



STATE OF DELAWARE  
**DEPARTMENT OF TRANSPORTATION**  
800 BAY ROAD  
P.O. BOX 778  
DOVER, DELAWARE 19903

CAROLANN WICKS, P.E.  
SECRETARY

(302) 760-2030  
FAX (302) 739-2254

December 28, 2006

Interested Design Builders:

**RE:** Contract No. 26-073-03  
Federal Aid Project No. BRN-S050(14)  
Replacement of Bridge 3-156 on SR-1 over Indian River Inlet  
Sussex County

Attached is Addendum No. 6 to the RFP for the referenced contract consisting of the following:

1. Three (3) pages, Form RCF, Responses to Form CF, Q29 through Q34, new, to be added the Scope of Services Package, ITP.
2. Five (5) pages, Part 1 – Agreement, Appendix B – Errors and Omissions Policy, page B-i, new, to be added to the Scope of Services Package, Contract Documents and pages B-1 through B-4, revised, to be substituted for the same pages in the Scope of Services Package, Contract Documents.
3. Two (2) pages, Part 2 – DB Section 108 – Progress and Prosecution, pages 6 and 7, revised, to be substituted for the same pages in the Scope of Services Package, Contract Documents.
4. One (1) page, Part 4 – DB Special Provisions, Section 108C – Key Personnel Qualifications and Requirements, page 1 of 2, revised, to be substituted for the same page in the Scope of Services Package, Contract Documents. (Part 4 Sequence page 1)
5. Three (3) pages, Part 4 - DB Special Provisions, 763508/763509 Project Control System Development Plan (CPM Schedule), pages 9 of 11 through 11 of 11, revised, to be substituted for the same pages in the Scope of Services Package, Contract Documents. (Part 4 Sequence pages 221 through 223)
6. Two (2) pages, FAA Aeronautical Study No. 2004-AEA-573-OE, pages 1 and 2, “For Information Only” from the original arch design. The successful Proposer is required to obtain a determination from the FAA for its design.

7. **Under Separate Cover, via Overnight Delivery** – Thirty one (31) pages, Part 7 – Appendix A, Permits, Department of the Army Permit, CENAP-OP-R-200400194-1. This document is unchanged and re-issued in hardcopy for improved readability.
  
8. **Under Separate Cover, via Overnight Delivery** – One (1) CD, As-Built Drawings, Utility As-Built drawings in “.dgn” format. These plans are unchanged from the “.pdf” versions issued in Disk 3 of 4, Reference Documents.

Please note the revisions listed above and submit your Proposal based upon this information.

Very truly yours,

A handwritten signature in black ink, appearing to read "John V. Eustis, Jr.", written in a cursive style.

John V. Eustis, Jr.  
Contract Services Administrator

:jve, jr.  
attach.

**Delaware Department of Transportation**

**FORM RCF**

**SCOPE OF SERVICES PACKAGE RESPONSE COMMENT FORM**

Q No.	Part Number	Section Number	Comment(s)	Reserved for Response
Q29	Part 2 Part 4	DB 108-3 Sec 108-C	<p>Question 23 and 24 of Form RCF issued with Addendum No. 5 requested that changes be made to the Project Manger and Construction Manager length of experience and specifically past design-build experience on previous projects. It was noted by the firm submitting the question that “However, our experience on technical bridges has shown that there is often little difference between the design-build and the bid-build approach with respect to contractor involvement in final design and engineering involvement. Therefore, we suggest that this requirement be opened up to “technical bridge experience”, including but not limited to cable stayed bridges, cast-in-place segmental bridges and pre-cast segmental bridges”.</p> <p>In the department’s response in the reissued sections, the years of experience requirement was changed but not the change in design-build versus bid-build experience. Would the department consider further amending this section to allow “technical bridge experience” as noted in Q23?</p>	Addressed in Addendum No. 6
Q30	2	DB 101 (pg. 19)	<p>Section DB 101 provides a definition for working days and outlines how these days are charged.</p> <ol style="list-style-type: none"> <li>1. What is the context of working days under this contract?</li> <li>2. Will contract time be extended for inclement weather days as determined by the Project Manager?</li> <li>3. Is work permitted between December 16 to March 15?</li> </ol>	<ol style="list-style-type: none"> <li>1. This is a Calendar Day contract. Working Days relate to submittal review times and are referenced throughout the RFP.</li> <li>2. Contract time extensions are addressed in Part 2, DB 108-6 and Part 4, SP 763508. Special Provision 763508/763509 – Project Control</li> </ol>

**Delaware Department of Transportation**

Q No.	Part Number	Section Number	Comment(s)	Reserved for Response
				<p>System Development Plan revised in Addendum No. 6 to include a Monthly Anticipated Adverse Weather delay based on seven (7) calendar day week. Any additional days would then be considered by the P.M.</p> <p>3. Yes</p>
Q31	n/a	n/a	<p>In order to improve coordination with adjacent contractors we respectfully request an updated copy of the roadway contractor's current baseline schedule.</p>	<p>23-073-03, Bridge 3-156 on SR 1 over Indian River Inlet, Roadway and Approaches, original contract included work prior to, during, and after the construction of the original arch bridge concept. When the original arch bridge contract (25-073-02) was terminated, it essentially made the 23-073-03 schedule invalid. There was a gap in their schedule that included time for the bridge construction, milestones that the bridge contractor was supposed to meet, etc. that were basically voided when that original procurement was terminated.</p> <p>The Department does not believe that the actual updated schedule for Contract 23-073-03 would be of any value to any of the Design Build teams. It may only add confusion to an already complex situation. Without knowing what the final design concept will be, there is no way of knowing how much of original roadway and approach work will still be required and the timing of it is essentially tied to the bridge construction schedule, which we also don't know right now.</p> <p>However, here is an update of where we are as of</p>

**Delaware Department of Transportation**

Q No.	Part Number	Section Number	Comment(s)	Reserved for Response
				<p>today:</p> <p>North Side of the Inlet: As of the week of 12/21, the embankment has been completed, including the surcharge and wire faced MSE walls, to the height indicated in the roadway plans. We now wait as the consolidation process continues for the next several months.</p> <p>South Side of the Inlet: There are 7 courses of wire wall left to be constructed. Currently we are building two courses every other week. It is anticipated that we will be done construction in 7 to 8 weeks and then wait for the consolidation process to occur.</p>
Q32	2 and 7	DB 107-13	Section DB 107-13 states that the DB shall obtain new permits from the FAA if the final designs of the bridge or temporary works exceed the limits outlined in the existing permit. Please provide a copy of the existing FAA permit.	Included an Addendum No. 6
Q33	7	Appendix A	To ensure design conformity we are requesting a legible copy of the drawings attached to ACOE permit no.: CENAP-OP-R-200400194-1.	Included an Addendum No. 6
Q34	TOC	Reference Documents	To ensure deign coordination we are requesting an electronic (.dgn/.dwg format) copy of the as-built utility drawings.	Included an Addendum No. 6



Federal Aviation Administration  
 Eastern Regional Office  
 1 Aviation Plaza-AEA-520  
 Jamaica, NY 11434

Aeronautical Study No.  
 2004-AEA-573-OE

RECEIVED  
 FIGG BRIDGE PROJECT

Issued Date: 4/6/2004

FIGGS BRIDGE ENGINEERS INC  
 DELAWARE DEPT OF TRANSPORTATION  
 424 N CALHOUN STREET  
 TALLAHASSEE, FL 32301

APR 14 2004  
 AM PM  
 7-8-9-10-11-12-1-2-3-4-5-6

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has completed an aeronautical study under the provisions of 49 U.S.C., Section 44718 and, if applicable, Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure Type: BRIDGE  
 Location: BETHANY BEACHES, DE  
 Latitude: 38-36-29.26 NAD 83  
 Longitude: 75-3-49.42  
 Heights: 275 feet above ground level (AGL)  
 280 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure should be marked and/or lighted in accordance with FAA Advisory Circular 70/7460-1 K Change 1, Obstruction Marking and Lighting, a med-dual system - Chapters 4, 8 (M-Dual), & 12.

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

       At least 10 days prior to start of construction  
 (7460-2, Part I)

  X   Within 5 days after the construction reaches its greatest height  
 (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept apprised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

This determination expires on 10/6/2005 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (718)553-2560. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-AEA-573-OE.

Signature Control No: 374043-266230

(DNE)

William E Merritt  
Specialist

7460-2 Attached