STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
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March 10, 2008

Interested Design Builders:

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

Attached is Addendum No. 1 to the RFP for the referenced contract consisting of the following:

1. Seventy Six (76) pages, Transcript of the Pre-Proposal Meeting, pages 1 though 76, new, to be added to the Request For Proposal.

2. One (1) page, Errata - Corrections to the Transcript of the Pre-proposal Meeting, new, to be added to the Request For Proposal.

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

Very truly yours,

John V. Eustis, Jr.
Contract Services Project Manager

:jve, jr.
attach.

DelDOT

THE STATE OF DELAWARE

DEPARTMENT OF TRANSPORTATION

RE: Design-Build Project
for Indian River Inlet Bridge

Replacement of Bridge 3-156,
SR1 over Indian River Inlet
State Contract #26-073-03 Readvertised
Federal Contract #BRN-S050(14)

February 27, 2008 at 10:00 a.m.

Pre-Proposal Meeting

DELDOT ATTENDEES:

John Eustis
Douglass A. Robb, P.E.
Natalie Barnhart
Dave Duke
Dennis O'Shea

A Pre-Proposal Meeting held on Wednesday, February 27, 2008 at 10:00 a.m. at the DelDOT Field Office, Indian River Inlet Road, Rehoboth Beach, Delaware, reported by Lorena J. Hartnett, a Registered Professional Reporter and Notary Public.

WILCOX & FETZER
1330 King Street - Wilmington, DE 19801
(302) 655-0477
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MR. EUSTIS: Good morning, folks. This is a good turnout. I appreciate you all coming to our site here. My name is John Eustis. I am contract services project manager which, if you take it, if you break it down into its smallest pieces, actually it doesn't mean anything.

I am actually retired from DelDOT and I have come back part time in order to be your nemesis.

This is a pre-proposal meeting for Contract 26-073-03, Re-advertised, Replacement of Bridge 3-156 SR1 over Indian River Inlet.

I have a few things that I want to go over. I won't speak for too terribly long, because I don't really have that much to say. It's more important for you at this point to hear from Doug and from any of the other folks he needs to introduce.

There are a couple of things about the way I do meetings. One is the first thing we do is we either turn off or put cell phones on vibrate. Now, you can answer your cell phone during the meeting if you like, but if, and only if, your wife is going to be in labor or you have a close relative in surgery.

And, if you do have to answer the phone, pick it up, leave the room, talk outside of the room so we

don't distract any other people. I have heard that that's not a very welcoming statement but, then again, you are here for a purpose, and this is pretty important to us and we are hoping it's important to you also.

As any of us go along, if you have questions, I would encourage you to ask your questions when you think of it. That way, we get all the questions out. If something pops into your mind that doesn't make sense, get your hand up and let's talk about it.

To that end, we have this meeting is being transcripted, and only one person can speak at a time, and you are required to state your name and who you represent. Okay?

Once I get this transcript back, there will be at least one addendum on this project, one to fix a couple mistakes that I made and some of my spelling errors, and to issue the transcript.

Right now, I have passed out a booklet that has two sets of CDs. There are four CDs in each set, two sets to each team. Does anybody need an additional set? Okay. When we are done, I will give you an additional set.

Now, sometime late tomorrow or early Friday

what is on those CDs will be on the website. What's on the website is I have been putting things up as they get developed, and I probably had six, eight, ten changes yesterday before I made all the rest of the CDs, so, if you have people that need to get this information, what's on the CDs will be up sometime tomorrow. Maybe not all the reference documents, but all of the RFP documents will, indeed, be up sometime tomorrow.

Some of the reference documents are already up there, and I think I have sent links to those for all of you to review what was in the reference documents first time around. There are some additional reference documents.

One of the things that you have on one of the CDs that is not on the web and won't be on the web are aerial photos of the bridge, the prior to any embankment, and there are some aerial photos there, about 75 of them, of, you know, the bridge with the embankments from different angles, some in focus, some not in focus.

I didn't put up the aerial photos that I found that are of Salt Pond, which is the next golf course down. Somebody got, you know, happy with

taking pictures, and they took a couple of really nice pictures of that course.

Can you put the schedule up, which would be this one right here? (Speaking to Mr. Robb)

MR. ROBB: This one?

MR. EUSTIS: That one, yep. This is the schedule. It is February 27. Oddly enough, we are having the pre-proposal meeting at the date we decided. I have issued you the RFPs.

Concept plan presentations will be the week of March 25th. I will be sending you a schedule for that next week. You don't have to submit anything for the concept plans. You have to show up, make a presentation, and we will talk about that, and any comments we have on the concept plans will be made back in writing.

As far as this RFP is concerned, the last day to submit technical questions is April 24th. That only gives us four days to issue any addenda that come as a result of any of those questions.

Questions on this: There is a form in the RFP, it's called a CF, I think it is, comment form. Use that form. In the part one, ITP files, I have included Word versions of all of the documents, of

all of the forms that have to be submitted, and that's one of those.

Questions have to be in writing. I prefer that you e-mail them to me. All that contact information is in there, and I think pretty much everybody has e-mailed me and I have e-mailed everybody back.

You have a single point of contact on the Department's side, and you have a single point of contact on your side. E-mails come from that point of contact. E-mails go back to that point of contact.

Questions that are specific in nature to your design will be responded to solely to you. Questions that are about the RFP discrepancies, ambiguities, unclarities, those things that require a change in the RFP, will be responded to via addendum with the questions and answers.

So, now, when you send those things in, if you want to send them in as Word documents, I would appreciate it. If you want to send them in as PDFs, that's fine too. When I forward the questions on to the technical staff, the name of the firm is redacted, so I am the only one that knows where the

questions come from.

And when I respond, it's pretty much my decision whether they go out as an addendum or back to the individual person. I think, while a lot of you folks have never dealt with me before, I am pretty good at this. I have been doing it for a long time. I think I've established a level of trust with the folks that I have dealt with in the past. I can be impeached, just like anybody else, but I do the best I can.

The team that will be reviewing your proposals will have signed confidentiality agreements. Anybody that's involved in this process, review process, will have signed confidentiality agreements. I would suggest to you that that process works very well.

You can tell people to keep things confidential, but once they sign their name to a document saying that they are going to keep it confidential, it moves right up to the front of the brain and it's there all the time. It works pretty well.

So, back to the schedule: You get your questions in by the 24th. That gives us until the

28th to issue addendum. Your final technical proposals will be due on May 8th. I will be scheduling presentations for the following week. The way I do the schedule for presentations, and the same is true with concept plans and final technical proposals, only one group will be on a day. There will be no overlap of groups coming and going. You won't see each other in the hall. You won't see each other in the green room, for lack of a better term. You will be presenting on different days.

That makes sure that if anybody leaves anything laying around that shouldn't be, I get the chance to collect it.

Now, both of these presentations, I will be providing a room that has a projector and it would be good if you brought a laptop. We have overhead projectors. We have a sound system if you need it. Anything else that you need, let me know. It already has screens and all the other stuff.

After the presentations, the final cost proposal will be due on May 29th. That is a public opening, and what we will do is the same thing I attempted to do last time but failed to successfully do, is once I open a proposal, the final proposal,

the final score will be calculated at that time and it will be on a screen behind me in the bid opening. The bid opening will be in the Bidder's Room at the Transportation Administration Center.

The notice to the successful apparent proposer will be on June 6th, and that notification will also be the notification to tell you to get your DBE compliance subcontracts in to us, and you have ten days to do that.

I should have already had any protests by that time. And I am hoping that we are all adult enough here not to go into this process. You give it your best shot. You will get a fair hearing from this Department.

If you object to where you place, raise those objections. If you have a good reason, fine. But if you read the section on protests, any protest that you make has to be legally based, has to be based on either the Department's authority to make the award, to enter into this process, or some other legal basis that you can think of.

Submittal of the DBE subcontracts ten days later. Award no later than June 27th, based on this. And, actually, we have 30 days to award, but we are

only taking 29 because the thirtieth day winds up on a weekend.

Our intent is to issue notice to proceed prior to August 4th, and our intent is to have work begin on or about August 18th.

Any questions about that? Any heartburn with any of it?

Okay. Can you put this up? (Speaking to Mr. Robb)

Prevailing wage rates: There are two sets of prevailing wage rates in this Appendix A to DB Section 102. This is the State prevailing wage rate that is in effect at the moment.

The problem we run into with the State prevailing wages is they come out with new wages every March 15th, so in two and a half weeks I will have a new set of wages. As soon as I get them, they will also be part of the addendum.

Can you go down to the next page? No, keep going. Yep, okay, go back up a page.

These are the federal wage rates for heavy construction. The last publication was in September. I left draft on here in the event that the feds actually changed, the Department of Labor changes

these wage rates. If they change before the end of April or thereabouts, I will be issuing new wage rates.

Now, the complication, for those of you that have not done work in Delaware, is, "Which one do I use?" Well, our wage rates are in effect. The federal wage rates are in effect. You have to use the worst case of either. You have to use the higher wage rate for any labor category. You have to use the higher of the two. Okay? I know that's probably -- That may not be what you are accustomed to elsewhere, but that's kind of the way it works here.

Now, go back to this one. I will do this, since -- (taking over keyboard) Alright, there we go. The ITP that you folks have seen on the web, like I said, there have been changes made.

This is probably the most significant change. Minimum Project Completion Milestone and Schedule Requirements. This has been added. It's in the proposal now in two ways. One is a pass/fail. The other is there still is a quantitative score for quality of schedule.

In order to be considered responsive, there

are a couple of things that need to be in your schedule. One, the bridge available to traffic no later than December 31, 2011; substantial completion three months later; address key milestone and substantial completion dates; specify durations of work for each activity; define the critical path; have a complete schedule of values for payment that is consistent with the scheduled work activities.

Now, in Appendix D to this are the example score sheets, and you will see that there is a scale on which you can gain points for your schedule by being in front of this December 31st date for open to traffic.

The minimum score for -- Well, the minimum score is zero, but you gotta go, to my mind, you gotta go a great length to screw that up.

The minimum score with a bridge available to traffic on December 31st is 10 percent. It goes up from there in monthly increments, so you have some incentive to complete sooner.

The other issue is, and probably the simpler issue is now the quality of the schedule means something in your technical score, whereas before, the way it was set up, if you said December 31st,

theoretically that's 100 percent.

We will be reviewing the schedules when we get them. We have a certified person to do that. Other than that, there isn't anything any different in here than what you have seen on the web, if you have looked at this on the web.

That's the only change to that document, and the example score sheets will be out there tomorrow. They are on your CDs.

So, with that, any questions? Everyone signed in?

I said this the last time, and it turned out I was wrong. We cannot afford to fail. We cannot afford to fail to get this bridge built. We cannot afford to fail to have three high technical scored proposals.

This is going to be a -- I don't think this is a tough project for the kind of work you folks normally do, but, while we have to consider price and that was a legislative mandate, I would prefer not to. I want you guys to compete on score, technical score. I want the best bridge that we can possibly get for the money that we have available.

I hope that makes sense, and I hope that's

the direction we are going. And I think that that probably is quite the direction we will be going in, because, I will tell you what, this is, for this tiny little state and this tiny little island that, you know, in 100 years ain't gonna be here, the beachfront is going to be down in Millsboro, but the fact of the matter is, this is a great group of contractors and I am looking for great things from you. Doug?

MR. ROBB: Okay. Thanks, John. Good morning, everybody. We appreciate you coming out once again, for several of you, at least. My name is Doug Robb. I am going to be the project manager for Indian River Design Build contract.

And what I wanted to do is a couple things. I want to primarily familiarize you with the documents that have been distributed to everybody on CD. Hopefully, it will save you some time, energy and effort in focusing on what's where. It's a lot of information. Some may be more useful to certain people on your team than others. And, if we can maybe save you some effort in getting you directed in the proper locations to find what your different people are looking for, I am going to try to help

with that.

Secondly, I want to make sure we help you understand some of our criteria for the project and how it's going to be different than some of what's been out there before, for those of you that went through the process with us last time, and those of you that are new probably are familiar, at least, with some of the requirements we had last time.

I think the biggest message we need to make you aware of is what you see out there today is not going to be what's there when you come out to start work. I think we indicated that at our informational meeting last fall. We will talk more about that as we progress this morning.

Just about our format and structure a little bit this morning. I am going to talk for awhile about the scope of services package. I am going to turn it over to Dave Duke, who is our project resident right now for the roadway contract that's been ongoing for the last couple of years down here, and he is going to talk about some of the work activities that have been associated with the roadway contract that are probably of some interest to you, and then he will also talk about our upcoming

contract, which is the embankment removal contract, where we are going to be taking out approximately 600 linear feet of embankment from each approach, and hopefully you will be able to visualize a little better what things are going to look like by the time you actually start work.

And then we also have Rod Hill here from Whitman Requardt who is going to chime in with part of my presentation and help understand some of the roadway geometrics that we have established for this contract that are different than what we had before, and we will get into the reasons for that, and hopefully it all makes sense when we are done.

After we go through the presentations, if the weather holds out for us, we are going to try to take a little stroll down towards the Inlet and give everybody an opportunity to maybe ask some questions about what we have talked about in here, then reconvene back in the conference room here for any wrap-up and follow-up discussion.

MR. EUSTIS: And the questions that come to your mind out there need to be put on record, so you can ask them out there, but the answer is going to be either as part of an addendum or will be part of what

we do on record after we come back after the walk around.

MR. ROBB: Okay, so with that, we will go ahead and get started.

Like I said, the scope of services package, I think what we have done this time, it's all electronic. I think there is a table of contents included with each package.

But there is primarily three different sections, I will call them, to the scope of services package.

The first one is the instructions to proposers, and that's primarily what John was discussing. It's what we were referring to as the ITP, and that's laying out the ground rules and the process for the actual procurement, the scoring criteria, the score sheets, the communication protocols --

MR. EUSTIS: Can you come around here so they can hear you?

VOICE: I am fine.

MR. ROBB: Okay. The instructions to proposers, that's the first section, and that is not going to be part of the contract once we get awarded.

That's strictly, like I said, the ground rules for the procurement.

Then we have the contract documents has eight parts, and then we have reference documents for your benefit. We will talk about those in more detail.

As John mentioned, instructions to proposers has several different appendices that include the technical proposal instructions, gives you all the requirements that need to go into your actual proposal that you will be submitting.

We will talk a little more in detail about the concept presentation that John mentioned, as well as the final presentation and your written proposal.

Then there is price proposal instructions, a whole series of proposal forms, the score sheets that the selection committee will be using for scoring the proposals, and then a series of abbreviations and definitions.

Like I mentioned, this section of the scope of services package just lays the ground rules for the procurement process. Once we get through that, it will be as though it never existed.

The next section is the contract documents,

and this will become the contract upon award, and it has eight different parts. I am going to walk through real briefly each of the different parts so you can understand what is in the contract documents, and this will be the bulk of the information that is on your CDs.

Just for reference, I think the last time, this is the contract documents part one through seven printed, double sided. Is that double sided? Yep, double sided, so to give you an idea what's in the contract documents.

Part one is where we have overview of the project scope. Part one also includes the actual agreement. It will be part of the contract. A few things that I just wanted to highlight with regards to the project scope are some of the geometrics.

And this first one is the biggest change from what we were looking to do before. Our overall bridge length now is going to be 2,600 feet. I think the last, if you go out there now from end of embankment to end of embankment, is approximately 1,400 feet, just under 1,400 feet.

With the issues that we had with our approach embankments, we are going to be removing embankment

and lengthening the structure and hopefully alleviating all of our geotechnical problems that we have been having.

Our minimal main span under clearance: The main span is going to be a 900-foot horizontal under clearance and a 30-foot vertical as a minimum through that 900 feet.

And this 900 foot, just to be clear, is not just above ground. It also extends below ground. If your foundations for your primary piers have battered piles in them, they need to be outside of that 900-foot clearance, and this is to allow us the opportunity with the Corps of Engineers to widen the Inlet in the future, if need be, without impacting the structure or limiting that widening.

Over the water, itself, there is a 200-foot horizontal clearance envelope with an increased vertical clearance of 45 feet above the mean high water, so over the Inlet, itself, the under clearance will be 45 feet.

And as we get towards the end of the bridge, this longer 2,600-foot bridge, we are going to be approaching grade. Our low chord elevation towards the ends of the bridge needs to be at Elevation 11 as

a minimum, and this is to keep the low chord a minimum of one foot above our, I think our 500-year storm surge predictions, so that's an additional criteria that didn't apply before.

Our typical section: We are going to have two 12-foot travel lanes, both northbound and southbound. We are going to have a 4-foot inside shoulder in each direction, 10-foot outside shoulders.

There will be a dedicated walkway, multi-use walkway on the ocean side, and that's a 12-foot walkway that will be separated by barrier.

And then we also, on the south end, there will be a 12-foot acceleration lane on the structure. Before, this would have been handled on the roadway approach, but, with the lengthening of the structure, it's going to fall on structure now. And that's northbound only on the south approach.

Above the deck we also have some clearance requirements. Over traffic we need to maintain a minimum of 20 feet vertical, and that vertical envelope will extend a minimum of 2'6" behind the barriers adjacent to traffic.

In addition to that, that dedicated walkway I

talked about, we are going to have a 16'6" clearance envelope over the walkway, and that also has to extend a minimum of 2'6" beyond the barriers for the walkway. And this is all illustrated in some plans that will be shown later.

Some other requirements: We have a minimum 100-year design life requirement. No temporary structures are going to be permitted within the waters of the Inlet. We do not want to create an additional scour problem by introducing additional obstructions into the water, so if you are contemplating that, stop now. It's not going to happen.

Sand bypass system: Right now the existing bridge carries a sand bypass system that the Corps of Engineers and DNREC operates, pumping sand from the south side of the Inlet to the north side of the Inlet, and it carries over the ocean side of existing bridge. Our new bridge is going to need to carry a replacement sand bypass system.

One of the requirements that is not in the RFP or the scope of services package yet is the specific requirements for the sand bypass system. That will probably be in the first, hopefully the

first addendum within the next week or two.

Just to give you an idea of what to expect, the sand bypass system, you will be responsible for designing and constructing the actual system over the main span, and our intention is to basically have that installed over the main span, carry down to your piers just outside that 900-foot clearance envelope, and then subbed out for future connection below grade.

So those will be the anticipated limits for the sand bypass system. There will be more details on type, sizes, materials, and so forth, but that will be part of the contract.

Also, some other utility type items: Bridge lighting, conduit associated with bridge lighting. DelDOT has an ITMS system that will be required to be installed.

We are going to have some monitoring instrumentation as part of the University of Delaware research effort.

We do have requirements for design builders' cooperation in determining what type of instrumentation may be best suited for the type of bridge that you ultimately select or propose, and I

will talk about that a little bit more in detail later. Then any mechanical systems that you may end up with based on your design.

You will also be required to design and construct scour protection systems for your foundations.

One thing I wanted to highlight is there are requirements for you to perform an actual coastal storm surge analysis to determine what appropriate flood elevations and velocities to use with a scour evaluation.

During the original design, there were some studies performed that gave us a basis for what the anticipated scour was for the type of foundations being used. What we have done is established in the scope of services package minimum criteria that you need to assume scour depths for your foundations.

There is no way you will be able to go to the level of effort through the proposal stage to accurately determine what those scour elevations are going to be for your proposal, so what we have done is given you a number to assume, 30, 35 feet. And, once we go through this effort through the design phase of the project, if those scour depths change,

we will treat it as a change order. If they go up, if they go down, we will discuss it at that time what's appropriate, but there is a fixed depth that you should be assuming in your designs.

The structure shall not have exposed structural steel. Hopefully, that's pretty self explanatory. It means no steel piles above grade, no steel caissons above grade, no steel beams. None of the primary elements can be steel. Steel is permitted if it's encased. If it's enclosed in concrete, that is acceptable.

MR. ZOLI: Could you clarify the scour, because that's a little confusing to me? You are giving us a scour depth to assume but then requiring us to provide scour protection. What does that mean?

MR. EUSTIS: Who was that?

MR. ZOLI: Ted Zoli with HNTB. Sorry.

MR. ROBB: If my memory serves me correctly, the scour protection is required at abutment locations. Are we requiring it at the -- Dennis, do you recall? Is it at the pier locations, as well?

MR. O'SHEA: I'm not sure.

MR. ROBB: I can't remember right now. We will get you a formal response on that. I can't

recall off the top of my head where it's required.

MR. ZOLI: But one is assuming a scour depth, and I presume that assumes no scour protection is established at that depth, and the question is how do you -- Are you providing scour protection at that, to that depth, or are you providing scour protection at the surface which protects against scour?

MR. ROBB: I believe we all have a redundant approach where we are assuming your scour protection system may fail and that you still must design to the scour depth, but I just -- I want to confirm that. I don't recall which foundation elements that that may be for.

MR. O'SHEA: I believe the design to the scour depths for the piers should be to scour protection. Dennis O'Shea from DelDOT.

MR. ZOLI: What Doug was talking about was doing a further analysis and determine if the scour depths are different than what was shown.

MR. ROBB: Understood. That's the basis for it.

The next thing I wanted to highlight, with our longer structure we don't want any pile bents for any approach spans, and I probably should just

emphasize that we are not looking for a, necessarily, for a three-span structure covering 2,600 feet. It can be a combination of a complex structure for your main span area, as well as the approaches to that complex structure. The approaches to the complex structure can be more of a traditional or conventional structure type, so I just want to highlight that, as well.

And then the design build team will be responsible for all design construction, as well as the quality control for design and construction.

Part two: Part two, as I indicated in the ITP, that was the ground rules for the procurement. Part two of the contract documents basically gives the ground rules for the contract execution from both the DelDOT perspective and from the design builder's end of things.

And within that part two there are several subsections. I am not going to get into these in depth. I think these have been out there long enough that probably everybody has had an opportunity to familiarize themselves with this at least a little bit.

But general notices and requirements that

both DelDOT and Federal Highways have are included in DB Section 101, or I'm sorry, 102. Some of the bonding requirements and our partnering process that we would like to implement on this project are explained in DB Section 103. The scope of work requirements are elaborated on in DB Section 104. The control of the work is described, control and materials. Some of the legal responsibilities.

MR. EUSTIS: Including insurance.

MR. ROBB: How payment will be handled on some price progress in payment, escrowing of proposal documents, and then some of the design management, design QA and QC.

Just to clarify, DelDOT will be responsible for quality assurance, so we will be performing QA for both the design and construction as appropriate.

Again, the QC is the design builder's responsibility.

Again, some of the plan requirements.

Part three of the contract documents include the design requirements and some of the specifications. What I have -- I understand this is hard to read, but this is in the -- This will be in your documents. The thing I just wanted to highlight

here, in part three is where we include our performance specifications. Your proposals need to satisfy all the requirements of all the performance specifications.

I think we have 14 or 15 different performance specifications related to this structure. They include esthetic requirements; bridge design requirements; bridge drainage; hydraulics; the scour we talked a little bit about; concrete requirements; engineering requirements; geotechnical requirements; inspection, maintenance and construction; mass concrete; public outreach; roadway geometrics, which really shouldn't come into play for you; temporary works; and then, again, the U of D bridge monitoring program.

One of the things that we have done with the U of D bridge monitoring program, since we do not know what type of system or research activity we may have ongoing, since we don't know what kind of structure you are going to propose and the details of that structure, what we have asked is that you set up an $100,000 line item in your price proposal to cover costs associated with facilitating efforts associated with the U of D's research activities.

The way it will be measured is basically on a force account type basis where we will look at time and materials for payment. If we spend 100,000 and we need to go above and beyond that, we will look at a change order for any amount over 100,000.

We also have warranty requirements and also wind engineering requirements.

Part four includes special provisions for the contract. Now, part four, I think there is 40, 45 different special provisions included. These are not requirements necessarily for the contract, and you will see Delaware Number 57 stone as an example. If you use stone, it needs to follow our standard special provision requirements for that type of work in Delaware, and that's why these are included.

If you use one of these items, we want you to do it the way we do it here in Delaware, but that does not mean you have to use these items at all.

MR. EUSTIS: I would take back that, because key personnel.

MR. ROBB: There are a few exceptions. I should tell you, unless otherwise specified, because some of these are specified that you shall do this.

One of them that's a little strange here is

right at the top of the list, the key personnel qualifications and requirements. Just maybe make a note where that's located. It's kind of a -- It wasn't a real good place to put it, so it kind of got slipped in here, but that will outline key staff and what type of experience, years experience, and so forth that are required for each of those key staff, and that will apply for everybody.

Do we have a trainee requirement on the contract?

MR. EUSTIS: Yes, we do.

MR. ROBB: Down towards the bottom we have our trainee special provision. That one will apply. Our CPM schedule updates and revised updates, that's going to apply, as well.

But, as an example, there is a drilled shaft special provision. Obviously, if you don't use drilled shafts, we are not going to make you, so that wouldn't necessarily apply.

We have a couple different special provisions for different types of overlay. You can pick which one you'd like, or, if you want to submit an alternate overlay for consideration, that's an option, as well.

Superpave: We really don't expect or anticipate that you will be doing any paving, but if for some reason you need to repair something, maybe, specs are included to show you what our requirements are.

I guess the other thing I just want to note is hopefully everyone is familiar enough at this stage what we are looking for.

As John indicated, this is a bridge project. You really shouldn't have much maintenance of traffic, maybe for hauling some materials. There shouldn't be any roadway activities. Very minimal utility efforts. Permits are in place. Right-of-ways are in place. Basically, we are just looking to have you come in and build a bridge, so it should be pretty straightforward.

And that's in part five is where we have our utility and right-of-way statements. I have just kind of highlighted the different utilities in the area. Dave Dukes is going to talk a little bit more about that.

Probably the most significant is the electric transmission, which you will see when we walk out. That is one that is going to remain in place.

Originally, it was going to be undergrounded. Now it's going to remain aerial through the duration of the contract and, most likely, permanently.

As I indicated, the right-of-way has all been acquired, it's available, and we have three different staging areas that we will highlight for you that are available for your work.

Part 6 includes different types of plans. And we basically have what we call directive and indicative plans. The directive plans are, as the name would suggest, plans that indicate how you are to do something with little or no variation from what's specified. And they are very limited for this contract. There is only roadway geometrics, alignment, and that type of thing.

Indicative plans are to give you an idea of other details that are being used on the project, things that you may be timed to, to basically help you understand site conditions, overall project, and come up with appropriate proposals to tie everything into the overall project, and they are defined in more detail in part six.

We have, right now, we have six different directive plans. The first includes basically plan

and elevation. Because of the length of the project, there is the match line here on the right side, so you are looking -- On the right side, you are looking at the centerline of the Inlet. It shows the profiling, elevation. It shows some of the under clearance requirements. It shows the alignment with relation to existing SR-1.

It also shows requirements for a temporary protective shield also to be installed beneath your activities to maintain pedestrian access. I think Dave is going to talk a little bit about some of the pedestrian issues that you will have to deal with through construction.

And this is basically a mirror image for the north side of the Inlet.

You have typical sections showing the lane configuration requirements. Above that clearance, as I talked about, are baseline -- The baseline is basically going to be in the centerline of the median, so the baseline bridge will be located in the centerline of median.

We have got profile. One of the things just to highlight here on the profile. You can see, if I point to this with the pointer, this area right in

here, this is where the embankment will be removed to within the bridge limits. You are looking at end of the bridge, kind of right at the end of the profile sheet. You can kind of see the profile here for along the baseline, at least, what the profile of the embankment will be by the time you get out here.

We can talk and maybe explain that a little bit better when we actually walk out and look at things, and I think Dave is going to talk about it, as well.

And here we have -- We are actually showing some of the traffic restrictions, some of the construction milestone dates and then the staging areas that will be available to you.

Let's see if I can maybe highlight these. On the north side of the Inlet we have got two different areas that will be available to the design builder. A real large area here. Another one here. So basically everything outside of the construction office here will be available to you once you get on site.

One of the areas, actually, we are going to be taking some of the embankment material and raising the grade within one of the staging areas. So, Dave,

are you going to explain that a little bit too?

(An off-the-record discussion was held regarding a poster falling off the wall.)

MR. ROBB: While Dave's doing that, on the south side there are three different staging areas. One, two, three. This middle one will be available for your work. This is going to be reserved for future roadway work, as well as this one right now.

If we have the opportunity to make those available to you, we will, but right now we can't promise that.

Part seven includes our environmental requirements and the permits that we have in hand. Basically, we have a Coast Guard permit, an Army Corps of Engineers permit, a DNREC subaqueous lands permit, and a DNREC wetlands permit, as well as a water quality permit.

All permits are still in good holding right now. If need be, DelDOT will be responsible and will continue to request extensions through the duration of the contract. That will be our responsibility. If, for any reason, your work requires a permit modification, the design builder will be responsible

for the modification.

We don't envision that happening, but just in case there are some ideas out there that we are not anticipating, just to make that clear, that would be your responsibility.

And, also, the FAA determination of no hazard will be the design builder's responsibility.

And then, ultimately, the last part of the contract documents will be the successful proposer's proposal. That will get incorporated in as part of the actual contract.

The other part of the scope of services or section, I guess I should say of the scope and services package are the reference documents, and you can see we have got adjacent contract information, environmental documents, as-built drawings, design charette information from the original arch bridge design. That is to help with your determination of what kind of esthetic details you want to incorporate into the design.

As you go through the performance specifications, you will see that there is weight added to incorporation of some of the public's preferences from the original design, and that's why

that information is offered.

We talked a little about the geotechnical. There is a lot of geotechnical data available. With the issues that we have had with the approach embankments, we have been out several times in different areas getting CPT testing, SPT testing, a lot of lab analysis. And, any information that we have, we are marking that available to you to help you understand the site conditions as thoroughly as possible.

The thing I would just highlight, I guess, is pay attention to when the data was collected. Things change out here with time with the amount of fill material that we have. So, again, I just want to highlight that, that you can take two borings in the same location, but if they are a year apart, they may give you very different information, and I just want to make sure you understand that when you are looking at things.

We talked a little bit about right-of-way. The right-of-way plans are actually furnished so you can see exactly what the right-of-way limits are. The University of Delaware's Bridge Monitoring Manual, to give you an idea of maybe some of the

activities that they may have going on.

There is a wind study that was done to assist you in determining maybe appropriate design wind speeds and so forth.

And then, as John mentioned, there is aerial photos that are available.

Before I move on to Dave, I just wanted -- Let me back up a step here. I wanted Rod to take an opportunity to explain some of the roadway geometrics. And let me get you to the right place.

MR. HILL: That will work.

MR. ROBB: Here?

MR. HILL: Yes.

MR. ROBB: Okay.

MR. HILL: Doug has highlighted a lot of it so far, but I just want to kind of briefly give you the rundown on it. As a result of the lengthening of the structure, we really tried to look at maintaining as much of the tangent on the structure as possible.

We first took that approach maintaining the original bearing. However, as a result of the right-of-way that's already been acquired, we knew that meeting roadway requirements would really extend that beyond those limits, the limits of construction

and such, so actually the bearing that's in the documents on the disc, it's actually rotated counterclockwise slightly, so once you look at those details you will see that it's got a slight rotation to it.

We have been able to maintain a constant bearing across the structure on the south approach. On the north approach, on the north end of the structure, we have got about 100 feet of curvature on the horizontal alignment on the structure there.

Just a few things to note is, as Doug mentioned, on the typical sections it's more evident than on here, but on the southern approach, as a result of moving things to the south, the acceleration lane --

MR. ROBB: Do you want me to pull up that typical?

MR. HILL: That's fine, yeah. It's kind of broken down in three typical sections. There is about 84 feet of the acceleration lane on the structure, starting 1286 to about -- or 1287 to 1287.84. From that point there is a full width transition from the acceleration lane to over a 300-foot distance down to zero. However, at that

point there is a shoulder transition from the 7 feet to a 10-foot wide shoulder across the structure.

So the typical sections lay that out. The general typical section for the balance of the structure is also shown along with the above-deck clearances. If you can go back one real quick.

And then on the north end here, like I said, there is about 100-foot of curvature along the structure that ties it around 1313.

The other thing to note is the previous design had pedestrian access connection points, kind of more of a shortcut feature along the what was to be embankment here, as well as on the south end, and at this point in each case we are showing the pedestrian access here and then also on the previous sheet to be designed under a different contract with anticipation of the tying into the end of the structure.

And then, as far as the profile is concerned, we have been able to maintain keeping the vertical profile from the previous design.

MR. ROBB: The other thing I wanted to point out, this also shows where our anticipated embankment removal limit would be. And see that it's basically

got three lines here. The bottom line was original ground. The second line is our anticipated finished grade after we remove the embankment. The top is where we are right now or close to where we are right now, where finished grade would have been.

So you can see the vast majority is going to be removed. What's being left in place will need to be worked around. Our intention is that this is almost acting as almost like an interim stockpile area. This material over time may get hauled out for different DelDOT projects. We are taking out what we feel we need to take out to stop all the movement.

With that being said, we are not taking out all the material that was placed, but over time we still may access under the bridge to remove further material over time, so just to explain that a little better.

I guess, with that, Dave -- Oh, let me have one more thing real quick.

At the bridge abutments, Whitman Requardt right now is still going through collecting additional subsurface information. We have the subsurface information. It's been offered in the reference documents. Some of the lab analysis of the

soil borings is still coming in, and they will be developing an appropriate design fix for us for the embankment that is remaining.

Right now, sitting here today -- Yes?

MR. HOMSI: Elie Homsi. The 11-foot minimum piers that you mentioned, it is which side?

MR. ROBB: If you see, it's basically coming back very close to the original grade. It would be down in this area here is where the low chord would need to be at about elevation 11, and I think the profile there is right around elevation 20, so you have eight or nine feet to work with the superstructure.

As I was saying, right now we are in the process of determining what we are going to do with the embankment that will remain in place permanently. We are still having more settlement than we would like. How we are going to mitigate that, sitting here today, is not known.

We anticipate a couple different things that may happen. We hope within the next few weeks, by the end of March, to be able to get a better indication as to what we are going to do with the remaining embankment and how that will affect your

bridge abutment.

Sitting here today, you should probably anticipate and expect that your bridge abutment will need to resist normal weight fill materials and the lateral earth pressure associated with those fill materials. We will give more direction on how that will be coordinated or whether it's part of this contract or part of the separate contract.

Right now, until we know the answer of what we are going to do there, we will decide the best way to deal with that, but we should have an answer on that within the next month. Hopefully, it doesn't interfere with your design.

So, with that, I will turn it over to Dave.

MR. DUKE: Good morning. I am David Duke. And, as Doug said, I was the project resident of the approach embankment contract that we had going on.

It was bid and awarded in the spring of '05. Kuhn Construction had the contract. The contract was terminated this month of '08. And the biggest reason that it was terminated was a mutual agreement between both parties that it was in the best interests for both of us.

We had a lot of settlement geotechnical

problems, and so we terminated the contract and we had to regroup with what we were going to do with the design build, and that's where we are today.

So we have an embankment contract out. The notice to proceed will be given in April of '08. We got about 100 days to do the job. It should complete by July of '08.

We got 140,000 yards of soil to move, about 70,000 to haul offsite and 70,000 to embank on site.

In the area that you guys will be laying down your yard, that's where the 70,000 yards of material will be embanked.

The structure that you see today, as Doug noted, will be gone when you come back.

You will hear me talk about the pressure relief wall. This is the north approach. This is wall seven. Basically, we are going to remove the wall down to the original grade and then slope it back at a three-to-one slope here and a three-to-one slope in this direction.

It will be, at this location here, 50 feet back. It will be at elevation 21, and we will go back to original grade at the abutment zone and be flat for about 100 feet, and I will show you that in

the profile.

This is a plan view of the south side, a plan view of the north side. The shaded area is the area that will be influenced by the embankment contract, so this shaded zone will be the area that we actually remove the soil.

In a profile view, the best way to look at it is standing at the south end of the project. This is the south embankment. Our proposed abutment location is in this zone right here. As I said, there is about 100-foot that will be flat at about elevation four.

The slope to the south will be at two-to-one up to elevation, I think it's like 17 or something like that, plus or minus. And this area here will be of some concern to you, that we have to figure out how we are going to backfill that, and we should be getting word to you sometime in the near future with the Whitman Requardt investigation that they are doing now with the soil analysis.

But, from the flat zone going to the north, you are going to go up a 4 percent slope, and that will go all the way to the end of our pressure relief wall, within 50 feet of it, to an elevation of 21-22,

depending on which side you are on, and then it will go down to a three-to-one slope to meet elevation 67.

This is a cross section view look to give you a view of what it's going to look like from your left to your right. This is on the south side of the Inlet.

The existing Road B, Road 50A is here. We will have a small drainage ditch located on the west side of the alignment. And then we will do a partial removal of the embankment. The shaded area is the area of the removal zone.

And one thing that I am going to show you later in the picture, I will show you some construction pictures, but in this zone here, this is the MSE wall strap zone, and you can see that with the partial removal there still will be some remnants of that strap zone left in place that you are going to have to deal with if your structure falls within that zone.

So, if you are going to have a foundation that falls within these zones here, you may have to deal with the remnants of that leftover uni-axial geo straps.

Just another typical section. You can see

the slope that will be out here, looking left to the right. So, obviously, when you go to do your foundation work, this hill is going to have to be moved around and flattened out for access to your pile driving or your caisson, whichever type of foundation that you choose to install.

And this is just a section a little farther to the north to give you an idea of exactly what you are going to be looking at when you come out here.

And it's a repeat scenario on the north side. So what you see on one side, you will see on the other, with the exception on the north side there is a more of a geo-slope reinforced earth wall that you have the possibility of having to deal with, and I will show you some construction pictures of those, that this geo-slope material extends back in the fill about 20 feet.

These straps go from 20 like to 34 feet, depending on the location of where you are and the height of the design of the wall.

To give you an idea of all the utilities that are out here, Doug went through them. You shouldn't have any conflict with any of them, but there are water from Sussex Shore, Sussex County Sanitary

Sewer, Verizon Communication, Media Com Communication. Media Com is only on the south side of the Inlet. And then we have the DP&L Electric transmission distribution.

The distribution is now on existing bridge. That distribution will be removed from that bridge and hung on the transmission towers that carry the transmission line over the Inlet.

That will happen, most likely, during the duration of your contract. We need to get it off the old bridge, get it on the existing structures, so that we can demo the old structure, but we don't know the schedule of that right now, but take a look at the transmission towers that are out here on the west side of the alignment, because they will stay, and you just have to work around those transmission lines.

This is an overview of the park. It's like the sign that fell down there. But these, in the Inlet we have -- Underneath the Inlet we are crossing with the sewer, the water, and Verizon. They shouldn't be a problem in your way there.

The transmission line is located right here. Distribution runs up underground, and it runs

parallel to the MSE walls that we have out there today and cross over and hook up into the bridge in this area. They should not be a problem in the footprint of your bridge. Your bridge will be located to the north of that crossing of the distribution right in this area.

And, also, we have the sewer and electric that feeds the park facilities here, and those also should be far enough located to the north that they don't interfere with your structure.

I think I have covered the utilities. Media Com, it's located only on Road 50A, and it runs back to the park here into the South Shore Marina residence.

So lessons learned: We have a sheet pile system out here that supports the existing roadway approaches. This sheet pile system was a multi-task purpose wall. It was a supported embankment, plus acted as a coffer dam for the original archway bridge.

Sheets range from 90-foot down to 24-foot in length. We had some real tough difficulty in driving these sheets, especially the 90-footers.

A vibratory hammer, Ice 416. It was the

biggest hammer we could get. And we, like I said, we had a lot of trouble.

One of the things that we did, we put driving tips on it. We closed off the interlock to stop soil from filling in and the sand turning to glass in that area. We melted a lot of sheets. And we jetted. We had jets. We did everything that you could think of to try and get these sheets in the ground, and we definitely struggled.

And you look at this next picture, and you can see it was like a war, and those sheet piles won. Personal opinion.

There is stratum one, stratum two. Stratum one is 30-foot of sand. Stratum two is a variable thickness layer of soft clay. We have a real dense layer of sand just above the clay, and that dense layer, with no support from the clay, when you try to punch through that sand, it just sits there and bounces, and that was the biggest problem that we found, and I just want to make you aware that we did have some trouble driving those piles.

The wall is tied back, and there are portions. I've got as-builts showing. The tiebacks and the length and depth of the sheets, maybe for

your coffer dams, if you think you could use that sheet pile wall for that.

This is the north view, and you can see the deep sheets here, and this was in the area of the archway pile line.

South side. There is two areas that are deep. This one was for the abutment, which is now out of the picture, but you may be able to use these.

Instrumentation: We do have a lot of instrumentation out here monitoring our, for our geotechnical program. There will be some existing instruments that we are getting ready to install now that will be in the approaches that you will have to work around.

There will be, south side, two sediment plates, three inclinometers, and piezometers. Piezometers shouldn't be a problem, because they are down out of the way, but the plates and the inclinometers, you will have to work around.

To give you a little idea of what the wall was made up of, to show you what you are going to have to work around with your foundations, the geotextile uni-axial, bi-axial. The bi-axial is a four-foot wrap that holds the aggregate in place.

The uni-axial strap gives the structure its strength, and these straps go from 20 to 34-foot in length, and that's something that we are going to have to work around.

I wanted to show you this picture here. Obviously, we have water on both sides of the project, and you excavate down about four feet and you are going to find it, so I just wanted to bring that to your attention, that we do have water on site.

And this gives you an idea of what's going to be left in place. We are going to remove this structure about to the elevation of this road, so everything that was below the road that we put in will still be in place, and above, so that was one reason I wanted to show you this too.

And then the next few pictures I am going to show you are things that will be in place. You can see here the straps were about -- I think these are 14-foot in length, and some of these are up in the 34-foot, but you will see a three-quarter-inch clean aggregate. This clean aggregate goes from elevation zero up to elevation 12.

Above elevation 12 you will have a washed

sand that replaces the three-quarter-inch aggregate for the strap zone.

And this material here is what I am talking about that if your foundations fall within that MSE wall strap zone, you are going to have to deal with this material that's in there for your foundation.

Just another picture of showing that every 18 inches you can expect to see a layer of this uni-axial geotextile. Well, it's not a geotextile. It's more of a plastic type material.

This is the geotextile wall that's located both on the north and south side. On the south side, the slope won't be -- Your abutment falls to the north of the geo-slope reinforced earth wall, but on the north side, there is a portion of this that could be in your foundation zone. This material runs about 20 feet back into the embankment and they are in 18-inch lifts.

What you see here is the fabric is laid out towards the barrier. You have an 18-inch lift of common borrow, and then we fold the fabric back over top and place another lift of soil on and repeat the process.

And I just wanted to bring that to your

attention too, that some of that will be left in place out here.

One of the things that Doug mentioned, that this is a park and there are a lot of people that visit this site. And starting in May and it runs through September, it's a big resort area, and there is a lot of fishermen that we are going to have to deal with. They fish this inlet. I mean people fish 24/7 when the fish are running in here.

And underneath the bridge structure we are going to have to provide some type of protection for those folks. And I guarantee they will be underneath your bridge fishing when you are building it.

And a lot of boats. There is a huge amount of boats. There is deep scour holes, and the fish like to live right on the edge of those scour holes, and it's going to be right underneath the new alignment of the bridge, so you are going to have to think of the fishermen and the boats when you are building this bridge.

And you can see why. There is some nice-looking fish out there. But that's a key thing that you have got to pay attention to out here. It is a park, and we are going to have people walking

through your job.

We have got fence around everything, but you know how people are. We are on them every day trying to keep them out of areas they don't belong. But that's something that I want you to keep in mind.

And we are still looking for that type of bridge. I don't know what it's going to look like, but hopefully in the next couple of months here we will have an idea, and I look forward to working with you all.

So is there any questions? Did I make it clear on what's going to be here for you? Hopefully, that was my goal. Yes, sir?

MR. RAMSEY: I had a couple questions.

MR. EUSTIS: Name and who you represent.

MR. RAMSEY: Okay, Mike Ramsey with Kiewit. You talked about the distribution line that's going on the existing power transmission.

MR. DUKE: Yes, sir.

MR. RAMSEY: What elevation is that going to be at, or is that information in the drawings?

MR. ROBB: We don't know that yet.

MR. DUKE: We don't know that yet.

MR. ROBB: Yeah, the distribution line, I

guess what we do know is that when they swap out or when they come to put the distribution line on the existing towers, they are going to swap out the existing towers that are adjacent to the Inlet with some other type of pole. So there will be some activity going on in there, but it is not designed yet.

The Department has just recently made a decision to go aerial with the distribution line. It was originally going to go under the Inlet, so that design limit is not completed, but that is something that we will work with the power company and the successful team here to coordinate schedule wise and what that means for access to either side of that line. And, hopefully, we will get that worked out and scheduled appropriately.

MR. DUKE: Do I hear a concern with the height of it?

MR. RAMSEY: Absolutely. I mean that's going to significantly restrict what you can do in that yard space. It goes right through the middle of your yard space.

MR. DUKE: Yeah, I hear you. So it may be best to try and schedule that later in the game after

the majority of --

MR. ROBB: Our thought was, early on, if there is an opportunity to get that work done after you have gotten the majority of your activities complete where you have the bridge available to traffic, that that window of opportunity from that point until we actually start the bridge demo, that we may have an opportunity to get that distribution line located then.

But, again, we don't know how long it's going to take. The decision was just made to go that route, and we will have to work with the power company to do it.

MR. RAMSEY: So you are going to -- There is going to be more information available on that --

MR. ROBB: Hopefully.

MR. RAMSEY: -- as the process moves forward? All these drawings you showed us up here of the removal of contract that's coming out, is that information available to us? Can you make that available, John?

MR. EUSTIS: It is.

MR. ROBB: It's in the record.

MR. EUSTIS: It's in the CD.

MR. RAMSEY: Okay.

MR. ROBB: All the figures that Dave was showing of the embankment removal are from the embankment removal contract, and that is one of the reference documents that's on your CD, so you have all that information.

MR. RAMSEY: Another question I had was why are you leaving that at a 4 percent grade underneath the bridge? That's going to make it, you know, it's going to make it more difficult for the main bridge builder to access it with cranes or man lifts or whatever we need to get in there.

MR. ROBB: The reason is we didn't have places to take the material. We have had to minimize the amount of material that we are talking out right now because we don't have enough places to take it economically.

So we are taking out what we need to take out. The final grading, yeah, we understand it's going to -- It's something that needs to be worked around. That's why I wanted to try to make that as clear as possible what that's going to look like for you. It's basically going to mirror the grade that you have out there for the approach embankment right

now. That's at a four percent grade, so basically just pulling that down.

MR. RAMSEY: Okay. My last question was when you take that 70,000 yards of material and put it over here and plate this yard, right now this yard is in pretty good shape, but is it going to be common material that's left there, or is it going to be stone that's on top?

MR. DUKE: We are going to put stone on top of the common borrow, yeah. Right now we are looking at two inches, but we will see how it acts.

MR. ROBB: Under the title of grading, for instance, three to four feet, we are looking at.

MR. DUKE: Three to four feet. It's not bad soil.

MR. RAMSEY: Okay.

MR. DUKE: It's a good borrow.

MR. RAMSEY: That's all I had.

MR. DUKE: Any other?

MR. NOVYNKA: Robert Novynka of Flat Iron. I had a question about your access to your public. Can you shut -- Can you build a gate, fences along your right-of-way and stop anybody from passing through your site? And, if they do pass through your site,

whose insurance do those people fall under if they are hurt?

MR. DUKE: I do know that the sidewalk area that runs parallel to the Inlet, that will need to be kept open. There is a 20-foot emergency corridor that we need to leave open in that area for emergency access to the beaches in case someone would get hurt.

But there is surfers, there is fishermen that get, that go from like this north day parking lot, which is right outside the office here, to get to the north beach. They have to walk along and parallel to the Inlet and will be underneath the structure.

MR. NOVYNKA: So how do we control our safety requirements from our safety offices that say any part of the job site, that the contractor is responsible for that safety? And, if you have people coming here and there whenever they want, you can't control that. And how do you justify the money that you could end up losing if these people trip or fall on the sidewalk, with nothing to do with you? They are not going to come after you. They are going to come after the contractor.

So you have got to -- The rules are that if you have the right-of-way, from right-of-way to

right-of-way, that contractor is responsible for all the safety in that site. So if you are allowing pedestrians or whatever to walk through your site, you are putting them at risk and you are going to nail the contractor for anything that they have happen to them. Correct? So how do you do that?

MR. ROBB: John, do you want to address that?

MR. EUSTIS: I think that's a question you are going to have to have submitted, and we are going to have to take that up with the risk manager.

MR. NOVYNKA: Because it's a huge risk?

MR. EUSTIS: Yeah, I understand that.

MR. DUKE: In this contract, Doug, and I apologize for not knowing it, do you have the pedestrian walkway requirement?

MR. ROBB: Yes, one of the requirements is that you provide a protective shield over that walkway area through the area that you have any construction activities overhead.

MR. NOVYNKA: Yeah, I can understand that.

MR. ROBB: I understand where you are coming from. I understand the question you are asking and the liability. I can't answer that. I don't know. I will have to get an answer for you.

MR. DUKE: Yeah, I just wanted to bring it to your attention. There are a lot of folks out here. We do have the site fenced off so that they can't wander into the job site, but they are going to walk underneath of the structure area.

MR. NOVYNKA: But, obviously, we have done stuff with that in the past where the fishermen will probably line that whole roadway there and just fish right off the banks there. Right? They just -- There's a million fishermen.

MR. O'SHEA: We talked about putting a fence down along the area of the jetty, but I am not sure if they can still get around there, but to block it off.

I think the main area was on the walkway we want to be able to provide access. We don't want to have a whole lot of open area that they can wander, but just in the defined area where the walkway is currently.

MR. DUKE: But you are right. They walk down on -- They fish right off the blocks.

MR. NOVYNKA: Yeah, well, that's what I mean. If you are going to have heavy equipment moving around there, and I know what it's like to try to

chase fishermen off of something, but it just doesn't happen. So you are putting the contractor at a great disadvantage that he is not only going to have to police his own safety people, but he has also got to police the safety for the public there, and that's quite a risk.

MR. DUKE: I understand.

MR. NOVYNKA: Okay.

MR. DUKE: John, are you going to have somebody address that, then?

MR. EUSTIS: Yes.

MR. NOVYNKA: Okay, thank you.

MR. DUKE: Anything else?

MR. ROBB: One other thing I wanted to highlight, the reference documents, when you are looking at where we stand in the current roadway contract, to avoid any confusion, we are in phase or stage, was it --

MR. DUKE: 2E.

MR. ROBB: 2E, so when you are going through your reference documents and looking at the roadway contract that has been ongoing, just so you know what point in time we are with that contract, it's stage 2E.

MR. DUKE: 2E.

MR. NOVYNKA: I have one more question.

MR. DUKE: Yes, sir?

MR. NOVYNKA: On the fill material that you are leaving underneath the bridges, are you saying that at anytime you could be bringing transport in there to remove the material during the course of the construction process?

MR. ROBB: Right now we don't anticipate that. We won't interfere with the design builder's operation. If there is an opportunity where we can do it without interfering, we may, but we are not going to get in your way.

MR. NOVYNKA: Okay.

MR. EUSTIS: Any other questions before we go outside? Now, like I said, we are going to do it. We are going to have a little time to look at the site. Questions that you think of at the time, save for when we get back in here, because if we have them on the record we can address them appropriately.

(Recessed to go out on site at 11:52 a.m.)

MR. EUSTIS: Are we all set? I want to clarify something about questions and comments and

that kind of stuff. I will do it in my own vernacular.

I divide questions into two types of questions. The first are nose-leading questions where you say, "I can't find this anywhere," and I grab you by the nose and I point you to it. Everybody gets those answers.

The others are questions that you need, you may want to have kept confidential, and that's what we are -- That's my intention. If you have a question that is specific about your design that would not require a change to the RFP or the requirements that we have, you identify it as such. If I disagree with you, I'll talk to you about it.

The other type, the third type of the two questions, two types of questions, is questions that are material in nature that will affect everyone, and those will result in changes to the RFP, or at least a distribution of the question and the answer so that everybody is playing on the same level.

Is that confusing? Like I said earlier, I get to know who asks the questions, and that's it. Now, if something happens to me, you know, you are all screwed, but I don't whether you'd admit that.

But I mean I have been doing this for 35 years or so, and it works out well, and I have a pretty good, pretty fair judgment of what needs to be kept confidential and what doesn't, but if you have something that you want to identify as confidential, fine, do that. I would appreciate it if you did.

If it turns out that it may result in some sort of change, I will talk to you about it first. I won't just, you know, broadcast your question and let it go at that.

And if it does require some sort of change and I have a rationalization for that, we will discuss it first. And, if you disagree, then we will decide what to do.

I mean if it really becomes an argument, we will probably keep things confidential, but there may be some -- There may -- Mostly, I have never run across that, actually, where anybody said, "No, you can't let any of this go." And, you know, like I said, I will be as reasonable as I can.

Now, I will repeat what the golden rule is, and that is we got the gold and we make the rules. So if it, you know, if it's a strong situation where it really, really is something everybody needs to

know, we are going to have to make that call. I can't see that happening, any kind of a disagreement about that, because then you are going to be asking about something that's technical and that requires clarification.

So any questions come to mind while you were out there that you would like to have us address?

MR. BUTLER: John, I have got one for Doug. Ken Butler with DMJM Harris. On the south side you have got a road that parallels the existing embankment on the east, and it wraps around underneath and provides access to the camp facilities, or used to, and then the neighborhood back there.

The relocation of that road from the existing or what was the arch bridge, is that road, the proposed location going to remain, or do you know where the road is going to be?

MR. ROBB: As it stands right now, that's the proposed location of the road. It is something we are going to be revisiting, but we have not yet. I guess I would say this: If it poses a problem with your bridge layout, let us know.

MR. BUTLER: Okay.

MR. ROBB: We do have flexibility in where that road can go now. Before we didn't have as much flexibility, but now we do.

MR. BUTLER: What about horizontal and vertical clearances to that road, is that defined?

MR. ROBB: That's defined on the directive plans, yes.

MR. BUTLER: The second question I have for you. If you issue addendums, are you going to highlight now the changes since it's been final so that --

MR. EUSTIS: Yes. The way I have handled them in the past is all communications, virtually, are going to be by e-mail, and if I make a change to something in the RFP or plan or something like that, it will be a PDF that I will be sending to you.

There will be a comment on there saying, pointing to a specific location saying this changed. I may have enough information myself to be able to tell you in general what changed about it. Or, if things are deleted, I will note that. Generally, if there are deletions, they will be stricken through.

I tried to do additions in red before. Adobe is kind of finicky about that, so I wound up putting

in comments.

When you get to the end of this process, we had nine addendums the last time, you will have something that when you bring it up, it will say this changed in addendum one, this changed in addendum two, this changed in addendum three, addendum four, whatever. There should be a pretty clear trail. I try to make it as easy as possible.

MR. BUTLER: Okay.

MR. EUSTIS: Now, you are getting the benefit of my experience, because the last time I put it out in two sections, one through six, and seven and eight.

Eight is a page, just a cover, doesn't mean a thing. And it was all one huge document. So you had 833 pages in one, and then you had like a couple hundred pages in the other. So this time it's all broken down by the parts.

I can't see us changing the ITP, but if it does change, it will only be changed between now until we get the, before we get the technical, final technical proposals in, if there is any need to do that for any clarifications.

I am assuming you all have looked at this

thing pretty closely and that, you know, you are three weeks away from being completed with your concept design.

So any questions that you have, like I said, get them in to me as quickly as possible, because it's going to be to everybody's benefit if everybody is working off the same sheet of material.

The other thing that I did differently this time was you got all the forms that you need in Word, not just PDFs.

The plan sheets for the adjacent contracts, the embankment removal is in PDFs. The original bridge design, what I like to call the McDonald's bridge, and the approaches are in CAL files. They are a pain in the ass. I understand that. I put a reader on there so that you could bring them up in Internet Explorer. I'm looking into getting them converted to PDFs. And, if I can do that, I will do that and I will reissue them.

The other thing that I can do is I can give you, and I intend to do this at some point, DGNs of the plan. The problem with the DGNs, you use them at your own risk. We can't guarantee that your pen tables are going to be correct, your line weights are

going to be correct, and you are going to be on the right level for what you are looking for, so I will give it to you to make your life a little bit easier, but I am not so sure it will.

But, if I can give you something that you can put together and have several sheets at a time, like in a PDF, that would be a great thing if I could get that done.

Any other questions?

MR. ROBB: A couple things I wanted to point out. One thing I mentioned earlier was the question was raised outside, "Can you move dirt around to facilitate some of your construction activities?" The question was asked about the difficulty in getting cranes up the slope and so forth.

The material that we are going to be leaving in place, yes, you can move it. However, I would caution you that as you move dirt, something is going to start moving.

Every time we have any kind of additional fill placement, we get additional settlement. Anytime -- We expect when we remove material that we are going to get some ground swell. So any kind of movement that you anticipate to facilitate your

construction activities, you want to make sure that you have your geotechnical engineer consider very carefully what the implications are, but that footprint is yours and you can do what you need to do with it.

The second thing related to that is I mentioned before that eventually that additional material may be permanently removed. That will affect your foundation designs, depth of foundation, assuming the original ground would be restored.

So we will make sure -- I don't know that that's clearly addressed in the RFP right now, but if it's not, we will make sure that it is.

I think that was it. The only other thing I would mention, John and I are both dedicated full time to this project right now. If you have questions, get them in.

I think last time, hopefully, we demonstrated that we get quick responses out. Don't sit on them. We want to help you. Your questions help us get this thing fine tuned and avoid any confusion for all of us later, so don't hesitate to ask.

We will do our best to get responses as quickly as possible and have a real good document by

the time we actually award the contract.

MR. EUSTIS: Now, for those of you that have asked questions prior to this point, we have been a little busy getting all this stuff together, so I haven't had a chance to respond to too many questions.

We will probably get those done in the next week or so, at least those responses that people have sent in questions.

Like Doug said, Maryland has about five people per design build. We have two, you know. And I may not look like a secretary, but I am. I have done a lot of typing.

And I will give you a challenge. I have one sentence in here that's got three spelling errors in it. I challenge you to find it.

One other thing I want to do before we leave, I know it's a little after 12 and that everybody is starving to death. If you are not, then there is something wrong with you, because I am starving to death. This is an important project to the Department, and, to that end, to demonstrate that, Bob Taylor, Chief Engineer for the Department, is sitting over here and wants to make sure that we get

this thing off on the right foot.

So, since I am actually part time, I have to work twice as hard as any other State employee, because I can get fired at a moment's notice. So I will do, definitely give you my best, and I do that all the time, regardless. It has nothing to do with anything.

The reason I retired is the last time around you guys tried to kill me. This is much, much better. I don't have three full-time jobs to do and 15 people to look after. I have Doug to look after, which is tough enough.

MR. ROBB: I thought it was the other way around, but --

(Laughter)

MR. ROBB: Thank you, everybody.

MR. EUSTIS: I have the plans up here with a little bit more detail than what you have. If you want to look at something in particular, let me know. We can scroll to it.

(Concluded at 12:04 p.m.)

CERTIFICATE

I, Lorena J. Hartnett, a Notary Public and Registered Professional Reporter, do hereby certify that the foregoing is an accurate and complete transcription of the proceeding held at the time and place stated herein, and that the said proceeding was recorded by me and then reduced to typewriting under my direction, and constitutes a true record of the testimony given by said witnesses.

I further certify that I am not a relative, employee, or attorney of any of the parties or a relative or employee of either counsel, and that I am in no way interested directly or indirectly in this action.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my seal of office on this 29th day of February 2008.

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Lorena J. Hartnett, R.P.R.

Reporter Certificate #134-RPR, Exp. 01-31-2010

ERRATA - CORRECTIONS TO THE TRANSCRIPT OF THE PRE-PROPOSAL MEETING FOR CONTRACT 26-073-03 READVERTISED, DESIGN-BUILD REPLACEMENT OF BRIDGE 3-156 ON SR1 OVER INDIAN RIVER INLET FEBRUARY 27, 2008, 10:00 A.M.

Page 4, line 17, replace “the prior” with "some prior"

Page 23, Line 8, replace “subbed” with “stubbed”

Page 26, Line 17, replace “ZOLI” with “O’SHEA”

Page 26, Line 20, insert “MR. ROBB:” after the word “Understood”

Page 26, Line 20, replace “MR. ROBB:” with “MR. ZOLI:”

Page 33, Line 18, replace “timed” with “tying”

Page 38, Line 8, replace “marking” with “making”

Page 40, Line 22, replace “1287.84” with “1287+84”

Page 47, line 2, replace the number 67 with 6 or 7

Page 50, line 24, replace “Ice” with "ICE"

Page 52, Line 15, replace “sediment” with “settlement”

Page 60, Line 12, replace “title” with “total”

Page 60, Line 12, replace “Under” with “On”

Page 63, Line 21, replace “blocks” with “rocks”

THE FOLLOWING ARE CLARIFICATIONS, NOT CORRECTIONS:

Page 64, line 19, replace 2E with stage 2 phase E

Page 64, line 24, replace 2E stage 2 phase E

Page 65, line 1, replace 2E with stage 2 phase E