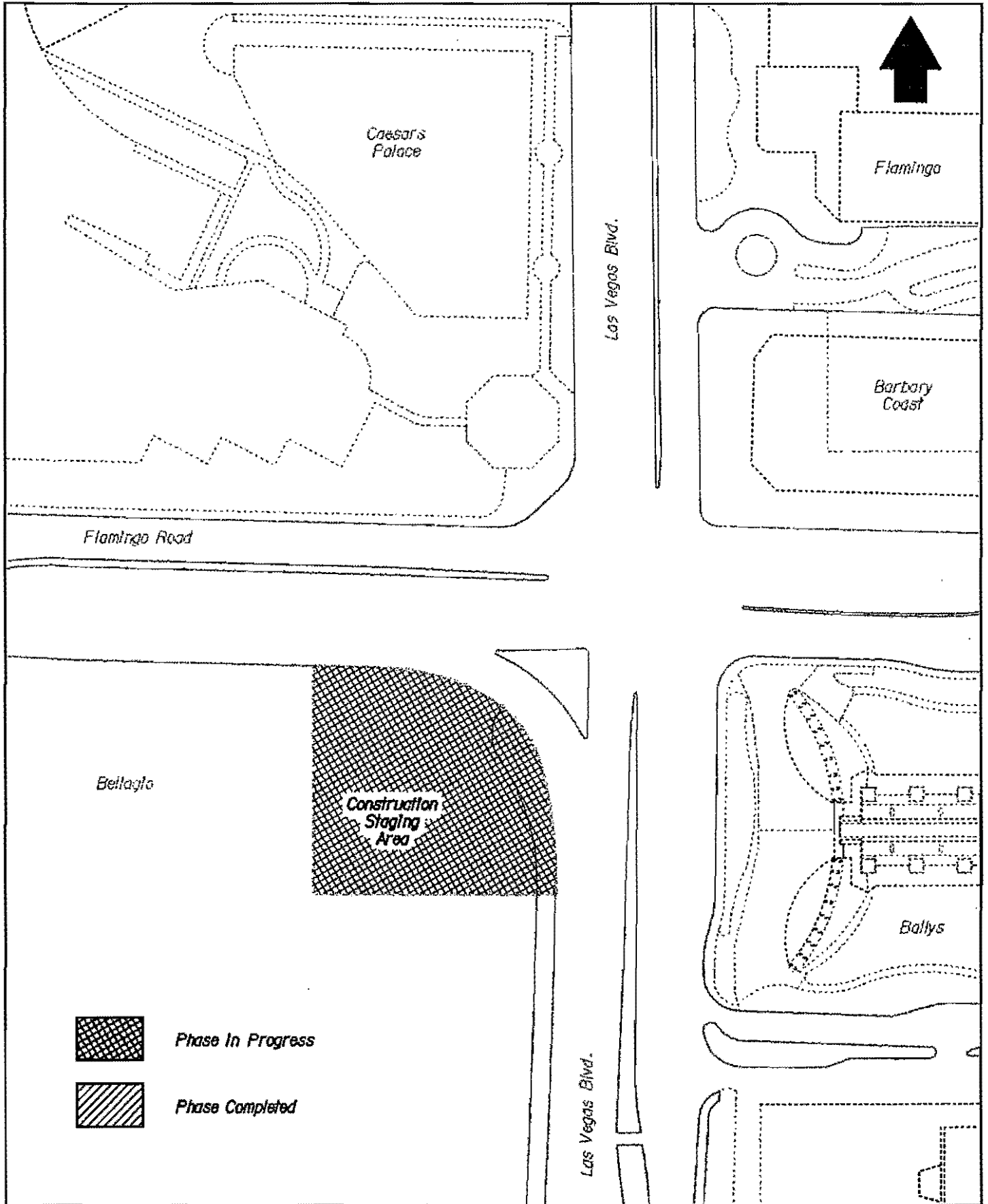
- Construct Tunnel Access Well 3 with temporary well cover under roadway.
- Begin boring northwest leg of tunnel.
- Construct Tunnel Access Well 4 with temporary cover under roadway.
- Begin boring southeast leg of tunnel.
- Continue construction dewatering and construct permanent dewatering system.
- Complete excavation of Rotunda.
- Complete excavation under roadway portions of Tunnel Access Wells.
- Complete permanent tunnel lining.

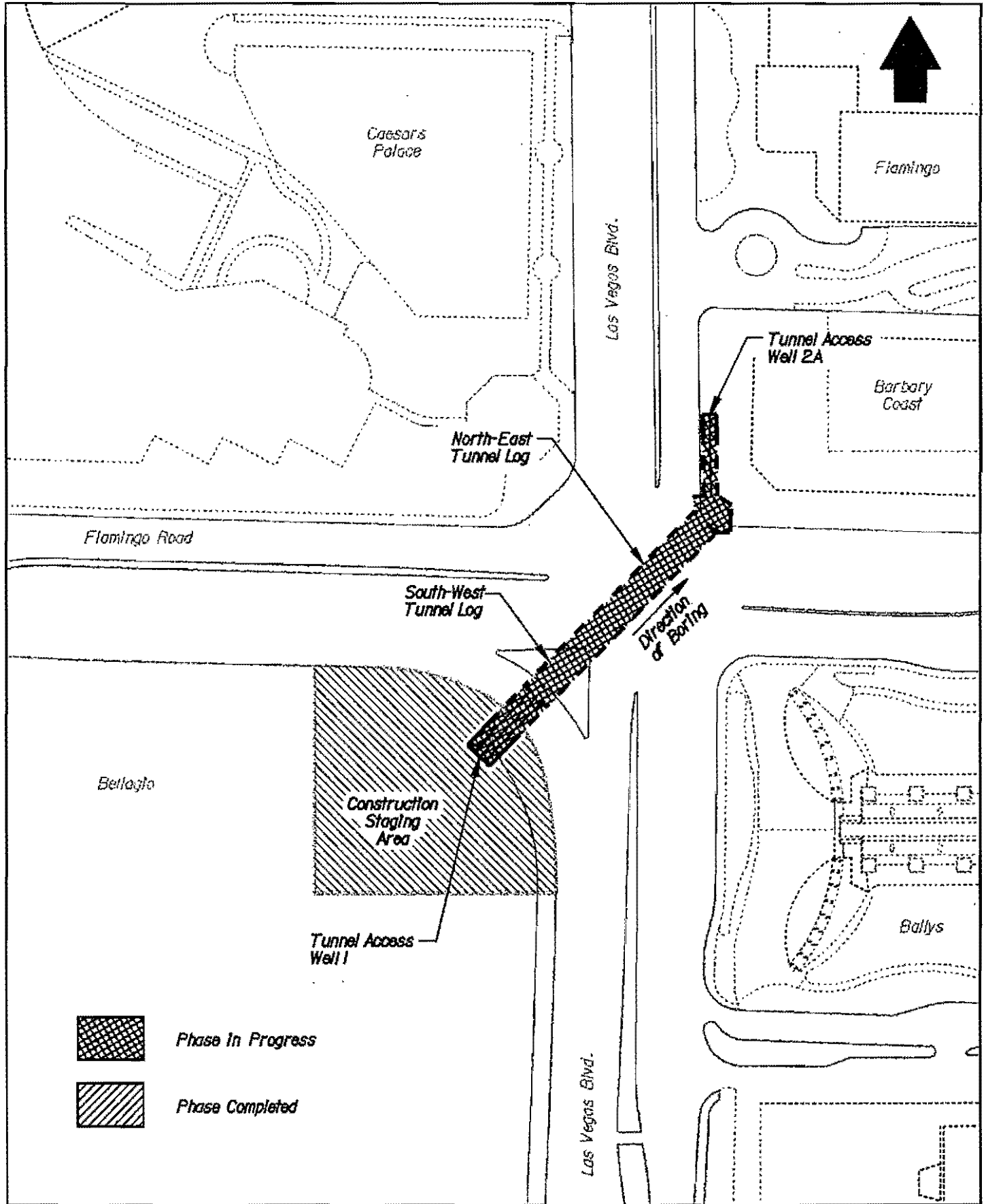


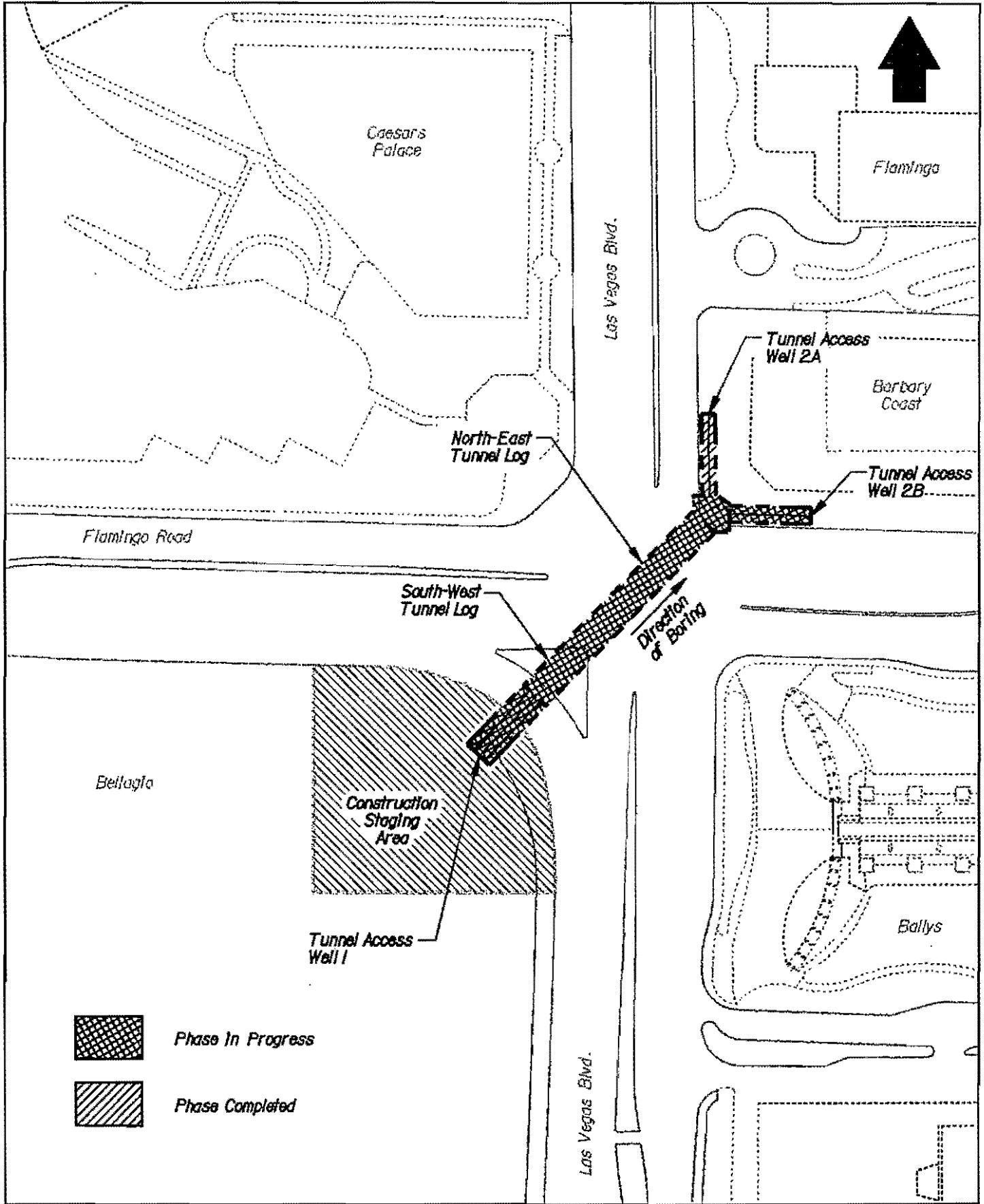
Tunnel Alternative - Phase 4a and 4b:

- Complete escalator and elevator equipment installation for Tunnel Access Well 2a (see Phase 4a).
- Complete escalator and elevator equipment installation for Tunnel Access Well 2b (see Phase 4b).
- Complete escalator and elevator equipment installation for Well 1.
- Complete escalator and elevator equipment installation for Well 2.
- Complete escalator and elevator equipment installation for Well 3.
- Complete miscellaneous architectural and mechanical equipment installation.
- Remove construction staging area and open to public use.

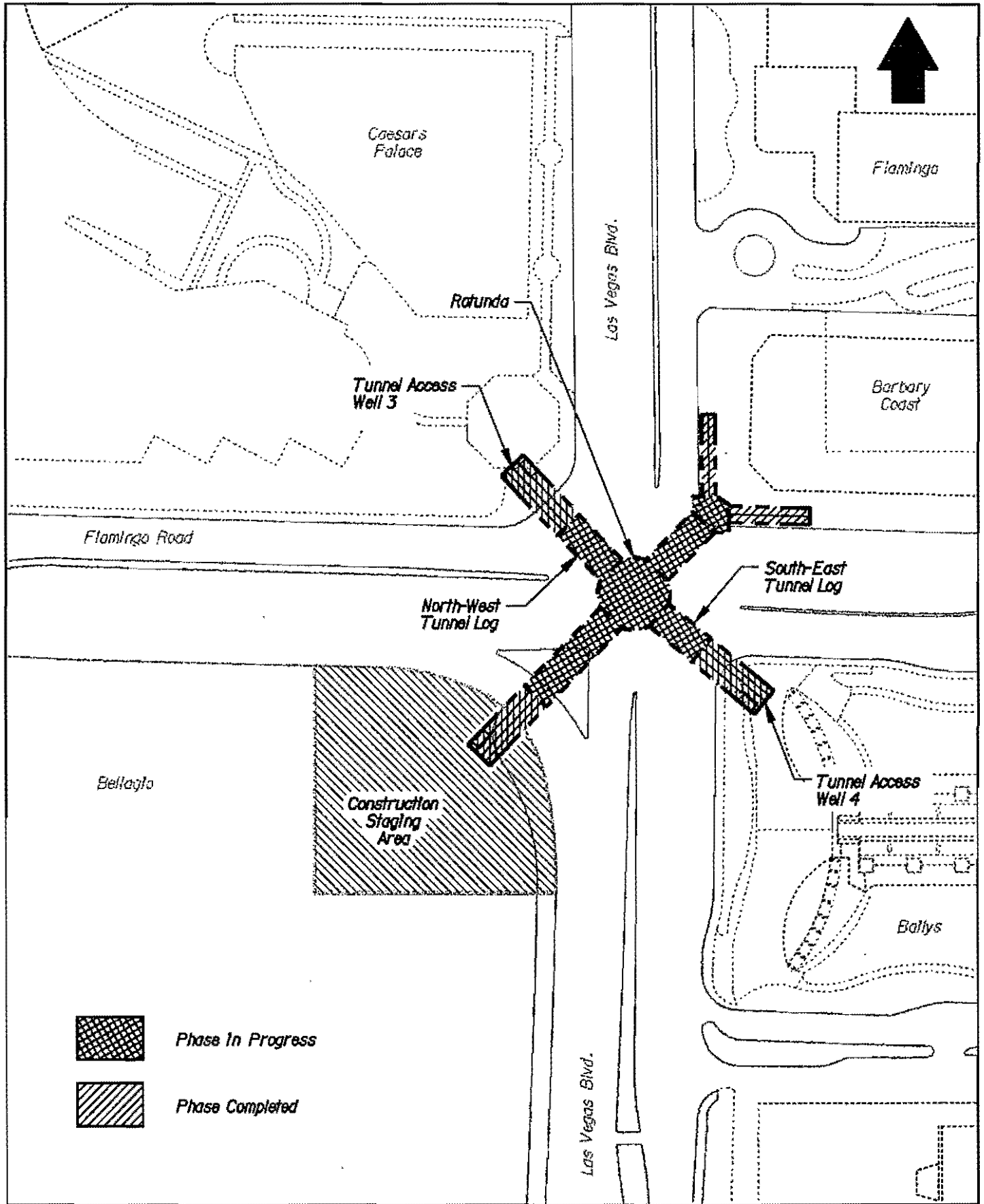




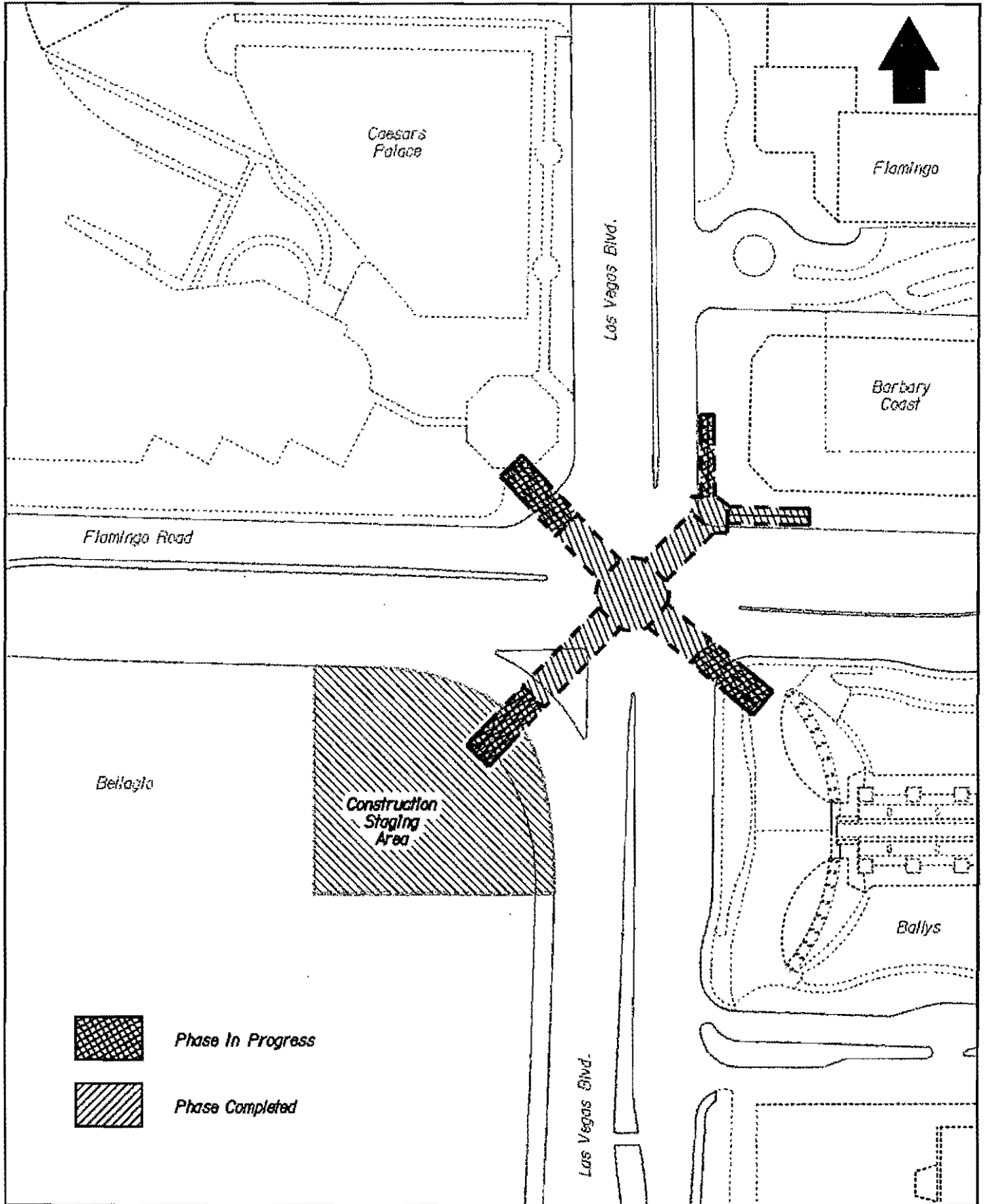


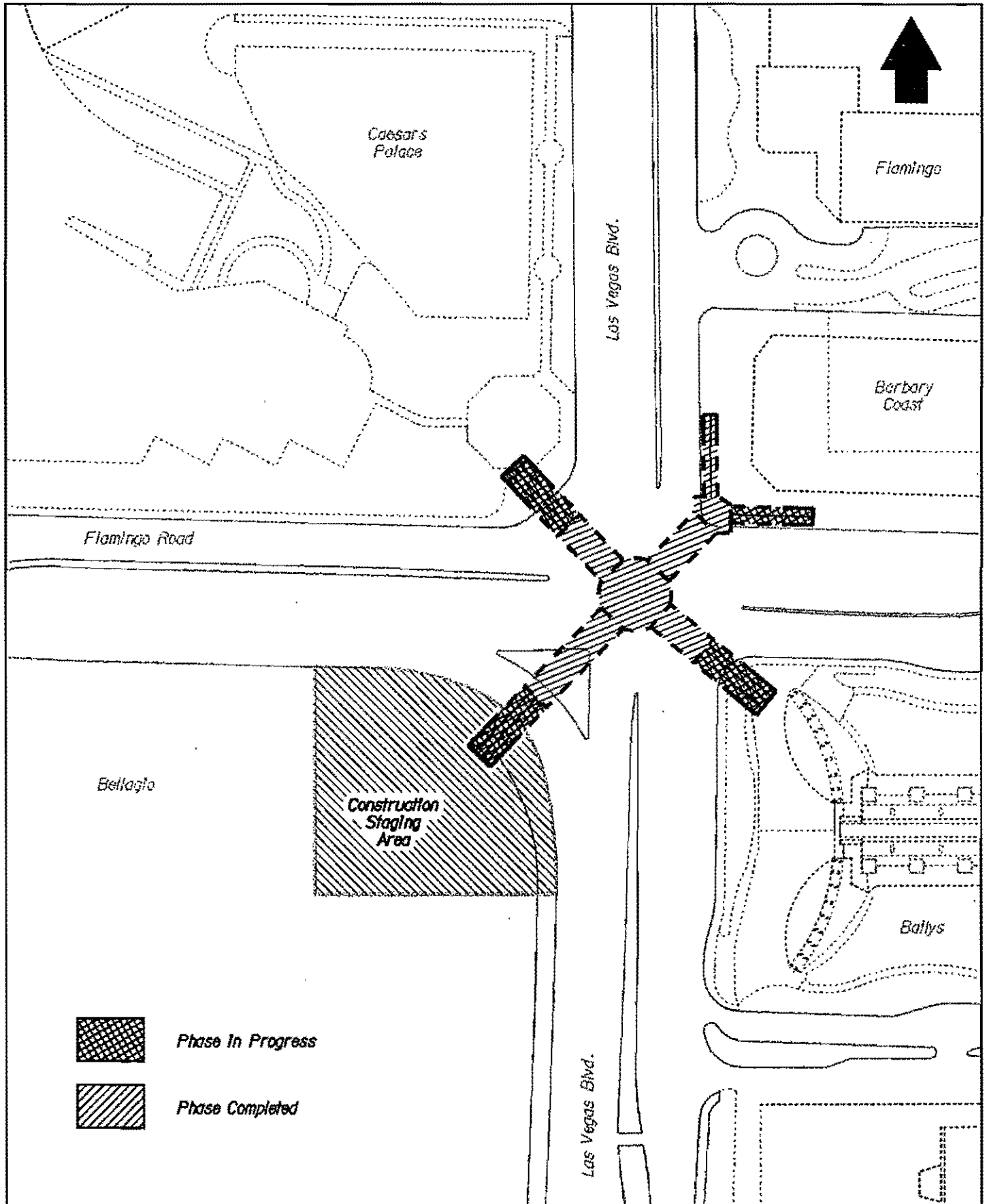


Tunnel Alternative - Phase 2A

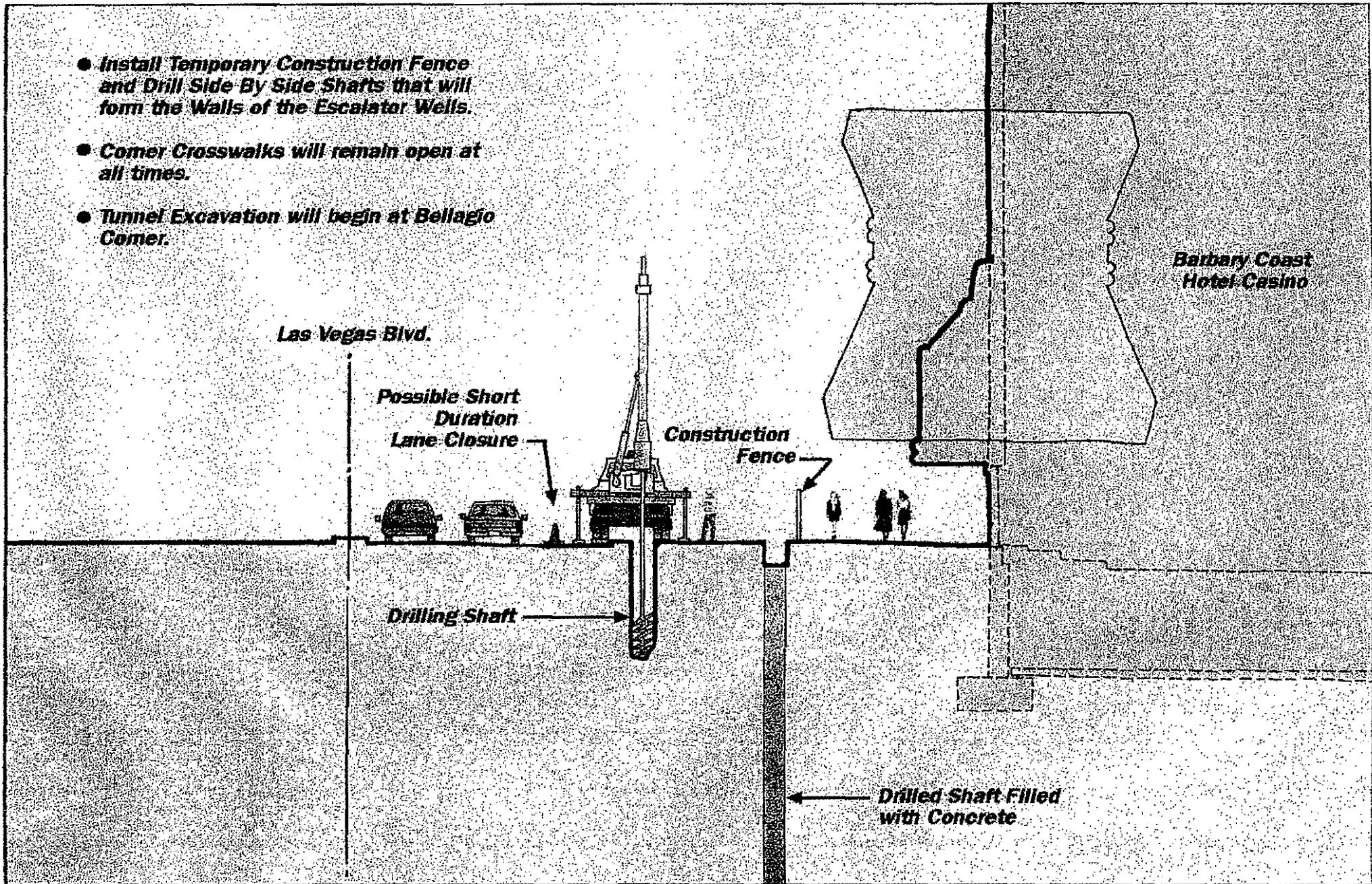


Tunnel Alternative - Phase 3





- Install Temporary Construction Fence and Drill Side By Side Shafts that will form the Walls of the Escalator Wells.
- Corner Crosswalks will remain open at all times.
- Tunnel Excavation will begin at Bellagio Corner.

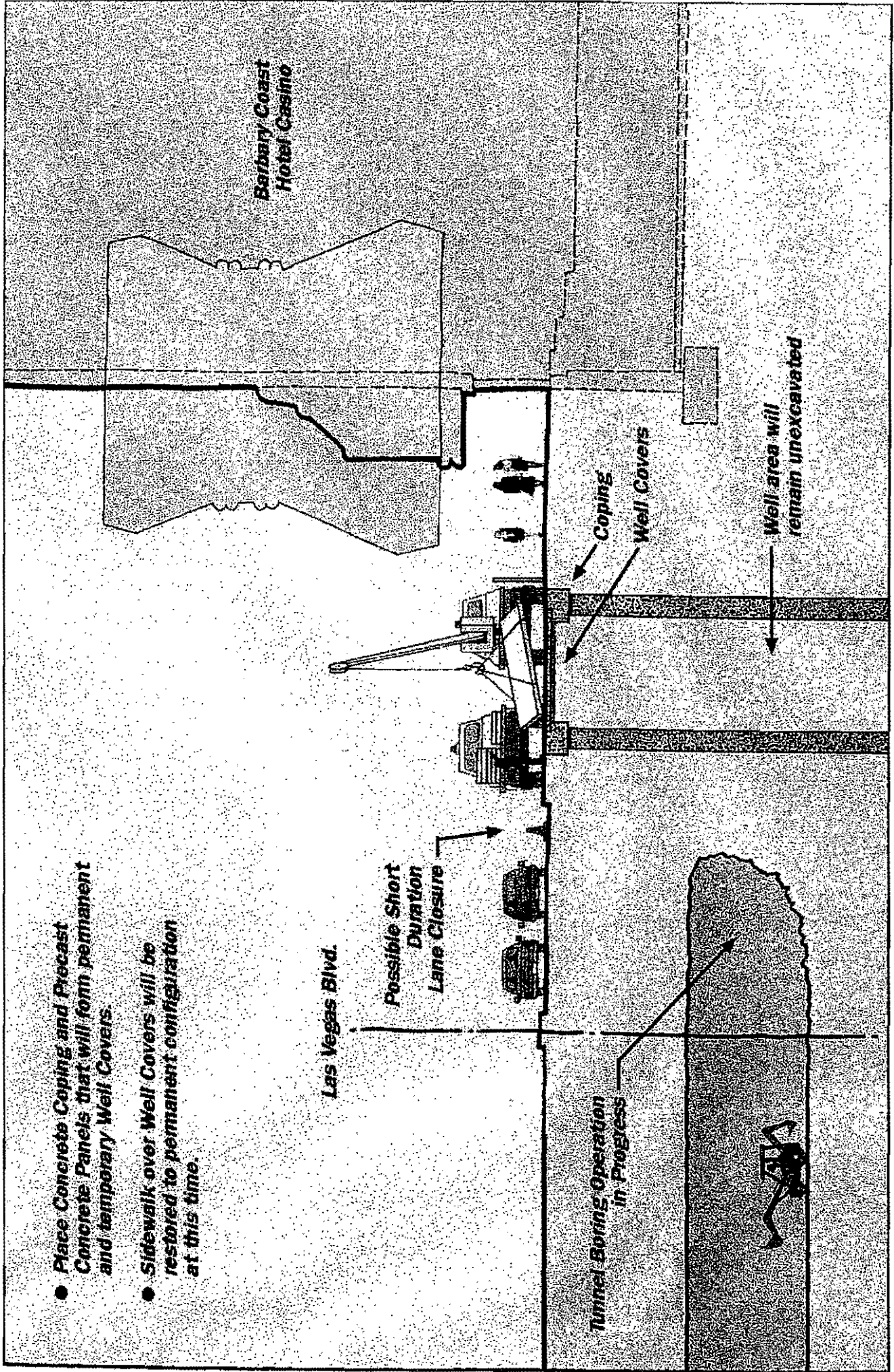


Construction Sequence One.
Section looking North

**Handout for 3rd Round of
Property Owner's Meetings**

**Las Vegas Boulevard/Flamingo Road
Pedestrian Grade Separation Project**

- Place Concrete Coping and Precast Concrete Panels that will form permanent and temporary Well Covers.
- Sidewalk over Well Covers will be restored to permanent configuration at this time.



**Construction Sequence Two,
Section looking North.**

**Handout for 3rd Round of
Property Owner's Meetings**

**Las Vegas Boulevard/Flamingo Road
Pedestrian Grade Separation Project**

- *Entire sidewalk is reopened to pedestrian traffic while underground work continues*

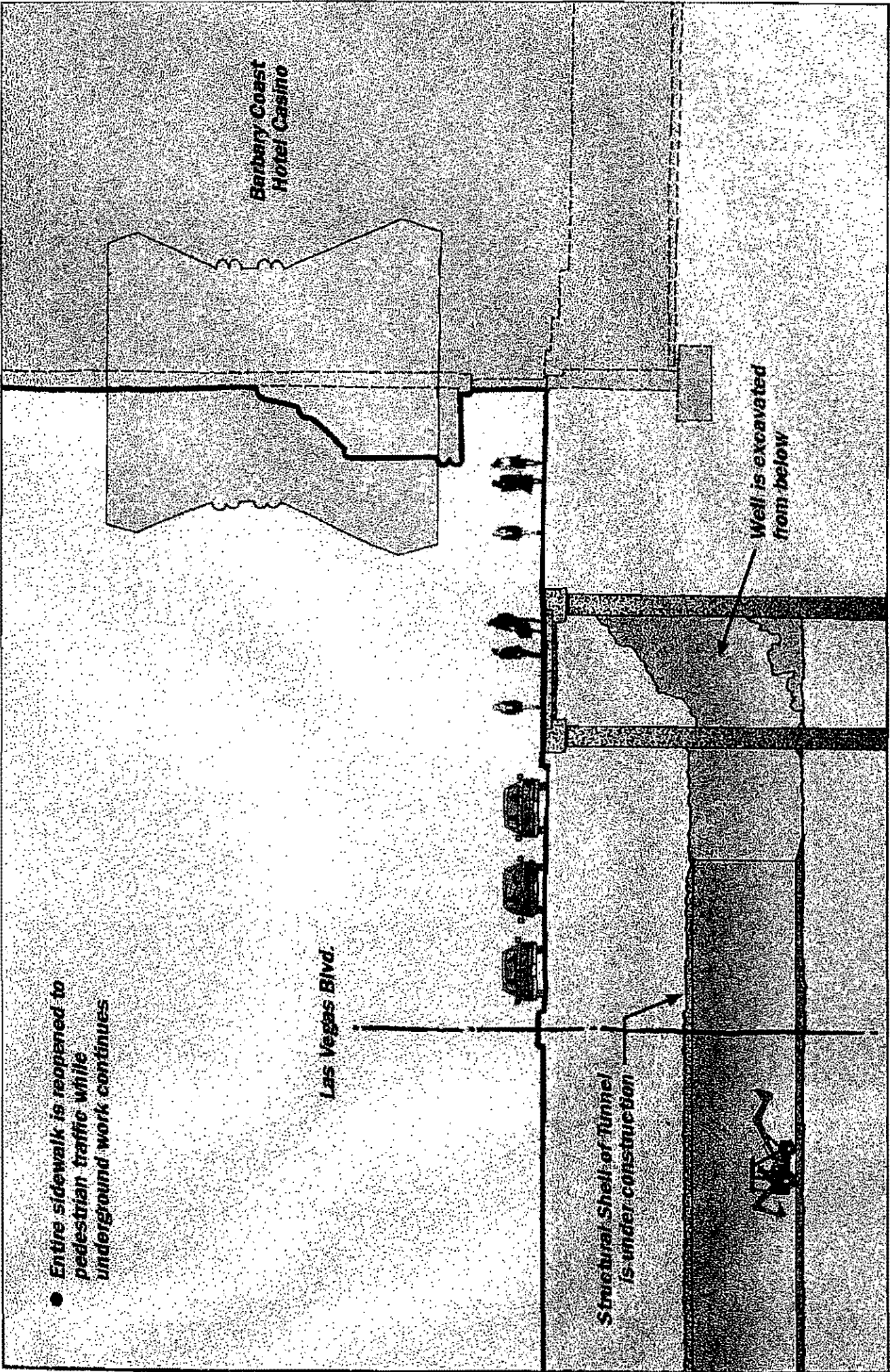
Las Vegas Blvd.

*Barbary Coast
Hotel Casino*

*Structural Shell of Tunnel
is under construction*

*Well is excavated
from below*

**Construction Sequence Three.
Section looking North.**



- Sidewalk remains undisturbed during the majority of the Tunnel finish work.

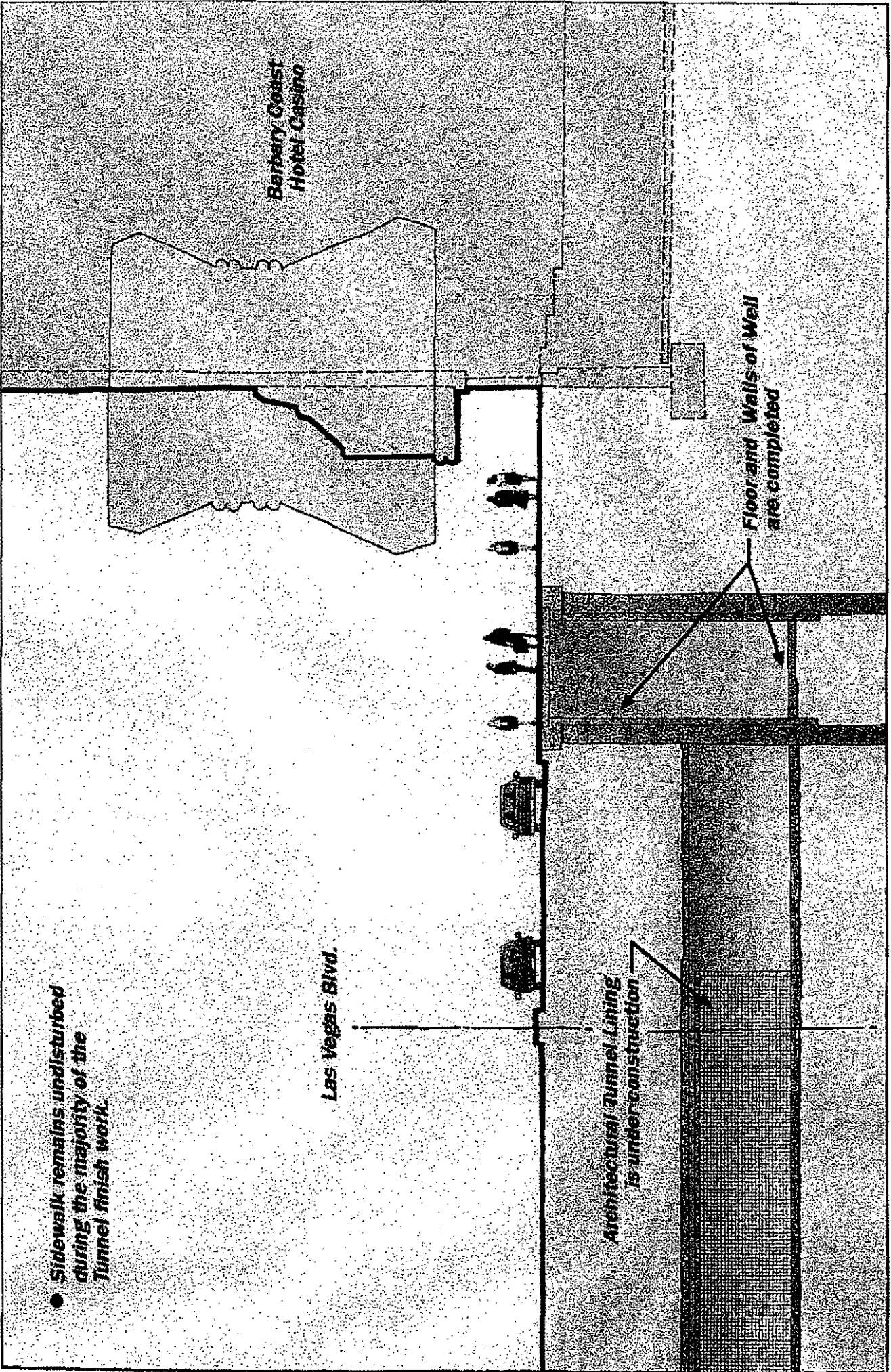
Las Vegas Blvd.

Barbary Coast Hotel-Casino

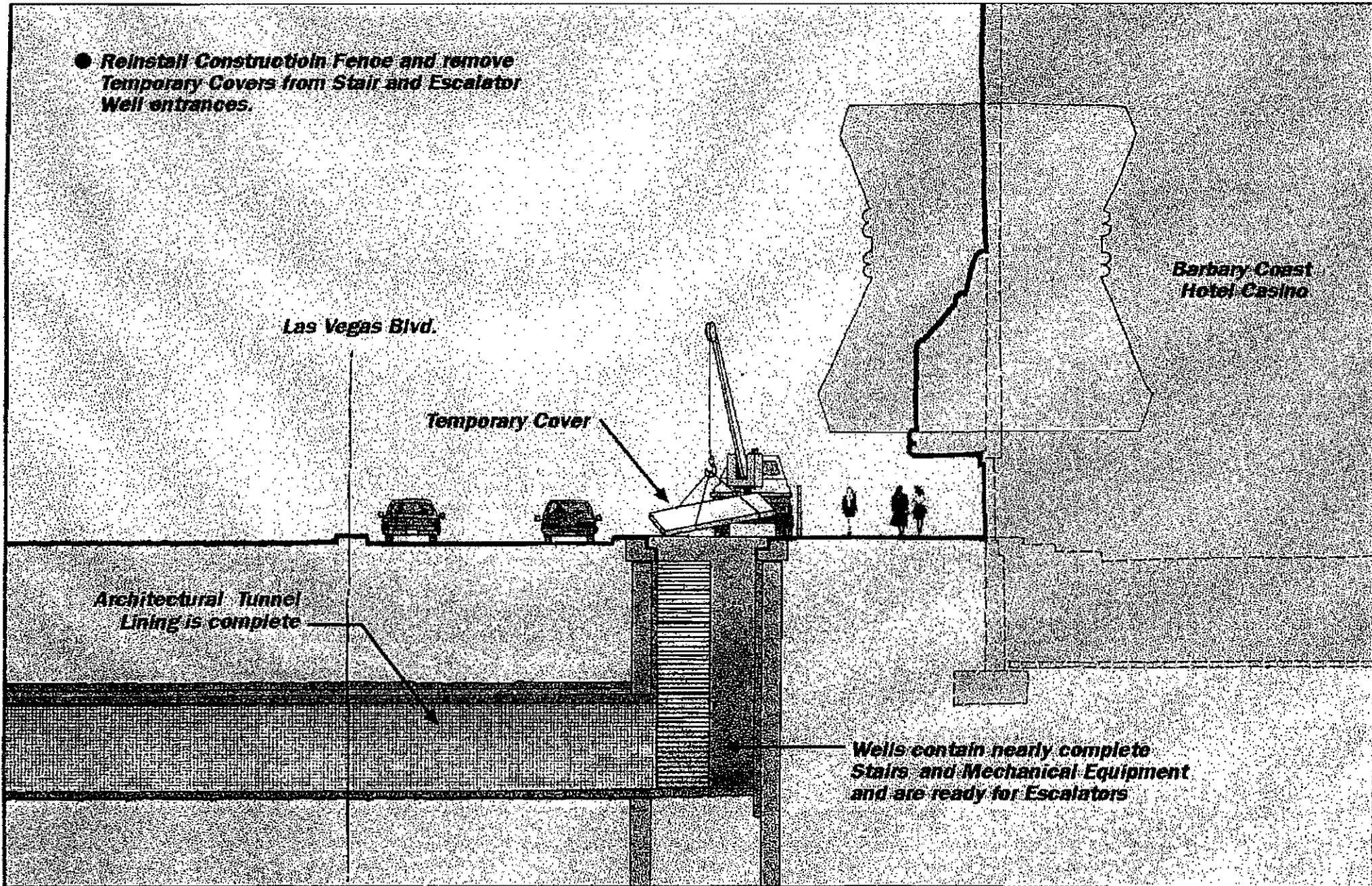
Architectural Tunnel Lining is under construction

Floor and Walls of Well are completed

Construction Sequence Four. Section looking North.



- Reinstall Construction Fence and remove Temporary Covers from Stair and Escalator Well entrances.



Construction Sequence Five.
Section looking North

**Handout for 3rd Round of
Property Owner's Meetings**

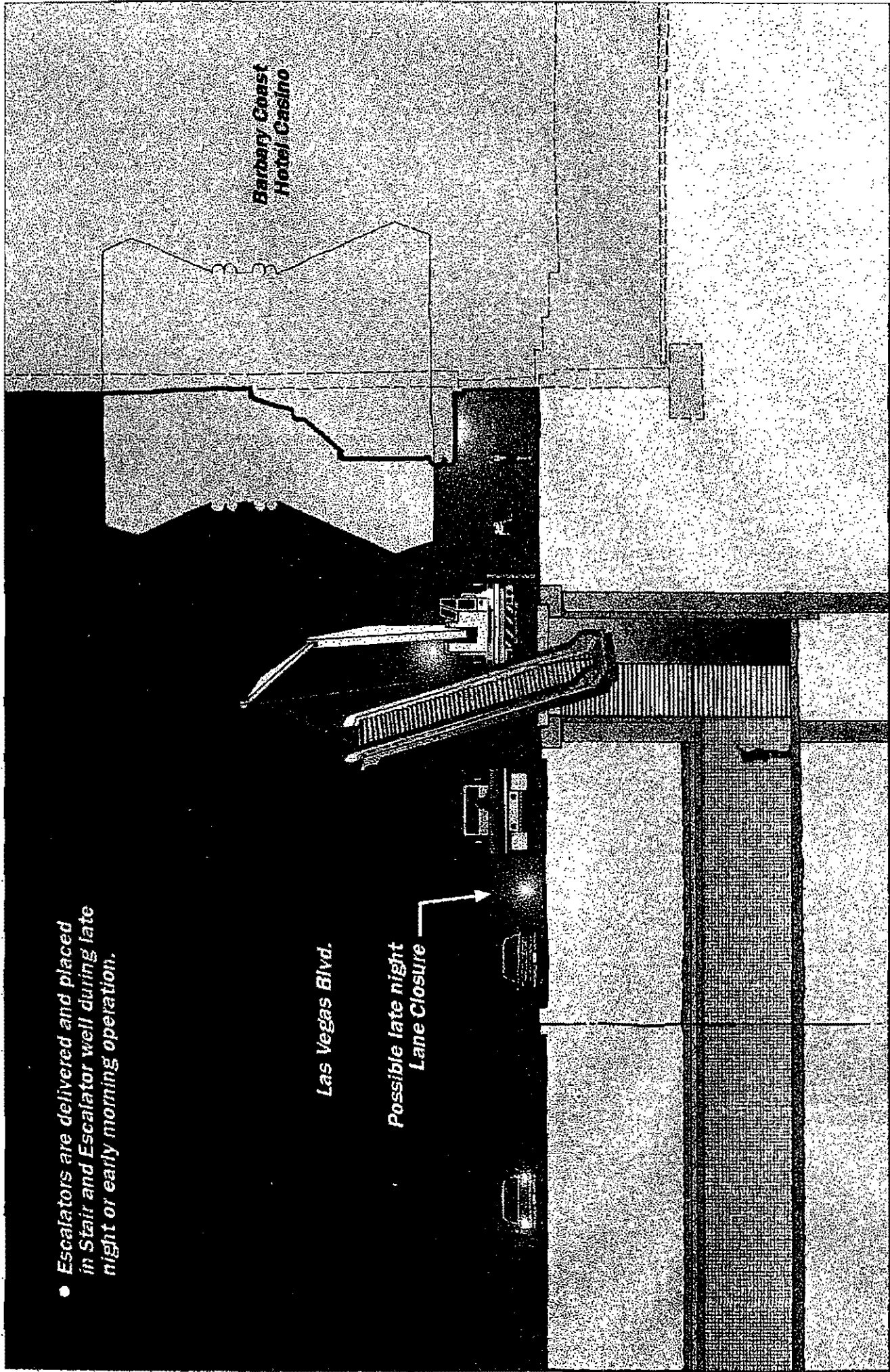
**Las Vegas Boulevard/Flamingo Road
Pedestrian Grade Separation Project**

- Escalators are delivered and placed in Stair and Escalator well during late night or early morning operation.

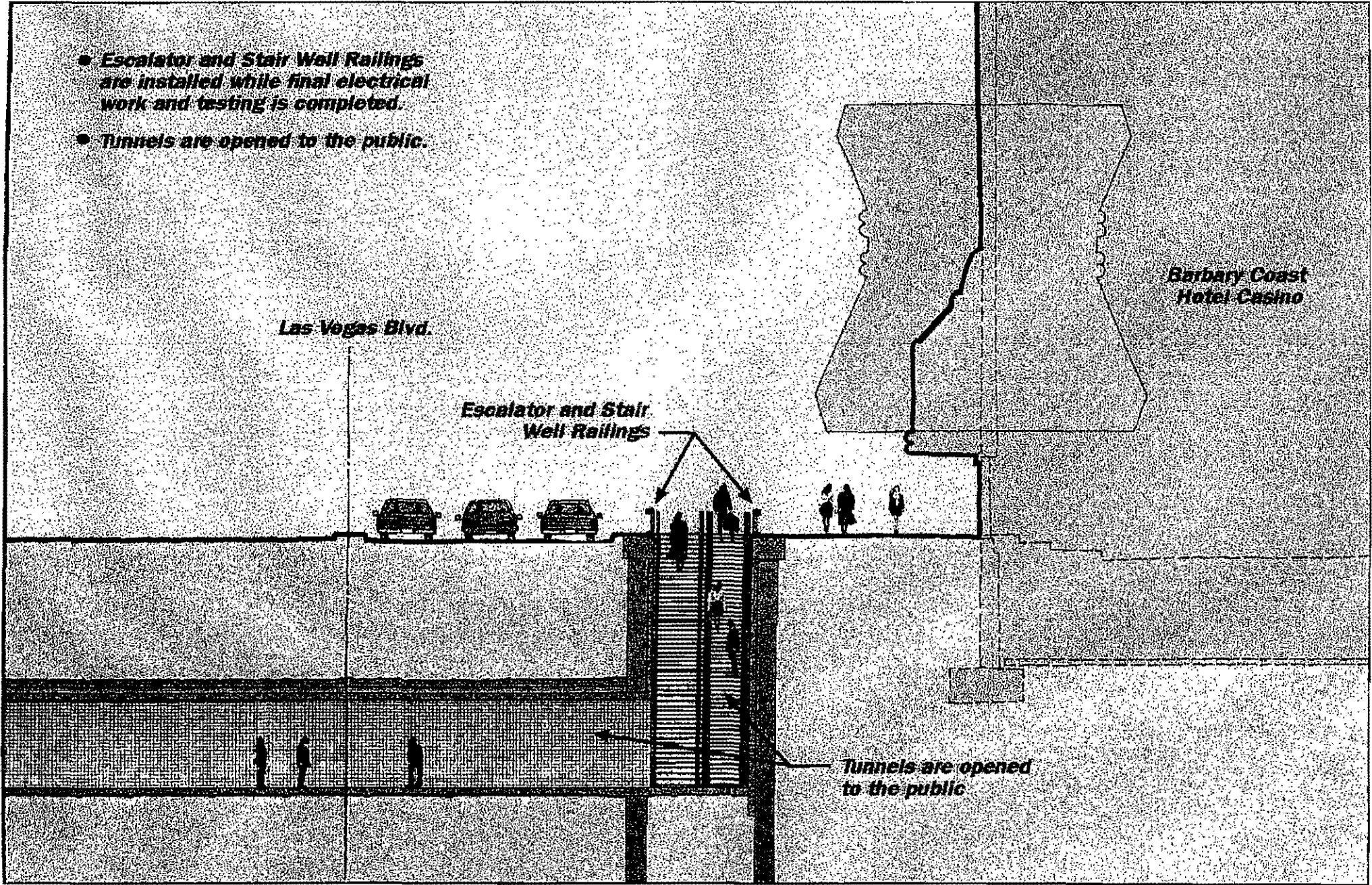
Las Vegas Blvd.

Possible late night
Lane Closure

Barbery Coast
Hotel/Casino



- Escalator and Stair Well Railings are installed while final electrical work and testing is completed.
- Tunnels are opened to the public.



**Construction Sequence Seven.
Section looking North**

DESCRIPTION	TOTAL COST
Bridge Span	\$311,179
Towers	\$960,810
Bridge Screening	\$267,417
Bridge Cladding	\$185,466
Escalators	\$3,728,000
Elevators	\$376,000
Utilities *	\$54,690
Electrical	\$500,000
Civil Sitework	\$1,143,096
Architectural	\$393,534
Subtotal	\$7,920,192
MISCELLANEOUS	
Mobilization (10%)	\$792,019
Miscellaneous (5%)	\$396,010
Contingencies (15%)	\$1,188,029
Subtotal	\$2,376,058
PROJECT TOTAL	\$10,296,250

* Costs for utilities may not be directly chargeable to the project.

Cost of any required modification to existing buildings is not included.

DESCRIPTION	TOTAL COST
Dewatering	\$300,000
Tunnel Entrance Wells	\$6,384,533
Tunneling/Excavation	\$532,500
Subdrain System	\$10,560
Air Conditioning System	\$62,725
Sprinkler System	\$16,000
Escalators	\$2,291,520
Elevators	\$600,000
Utilities *	\$213,285
Lighting	\$40,000
Electrical	\$300,000
Civil Sitework	\$1,089,083
Architectural	\$655,700
Subtotal	\$12,495,906
MISCELLANEOUS	
Mobilization (10%)	\$1,249,591
Miscellaneous (5%)	\$624,795
Contingencies (30%)	\$3,748,772
Subtotal	\$5,623,158
PROJECT TOTAL	\$18,119,064

* Costs for utilities may not be directly chargeable to the project.
Cost of any required modification to existing buildings is not included.

Tunnel Pros

- 80% hidden from view from the surface; no point higher than 10 feet above ground. Bridges are 95% visible from surface; heights to 35 feet above ground.
- No out-of-direction travel for most pedestrians; shorter walking distances.
- Half as many escalators (8) and half as many elevators (4) as bridges; reduces maintenance and electrical power costs. Equipment has less exposure to elements. However, each escalator is longer and more expensive.
- Easier security monitoring (from center all tunnels can be monitored); may reduce vandalism costs.

Tunnel Cons

- Construction disruption at corners.
- No redundancy in case of tunnel blockage (one of four bridges could be out of service and not require surface crossing).
- Risk of something new and different; not proven in the sense that Tropicana bridges are proven.
- 30% more vertical travel for users (30 feet versus 23 feet).
- Requires ventilation and lighting.
- Does not offer the viewing opportunities of bridges.



CB Carter-Burgess