In The Matter Of:

Delaware Department of Transportation

US 301, Maryland State Line to SR1

Contractor Informational Meeting

August 24, 2015

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DELAWARE DEPARTMENT OF TRANSPORTATION

US 301, MARYLAND STATE LINE TO SR1
CONTRACTOR INFORMATIONAL MEETING

August 24, 2015
10:00 a.m.

University of Delaware
John M. Clayton Hall, Room 128
100 David Hollowell Drive
Newark, Delaware 19716

PRESENTERS:

DIANE GUNN - DelDOT US301 Project Manager
ALAN MARTENEY - US301 GEC Team
JAVIER TORRIJOS - DelDOT Assistant Director, Construction
JIM HOAGLAND - DelDOT Contract Administration

PANEL MEMBERS:

KEVIN CALIO - Department of Labor
ROB MCCLEARY - Department of Transportation, Chief Engineer and Director of Transportation Solutions
SHANTE' HASTINGS - Department of Transportation, Deputy Director of Transportation Solutions
RAMON CEBALLOS - Department of Transportation, DBE Coordinator
CHRISTINE LEVELY - Department of Transportation, Audit Section

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MS. GUNN: Good morning, and welcome to the DelDOT US301 contractor information meeting. Today we have several presenters with us. My name is Diane Gunn. I'm the US301 project manager, and I'll be introducing you to the contractor website.

We also have Alan Marteney from Century Engineering. Alan will be presenting an overview of the contracts. Javier Torrijos, DelDOT Assistant Director of Construction. Javier will be explaining DelDOT's construction approach. And Jim Hoagland, the DelDOT contract administrator. Jim will be discussing contractual issues.

Also available for questions is Kevin Calio from Department of Labor; Rob McCleary, Chief Engineer and Director of Transportation Solutions; Shante' Hastings, Deputy Director of Transportation Solutions; Ramon Ceballos, DelDOT DBE Coordinator; and Christine Levely from DelDOT Audit.

After each presenter we'll give you a chance to ask questions, and we have some microphones for your use.

DelDOT's provided a contractor website. The site can be located at www.us301.deldot.gov. That's right on your agendas. You go to the Contractor Information tab that's on the right.

The purpose of the contractor website is to assist potential contractors and suppliers in becoming familiar with the project. These are not contract documents, and it's not meant to be used as the bidding site. We'll cover the bid process a little bit later in the presentation.

Towards the bottom of the contractor website you will find general information as well as more detailed information about each contract.

Under general information you'll find documents, give you an introduction to the project, as well as a sample of a prequalification form. The contract limits map will help orient you on where the projects are. The transportation management plan is provided for your information.

And we'll talk more about the

prequalification form and the transportation management plan a little bit later in the presentation.

We also have the advertisement schedule. The tentative schedule of advertisement is listed. It gives the month that we expect to advertise. You'll notice in the first column that there's a US301 project reference. This is a shorter way for you to identify the contracts, and the project team has been using this. You'll find the project references are also in the contract limits map.

Through the contractor information website you have the ability to ask questions about general information or the individual contracts.

DelDOT will leave all the information on the contractor information website throughout advertisement, but the ability to ask questions through this website will stop approximately two weeks prior to the official bid advertisement. Responses to questions on the contractor information

website are not considered official.

We will have all the responses posted approximately one week prior to the official bid advertisement. Questions and official answers will be handled during the bid advertisement period based on information that is contained in the advertised bid proposal.

Going into the contracts, there's information under each of the contracts. We'll go into contract 1A. You'll see that this contract is scheduled to go to advertisement next Monday, August 31st. This contract does not have the question buttons because we're so close to advertisement. All the questions for this contract will go through the normal bidding website.

We have specifications up for the 1A contract, but you will not find specifications on all the contracts. We've only put the information that we have available right now. There's also a plan marked roll plan on the website that you'll find helpful. It shows the whole contract on

one plan sheet.

If you click on the construction plans for 1A, you'll see that we have all the construction plans listed. You'll notice that all the information on the site is marked as draft and it's not to be used for bidding.

This is the end of this part of the presentation on the website. Does anybody have any questions before we go on to the project overview?

No? Okay. Next will be Al Marteney.

MR. MARTENEY: Thank you, Diane.

Good morning. What I'm going to present today is just a general overview of the project. I won't get into too many specifics since this isn't a mandatory prebid or anything. Just to kind of orient you to what the project involves, it's about 13 miles of a divided highway a lot like Route 1.

When we're finished with it there will be seven mainline contracts. As Diane mentioned before, it will all be under construction concurrently. There will be

three new full access interchanges, and then at the connection to Route 1 we only have the north serving ramps.

It involves a lot of excavation and embankment. It involves also a lightweight fill component at some locations because of the underlying utilities and other issues. 12-inch Portland cement pavement on the mainline and the ramps, that includes both the mainline and the shoulders.

We have a lot of bituminous concrete roads, pavement on the side roads. There will be steel and concrete girder bridges, a lot of MSE walls. We have PCC box culverts. We have arch culverts. We have emergency access ramps, crossovers.

Another aspect of this project is we'll only have AET, all electronic toll facilities, so we won't have big tollbooths or a large toll administration building on this job. Those AET facilities, we have one on the mainline and one on the north serving ramps at three full access interchanges. Those only involve gantries to support the AET and the

ORT facilities.

There's lighting, signing, all the other stuff, utility relocations. Norfolk Southern is involved with two of the contracts. A lot of drainage and E&S, environmental mitigation, stream restoration, maintenance of traffic.

And we have some limited landscaping in initial contracts. There's some in Contract 3, which is at the southern end that goes into Maryland because of the requirements of the Maryland stormwater management regulations and permits, but after -- not after. As we get towards the end of the construction we'll be getting two other separate contracts for landscaping that the mainline contractor will need to coordinate with.

We've had extensive, extensive public involvement on this project to date. The contractor will be expected to participate in construction informational meetings throughout the contract duration. I will also be putting out updates via the website and

through email notices.

We need to point that all local ordinances will need to be followed including noise. Most of the project is in New Castle County, but we do have a small portion of the project that's within the Town of Middletown limits.

Permits. We have all of our permits. You can see there's a lot of them. Also the environmental compliance sheets, the environmental statements. There's just a lot of information in this contract that you need to read through with the project notes and all of the statements to make sure you understand all of the parameters that you have to function under.

There will be a separate environmental monitor as part of the inspection team to monitor the appropriate conditions. We also have an archaeologist on site, on board that will have some oversight of some of the excavations.

The erosion and sediment control, there will be a separate CCR firm employed to

go over that. There's very detailed construction phasing, MOT plans.

And also we need to point out that through the project development of the plans DelDOT issued this November 24, 2014 supplemental specifications to the standards, which issued a new Division 900. So you need to make sure that you read and understand that. But all the references in the contract documents were not necessarily updated.

We did provide a table to give you a cross reference if we have a pay item from the old standards to what the new pay item is. And one of the big changes is sediment removal is not a separate pay item, but sends it down to the MSI that's being constructed or being installed.

We mentioned the CCR firm. If you haven't been involved with that in Delaware yet, it's a requirement. And any plan changes, we must have those approved before implementing. We have a lot of people that are available to work with you if you want to change the phasing or do something

else other than what's on the plans, but we have to have that approved and in the field office before we implement it.

There is a new pay item, Item No. 900500, an environmental performance incentive (disincentive). This is a fixed price per contract, lump sum. The payment that will be made to the contractor is based upon the ES2M inspection report ratings. So that pay item is in the 1A special provisions that is posted, so you want to understand what's going on with that. It's an opportunity to get incentive payments.

We are also implementing a new item, Item 900501, for borrow area erosion and sediment control and dewatering. This is applicable to some of the larger major borrow sources within the limits that are identified on the plans. The intent of that is that what's inside of these large borrow sources, you are responsible for any E&S measures.

What we're worried about is what comes out at the discharge end, and there's some turbidity monitoring and levels that are

defined in that pay item. We wanted to point out that the violation of the turbidity levels is considered a sediment discharge, and that goes back onto your ES2M inspection report ratings, which goes into the 900500 issues.

We also need to point out that stormwater management facilities, we have to have the CCR present when the certain elements are constructed. We need to have the advance schedule notice, and that schedule needs to be adhered to so we have the CCR person there.

The initial excavation of the infiltration facilities is generally to 2 feet above final grade, the excavation to final grade only after the contributing area is stabilized. So there's some staging there.

The excavation of stormwater management facilities on this project has been incorporated under the 202 excavation and embankment pay item. You don't have a separate pay item for stormwater management excavation. And don't forgot the as-builts.

As Diane mentioned, there is a traffic management plan that has been

prepared. It includes all seven of the contracts. It includes the information that was pulled out of the contract plans, public information and some management.

We'll be watching the schedules for overlapping detours when those are happening. And if you've dealt with a larger project with a TMP, you know that it's a living document that will have the TMP monitor on our staff and make changes as we need to.

Utility relocations, we've got a pretty good jump on those. We expect the majority of the ones that we can get done in advance to be completed either by the end of this year or early into -- or early to mid 2016.

There are some utility relocations that are included in the mainline contracts as pay items. There's others that require work to be done by the road contractor before the utility relocations can occur, and so just read carefully the utility statement, what's going on with each contract.

The electronic files. This is

something that some of you have been very interested in. In addition to the files that are listed on the contract or the project notes, we will also be providing these 3D feature files in microstation.dgn format. That's for the top surface only.

The purpose of these is to use them for the machine grading control under the construction engineering item. And something new, we are looking to make these available during the bid period after you sign a release form. We don't have those ready now, but when the bids go to advertisement we will have a process in place so we can get those out to you if you want to look at them.

We have seven contracts. The contract 3, 1C, 1B, 2A, 1A, 2B, 1D is the vernacular we've been using, and it's a lot easier for everybody to reference those. The contract limits, all of these, they interface, they overlap. There's a lot of details in the phasing and details in the plans how all those contracts come together. There's also a separate toll integrator that DelDOT is going

be contracting for.

So in the prospective bidders notes there will be interim milestones identified for some of this overlapping work when one contractor has to have something done prior to the next contractor coming in and doing some other work. And I'll get into that a little bit more when I look at each one of the contracts.

But, again, just something, the prospective bidders notes, there could be a lot of information in those notes to look at also, and those are in the bid proposal form.

Contract 2A, which is in the middle of the project, we have set up that they will open up the entire facility. They will be responsible for taking over some of the MOT devices that have been placed under the other contracts for keeping traffic off of their completed sections of 301.

And then there's also work that has to get done, for instance, Contract 3, we expect it to be finished about six months ahead of when we're ready to open up 301, and

we'll have a temporary connector between new 301 and existing Summit Bridge Road, and 2A will have to come back and remove that to get traffic up on the new facility.

The northern long-eared bat was just recently classified as threatened, which the resource agencies and permits, we can have no clearing of trees of the potential habitat between those dates. So DelDOT is looking to put out an advance clearing contract very soon to clear the areas this fall and through the winter before April of the areas of potential habitats.

These aren't individual trees. These are areas that are in more heavily wooded areas. That contractor will only perform clearing, cut the trees, and let them lay. Then the road contractor will be responsible for coming in, removing them, and properly disposing of them.

We'll have an advance clearing of any trees 3 inches in diameter across or greater. We'll leave it at a stump about 2 to 4 feet high so that the road contractor can

come in and perform the grubbing that way.

As we're doing this advance contract, part of the permit conditions is we have a resource protection fence. It's basically the orange construction safety fence with a sign that says no trespassing beyond this.

We'll have some of that installed as part of the advance contract to make sure we don't go beyond the limits of what's been permitted, and we're looking to leave some of that up. The road contractor can take that over.

As I mentioned, the mainline pavement is going to be 12 inches of PCC pavement over 4 inches of PTB over 6 inches of soil cement over 12 inches of borrow, type A capping. Basically the same paving section that we had on the mainline for Route 1, except for 301, again, the concrete shoulders is included.

In cut areas we have done an extensive subgrade investigation, materials investigation. We see some of these areas

that were in excavation below subgrade will be eligible for acting as the type A capping.

We have an underdrain detail. The pavement joint layout details are also included, and there's an update to Section 501 for the concrete pavers and the concrete pavement.

The paving details are a little different than what we have on Route 1. The typical joint spacing on 301 is going to be just 15 feet, and we're not sealing the joints. As we mentioned, the same pavement section is going to be used for ramps.

It's a fairly large earthwork job, over 5 million cubic yards total. The majority of the material is going to be obtained on site through these major borrow sources that we identified. There are grading plans and conditions for each one of the borrow sources on what can and can't be done within those limits, and there's lots of notes and parameters in the plans.

We have detailed earthwork summaries that break down the projects per

section and also per construction phase, and we are identifying some critical survey elements that we need to pick up during the construction so that we can track and account for the earthwork as it's going along. As we get closer to the end, we'll discuss that.

We have a large mitigation site that we have to excavate down to the bottom elevation and get the acreage out of. We have some flexibility on the side slopes, but that's all dependent upon what our final earthwork utilization is.

We have bridges at 24 location, everything from large pipes to box culverts and precast arch. We're widening the Route 1 bridge over Scott Run. We have both steel and concrete girders. We have pile alternatives. The contractor is responsible for the dynamic pile testing and signal matching.

Again, in the prospective bidders notes there is a concrete shrinkage reducing and compensating admixture that is to be added to the concrete for the bridge superstructures and parapets and our roadway barriers. We

have MSE walls. Also some bridges have just the concrete wall abutments.

We also have an extensive settlement monitoring plan, requirements to go in, settlement devices to be installed by the road contractors, and we have a temporary surcharge at one location.

Now this is the video that's available on the website. I'll see if I can get it to run. What this is is an artist's representation prepared by RK&K. The line shows a representation of what the existing ground is. Then as we go along, the video shows what our final product will look like.

Here we're just coming north of the Maryland line. There's the weigh and inspection station. Strawberry Lane is down below there. Come along, Warwick Road is off to your left. We'll come up and we'll see the gantries for the mainline. AET toll facility as we're right there. Again, you see most of this is out on farmland and open territories.

We'll be coming up here where we have our South Middletown, also known as

Levels Road interchange. It's a full diamond interchange. And the north serving ramps, you see the gantries again for the AET facilities.

Along this area, we're coming north, you'll see a berm on the right-hand side as part of the public involvement and commitments that we've need them on Bunker Hill Road. It comes up here just going through farmland and some forestlands. It's wide open work.

See there to the right, that is a future spur road. We're just doing some embankment there for it now and widening of the grading on mainline 301 to accommodate that future expansion. There's no work on that as of yet. And it keeps going along. This is Armstrong Corner Road.

And then we'll come up, and this is the North Middletown interchange. There's some roundabouts there. And we'll curve over. We'll go over Summit Bridge Road. Summit Bridge Road gets dualized under the 2B contract. We'll go over the Norfolk Southern railroad. This is in the 1C contract limits.

We'll come here and we'll turn north here in a minute. That's the bridge over Drawyer Creek. You can see this is Cedar Lane off to the right, Cedar Lane Elementary School. This area of farmland over to the right here. South of 896 is available for contractor staging. Boyds Corner Road, 301 up north Boyds Corner Road. Coming up there we have a wildlife culvert just north Boyds Corner Road.

And then we'll turn here to the east in a minute as you head over to Route 1. This is coming up on the Jamison Corner Road interchange. The Whitehall development is off to the left on Lorewood Grove Road and Jamison Corner Road. This is a full diamond interchange, ramps on the north serving end, gantries for the AET facilities.

And we'll come up here. That's just about the limits. Hyett's Corner Road. It's a very deep cut there, 20 feet. That's for some utility relocations have to occur after the road contractor has done his excavation, and there's some items in there

for the contractor to do.

These are the ramps coming off. This is what we call the big bridge up and over Route 1 northbound ramp. And it comes over, merges in with the relocated northbound ramp for 13. There's a new bridge over Scott Run as well as the widening of the southbound SR1 bridge over Scott Run.

So we think that video is very helpful to help you visualize.

So heading from south to north, I'll just give a brief overview of each one. Contract 3 extends into Maryland. It's about 3.7 miles of mainline work. Mill and overlay as well as other work in Maryland. We have ramps to and from the weigh station.

The weigh station will be closed during the construction, but there are some weigh-in-motion items that have to be addressed that are associated with the weigh station.

There's about a little over a million yards of earthwork. Bituminous concrete roads are labeled there. And there's

an interface with Contract 2A at the interchange here, and we have provisions in the contract for the Contract 3 drainage that has to discharge up through there as well as just access issues in that area.

There are two bridges in this contract. They're very similar except for the width. The lengths are very similar, you see. One thing we want to point out is down on the Strawberry Lane Bridge down at the bottom just north of the Maryland line there are aerial 138kv and 230kv aerial lines that go right over the bridge location.

There are no outages that are going to be allowed on that bridge. We have details in the plans that show required 20-foot clearance to those lines as well as allowing for a 20-foot blowout for the sway during windy conditions. Both of those have pile alternatives that Jim will talk more about a little bit later.

I just want to mention that most of the bridges have bid options on the piles, one type or the other.

The major borrow source for this project is at the Levels Road mitigation site, which is off to the west of the South Middletown interchange. Contract 3 and Contract 2A will be working in the area at the same time.

We basically divided it in half so that Contract 3 has access to these areas on the south side of the borrow site. This is the large wetland mitigation site also. And there will be milestones for the Contract 3 contractor to complete his work within each one of those two areas, Areas 2 and 3, to then allow the Contract 2A contractor to move into those areas.

And Contract 2A, this is our biggest contract. This is 4 and a half miles, building the half of the interchange, grading only. North Middletown interchange is grading only. Several bituminous concrete roads, Bunker Hill Road.

Bunker Hill Road also has a temporary run around road to maintain traffic. We're not able to close that road down except

for very short periods of time to make the tie in because of the traffic. That's also where Appoquinimink High School and Bunker Hill Elementary School are located.

There's some Summit Bridge Road phasing when we get to that project, that end of it. One of the initial phases is doing that work. There is a relocation of the Drawyers tax ditch that has to occur, and we need to phase that across Summit Bridge Road as well as extending it underneath of the 301 mainline embankment.

You can see the direct interfaces with Contract 3, Contract 2B, which is working on Summit Bridge Road, Marl Pit Road, and Armstrong Corner Area, and, as I mentioned, this will be opening 301. We'll have a big day to open 301 in three years from now.

Then we have bridges at ten locations. This is how they're listed in the contract plans. The 301 over Norfolk Southern Railroad is a little unique in how it's getting constructed. The north embankment on the north side of the railroad is being

constructed by Contract 1C. They're also building some elements of the abutment, basically the MSE walls and the pile casings.

There are provisions in the contract then for Contract 2A to have access to that area off of 896 for a period of time. There's a milestone in Contract 1C for them to complete their work.

Maintenance of railroad traffic is a requirement, and not only just coordinating the flaggers and telling the railroad what, we're going to have to tell them how we're going to do it. So there are erection procedures and submissions we have to make to Norfolk Southern that would prove to them that your crane's not going to fall over when you're doing your lift.

Associated work with this is the 301 over Summit Bridge Road. It's a two-span, concrete girders, pile alternatives. And, again, because it's over the dualization that's been done on Summit Bridge Road, there's a lot of phasing and temporary road work to shift traffic around.

Armstrong Corner Road is a simple 90-foot single span. One of the issues there will be coordinating the hauling from the source here to the area in between Armstrong Corner Road and Summit Bridge Road to build the interchange area.

This is a mistake. Bunker Hill Road should be over 301, not the other way around. It's a simple two-span. Again, I mentioned that there's a temporary run around road, and we also have to maintain vehicles as well as pedestrian and bike traffic.

We have some bridges over these tributaries and small sandy branches. That's at the south end of the project. And maintenance of stream flows at those locations.

301 is over Sandy Branch. Same thing as I mentioned, over the streams have concrete abutment walls.

And the 301 over connector road, that's the one up at the North Middletown interchange. Again, it's a single span, MSE walls and H piles.

We also have 301 over Drawyers Ditch. This is the box culvert I was mentioning that goes under Summit Bridge Road as well as the embankment. It's 507, almost 508 feet long. And in some of these larger culverts as you go into the plans you'll see that there's a requirement to place channel bed fill inside of the culverts, so you need to consider how you get that in there. Then we have a precast concrete arch, 42-foot at Ramp C.

Major borrow source again at Levels Road site. 2A will have initial access to the northern area, Area 1 on the north end. After access to Areas 2 and 3 of Contract 3 per the milestones will be identified in the contract.

As I mentioned, there's some flexibility on the final side slopes in some of the areas to balance the amount of earth that will come out of there, but there is a final grade elevation and a final bottom area that we have to achieve for the permit conditions.

And we do have an excess stockpile area on the Contract 2A contract which is along the spur road south of Armstrong Corner Road. The stockpile area, as I mentioned, is along this area south of Armstrong Corner Road.

Contract 2B is doing the dualization of Summit Bridge Road, also has some widening of Armstrong Corner Road and Marl Pit Road. The intersection with the connector road here, and that coordination is a direct interface with Contract 2A.

Again, we expect this 2B contract to be completed before we're ready to put traffic up on the new mainline, so there will be some traffic control devices that the 2A contractor is expected to take over from the 2B contractor and then open up traffic on the road.

The 1C contract is on the north side of the railroad up to 896. It's about 1.8 miles. Access to this area will be from 896. Interfacing with both of the contracts on either end of it.

It has five major borrow sources. I've identified them here in these purplish areas. The one area that's off to itself is just a wetland mitigation site. There's just some very minor grading to be done there, also some plantings have already been installed there to bring that field back to a wetland mitigation site.

Again, can't emphasize enough that each one of the sites because of the permit conditions have requirements, grading plans, the limits of how deep you can go and how deep you can't go. So please read those very carefully.

We have three bridges within this location. One is a bridge over Drawyer Creek. There are dual pipes. These are 190 feet long, concrete outlet walls. It's off of the existing stream alignment. We then have the stream relocation and a lot of specialty items that go along with that stream relocation.

US13 over Drawyer Creek, that's the traditional 140-foot single span, concrete girders. This one does have a temporary

surcharge location, and we'll have to monitor the settlement that goes with that.

And we talked about the northern part of the 301 over Norfolk Southern Railroad. That's doing the walls, the pile casings that go in with the walls. And they'll also have to have maintenance of railroad traffic requirements.

The 1A contract, showing the limits there in green. It's the first one to be advertised next Monday. About 3 and a half miles. Interchange Jamison Corner Road with some roundabouts.

The Jamison Corner Road also has a temporary run around road. That is essential to maintain traffic in the area before we can close down Hyett's Corner Road to start hauling out some of the major borrow sources that are north of Hyett's Corner Road.

St. Georges Technical School has been very involved in our project here. We would like to get the berm that we have designed built as soon as possible.

1.6 million cubic yards of

earthwork. Again, as I mentioned, at Hyett's Corner Road there is a very deep cut on the south side of Hyett's Corner Road. We show that the contractor is to excavate and provide a utility corridor in that area.

The contractor will then be installing conduit and manholes and casings for various utility companies, both south of Hyett's Corner Road and north of Hyett's Corner Road. So that's got to get done.

The utilities will be furnishing those materials for you to install, but we've got to get those done so then the utility companies can come in and complete their work before we can complete the excavation of the existing Hyett's Corner Road where the utilities are now located.

We have three major borrow sources. They're all north of Hyett's Corner Road. The Village of Scott Run West and Village of Scott Run East are both to the west of the new 301 alignment. Hyett's Corner LLC is in this area here. There's just a small shallow, I call it shallow grading for that

area.

These areas, especially the Village of Scott Run West and East, all three of them are adjacent to Scott Run, which is very important to the resource agencies, so there will be a lot of people interested in what happens in those. And, again, there's parameters and requirements in the contract documents of how the excavations have to be performed in that area.

There's a milestone on this project to have the work done. It needs to get done to complete 301 to be open to traffic. The duration of this will extend a little bit further than that for everything that needs to get done.

We have bridges at seven locations on this contract. There's one over the unnamed tributary north of Hyett's Corner Road. It's a precast concrete arch 60 feet long.

Hyett's Corner Road over 301, and then Hyett's Corner Road over Scott Run. Especially those, the embankment for those and

these bridges are identified to be done later in the contract after hauling out of the major borrow source has been completed.

We have 301 over Scott Run. Very long two-span bridges, steel girders. Over Jamison Corner Road it's a very long single-span bridge. We have 301 over 896. This is another single span.

Then we have this wildlife culvert. It's a precast concrete culvert. It has an open bottom, and it has cast-in-place foundations. Inside dimensions are 23 by 17, and it's 160 feet long. This is meant to allow wildlife passage in the future.

You need to take a look at the details of those. It's not just as straightforward as the box culvert that was mentioned here. Inside of that box culvert there's riprap, stone mix, and channel bed fill. Just make sure you understand what's going on there.

Contract 1B is going to construct the northbound and southbound ramps to Route 1, make the connections to Route 1. We also

have to do some relocation of US13 to accommodate the new northbound ramp as it goes in between US13 southbound and northbound Route 1.

We have some pretty extensive MSE walls along that northbound ramp in that area once it gets onto the east side of Route 1. It was on the west of 13. There is some very large barrier walls on Route 1 at the bridge piers.

We have migratory bird restrictions that's applicable to both of the bridges over Scott Run. Look at the parameters for that, either starting work or continuing work or we need to do some netting before the season occurs to prevent the birds from nesting.

The one major borrow source is also over on the west side of the new 301 alignment. We have provisions to haul out of that area down along the east side of new 301 that's in the 1A contract to come onto Hyett's Corner Road.

But there's a lot of hauling that

needs to occur from that borrow source over to the west side of Route 1 in order to build that embankment that we talked about and the MSE walls.

The other bridges on 1B, we have the southbound bridge over Scott Run. That's a widening of an existing bridge. It matches up to the existing two-span concrete girders.

The 301 northbound over Scott Run, same length but it's a new bridge, so we do have the single span.

And the big bridge that we talked about. This is a snapshot out of the animation. It shows 4 spans, 695 feet long. It's curved. That has the PCC post tensioned pier caps with 8,000 PSI concrete. There's one of those pier caps over southbound Route 1 and then another one over northbound Route 1. Also incorporating high performance steel. And, again, a lot of MSE walls associated with this project.

The 1D contract is south of the US13 work that's under the 1B contract. It is also building a portion of the Ramp R, which

is relocating the existing northbound ramp from 13 to SR1 down to Port Penn Road. We have a realignment of Port Penn Road.

We're adding through and turn lanes on southbound 13. We're adding a very long left turn lane on northbound 13, relocating access to the toll building and parking lot reconfiguration, water and sewer services to the toll building.

And because of the utility relocation by Eastern Shore and DP&L Gas impacting the toll plaza parking lot, we need the 1B contractor on board to help with the maintenance of traffic and abatement of that. So that's described in the phasing of this contract.

That's the end of my presentation if anybody has any questions. I know you've got some questions.

UNIDENTIFIED SPEAKER: Is the tolling equipment a separate contract, or is that integrated into each contract?

MR. MARTENEY: The tolling equipment will be provided by the separate

toll integrator. What we're building under the road contracts is the basic infrastructure, conduits, and those kind of elements.

There will be milestones and information in the contracts for when the road contractors need to have that work completed including some of the road pavements in order for the toll integrator to come in, install his equipment, and test it also.

UNIDENTIFIED SPEAKER: Do you know approximate prices of each of these contracts?

MR. MARTENEY: We do, but I don't know what we're -- I don't have it off the top of my head.

UNIDENTIFIED SPEAKER: Would the information be available, just a range?

MS. GUNN: We have the total amount. I don't have it now. We don't have it right now.

MR. MARTENEY: Ask the question, and we'll see about getting those to you.

UNIDENTIFIED SPEAKER: Thank you.

MR. MARTENEY: Anybody else?

UNIDENTIFIED SPEAKER: Is all the right of way clear?

MR. MARTENEY: We have access, right of entry to 95 percent, 99 percent of the right of way. We expect to have -- we have right of way statements that say the right of way will be clear. So when we go to advertisement that information will be available.

Anybody else?

Thank you. And now Javier.

MR. TORRIJOS: My name is Javier Torrijos. I work for DelDOT. I'm the assistant director of construction.

And a lot of concrete, a lot of dirt, a lot of bridges, big bridge, and a lot of environmental requirements for the work in Maryland, so we're pretty excited about this project. So I'm going to introduce basically how we're going to manage this project from the construction standpoint.

As you can see here, FHW, Mr. Dan Montag, Dan, if you could raise your hand,

he's going to be basically our point of contact for this project. And Rob McCleary, our chief engineer, is going to be the head of this project.

Everything in blue that you see here is all DelDOT employee, and then the orange color is basically the GEC that consists of Century Engineering and RK&K.

And then at the very bottom you'll see the green color there is basically our inspection consultant staff that we're going to basically hire four consultants to manage the seven projects. Each one of the consultant firms is going to have two constructions projects except one which is only go manage Contract No. 3.

So in orange right in the center, basically this project has basically three teams. You're going to have engineering support, which consists of the environmental group. You're going to have the environmental monitor. You're going to have CCR folks.

And also, it's not listed here, we're also going to have an E&S stormwater

engineer, and that person is basically going to be the liaison between the field folks, the environmental monitor, and the E&S CCR guys.

As many of you know, the CCR guys, all they do is just strictly report on the conditions of the project. They don't offer any recommendations. They strictly rate your project. So it's extremely important when issues do come up that we have someone who can help us address those issues, and that's going to be the E&S engineer, stormwater engineer.

In the center of the orange is a construction manager, and that is going to be managed, as I said earlier, between the staff at RK&K as well as Century Engineering. We're going to have the scheduler, who's going to basically analyze all of contractor schedules that are submitted on the project.

And the chief of survey is going to be extremely important because we're going to monitor all the dirt work moving operations on the 301 project. Any changes, as Alan had alluded to earlier, have to go through an

approval process when it comes to traffic or TMP, and that's going to be also run through that office and obviously through our section at DelDOT.

We're also going to have earthwork and pavement. There's a lot of conduit and dirt moving operations, and we want to make sure that that individual works very closely with the contractors doing the job, making sure that the embankment is placed properly and that the project is monitored very closely from that standpoint.

Then the third part of this house is basically design side. On the design side, Mark Tudor, who's basically the lead on the US301 along with Diane Gunn, and we have folks who are going to managing basically the design side, all the shop drawings, all our client submittals, any design changes and design issues that come up are going to be handled through the GEC through Alan Marteney.

And the TIFIA budget manager is -- obviously this is a project where we did TIFIA money, and so working with FHWA and the

U.S. Department of Transportation we have to report on the expense on this project. So that has to be very closely monitored.

Then we go to the next here, the very bottom here -- I'm sorry. I forgot to mention above the GEC construction managers we have basically two group construction engineers that are going to be responsible for both projects -- for the entire 301 project, excuse me. Section 3 and Section 2 will be managed by Jon Ledger, and Section 1 will be managed by Chris Costello.

Then the area engineers, they will be DelDOT. And right below that we're going to have -- each one of those are going to have a project resident. So we're going to have a total of four project residents who the consultant inspection staff is going to report directly to them.

This is extremely important. As we move along the 301 project in the construction phase, it's important that we're very proactive with the public, communicating with the public.

We will be having construction informational meetings with the public, and it's important that the contractor staff be there as well and provide information as far as timing, work activities that are being conducted throughout the US301 project.

And it's also important to note that there sometimes might be issues that are anticipated during construction, but the public is going to be asking questions, so we certainly will be handling those questions, but we'll ask contractors to participate.

Also on this project will be a number of audits that will be performed during construction, not only by the state. This is the state contact, PJ Henry. We have his information if you have any questions regarding handling audits.

But also this project is going to have a PODI requirement for oversight on some of the projects, semi oversight on some of the projects, and so Dan will be setting up that criteria, and he will be doing his audits as well on the project.

Do we have any questions?

Thank you. And I'm going to hand it over now to Jim Hoagland.

MR. HOAGLAND: Good morning, everyone. Thanks for coming out today.

I want to talk about contractual issues, and these are the individual projects once they're released for advertisement. The first thing we'll point out is the internet site at the top. The bids.delaware.gov, that is the website where all Delaware agencies advertise their projects. That's where these projects will be advertised.

Make yourself a little familiar with it before next week when the first project is advertised. You can sort down in this blue bar. When you get to that site, you can sort by any of these titles. I suggest you sort by the agency. You'll see all DelDOT projects together, and you'll find any project that we have advertised. Of course you're looking for the Route 301 project.

A reminder to bidders that don't currently do work with DelDOT is you must be

registered with us to submit a bid. And to do that we ask that you go to dot-ask@state.de.us. Just tell us you're interested in registering. We'll guide you to the website that's on deldot.gov for registration information for contractors.

You can register at any time. You must be registered to submit your bid. Registration only takes a day or so. It's a really short form for registration. But we must have that in hand prior to your bid.

The other thing I want to mention is once a bid is advertised, there's going to be an email address for questions for that particular project. And different projects will have different email addresses for questions, so make sure you concentrate on which contract you're looking at, direct those questions to the specified email address. There are a few times we'll have more than one contract advertised at the same time.

Also on the informational website that Diane was showing us earlier today, make sure you don't count on items that are

addressed in there as part of your contract. Your contract document that you're bidding on, questions and answers have to go through the website or the email address that's referenced on that contract.

And questions will be asked and answered and posted same place here at bids.delaware.gov, and we'll be refreshing those questions and answers frequently during the advertisement.

There are DBE trainee requirements for this, and there are DBE goals established. And each project may have different goals and different trainee requirements. So, again, concentrate on the contract that you're working on the bid for those requirements.

There's a website here that you can go to to request information. Generally any information you need from DelDOT is at deldot.gov, and go under the Information tab for most of the areas that you're going to be looking for information on, DBEs, general bidding requirements, that type of thing.

If you have questions regarding DBEs or anything for a particular project, make sure you use that project's email address for your question, and we'll route it to Ramon's group, our DBE contract section, so they can address that, and we'll post the answers.

Now, for the DBE trainee requirements, if the contractor bidding on it has DBE trainees, they'll be listed on the contract itself. You'll see there the number of hours in the bid documents.

And reminder that you must, if you are the apparent low bidder, you must select proposed trainee plans within ten days after the bid. So make sure you're working on those ahead of time. And if you need more information on that, again, refer you to the website for our DBE group.

And the ten-day requirement is a federal requirement for us. It's part of our program plan. So if you are the apparent low bidders, you can start working right away for each contract.

Separate from the DBE contract there's also a craft training prequalification requirement. The craft training prequalification requirement is addressed in each particular contract. The requirement calls for each bidder to have documentation presented with their bid that they have met the prequalification requirements. They'll be listed in each of the contracts for details.

And this applies to all prime contractors and all subcontractors. Subcontractors that you submit with your bid as well as any subcontractors that are added later are required to conform with this craft training prequalification. There's a separate form that will be part of the bid documents that you'll have to submit for that.

The requirements for the prequalification is that the program has to be an approved craft training program, approved by the State of Delaware Department of Labor, the U.S. Department of Labor, or any other state Department of Labor that you're participating in. There are steps outlined

here, and they will also be outlined, of course, in the contract itself.

What is the definition of our prequalification requirement? The form that will be with the bid must be received. We must also receive your certification of craft training enrollment as well. If you don't already have that, there's steps outlined in the contract and in this box here that outline it.

So this is not something you want to wait until the last day or week. You want to get on this right away. Delaware Department of Labor will be reviewing and answering any questions you have with it. Their website or email address will be in the bid documents. Turnaround time, Kevin, I believe you thought was two, three weeks.

MR. CALIO: Optimally a week, but preferably two or three weeks.

MR. HOAGLAND: Optimally a week. Maybe two or three weeks to get your certification in. So make sure to start on that right away if you're not already

participating in a state-approved or federal-approved craft training program.

This is Kevin's contact information if you have questions certainly regarding the craft training requirement.

And, again, your craft training documents must be submitted with your bid. By state law we cannot accept your bid if those documents do not accompany your bid. So if there's any questions on those, the website on each contract will address that as well. But do not wait until the last week to try and get that process started.

There's quite a few other documents that are required to submit with your bid as well. Each of those will be addressed in your contract for each project.

And, again, remember that if you are registered in another state DOL, all you need from them is your proof of registration or certification that you are a participating member of a program.

There's a picture, a small picture. The form is very simple. That's the

form that must accompany your bid. Of course you have to fill it out first. But then make sure that accompanies your bid.

In DelDOT for each of our contracts when you go to the bids.delaware.gov website, you'll have all the documents electronically available to view on the website. All the plans will be up there. The main bid document proposals are up there. Any background information you need for that particular contract will be up there.

It's the same version that the contractors who are interested in bidding, when they notify us by email that they're interested in bidding, we'll put them on a bidders list and send them a disk of information. And that disk of information is the same information really that's posted on the web with the exception of watermarks. They're removed for their use.

But that is the requirement, that you let us know, make sure your company appears on the bidders list. The plan holder list is what it's called on the website. If

your name's not on that list, we cannot accept your bid. And that happens once you register with us and request a bid package.

And you cannot use any of the items from the website to submit your bids. You must use the documents off your website. I'm sorry. Off of your disk that we send you.

There is one clarification to the prequalification. And there is a portion of the Delaware craft training program that is being addressed temporarily. So right now this Section 3.1, which you'll be reviewing in your documents, contract documents, is not enforceable right now. But, again, follow that information from the website and what that entails.

One of the websites will also have federal prevailing wage rates for Maryland. We are actually operating into the state of Maryland for that one project, so you will have the Delaware wages that will be in that contract, but once you're working inside of Maryland, you'll use the higher -- actually, you'll use only the federal wage

rates that are required from Maryland for working in Maryland.

So it's going to be some recordkeeping for you because the contract covers both Delaware and Maryland. When you're in Delaware's side you must use the higher of the federal prevailing wage rates or the Delaware state rates. But all three will be in that one contract.

Al mentioned options for pile alternatives. In the bid documents you'll see option one, actually pile alternates option one and two. You must bid only one of those options. If you are going to put language in there, if you mistakenly bid both, the options we're going to -- if you fully bid each option, we're going to use the lower of the two and disregard the higher of the two.

But we really want you to leave the section that you're not going to base your bid on, leave that section blank. There's only, like, four, five items in each of those sections. So on the option, pick one of the two options, fill out the bid for that option,

and leave the second option blank.

There are what we have called breakout sheets. Breakout sheets are detailed -- contain some detailed information that are based on bid items. The breakout sheets must be submitted; however, you have -- you can submit the breakout sheet with your bid or within seven days of your bid to contract administration.

Any errors, if your bid sheet item does not match your item bid on your bid sheet, then we will send you your breakout sheet back to make corrections. It must equal the bid amount on your bid.

We are going to request escrow bid documents for this project. On our deldot.gov website there's a section if you look under information and publications, there's our standard specifications. August 2001 is our current specs.

And there's a section in there, I think it's 103.09, that details how that process occurs. It's a little bit long, but just cover that and make sure if you are the

apparent low bidder those are the documents that we'll be looking for and process that we'll use to put those into escrow.

And questions during bid advertisement, again, the particular project has its own dot-ask email address, so make sure to go by what's in that contract for your questions and answers when you email them in.

Does anyone have questions?

UNIDENTIFIED SPEAKER: Will this presentation be available?

MS. GUNN: Yes. We'll post this. It'll be up on our contractor website by tomorrow, and then the transcript will be available a week later, the following Tuesday.

MR. HOAGLAND: I'll take questions on the section I just presented. Then we'll have general questions.

UNIDENTIFIED SPEAKER: Can you post Excel versions of the schedule of the bid items in advance of the advertisement date on the information website for each contract or at least unlock the PDFs?

MR. HOAGLAND: You mean of the

ones that are there?

UNIDENTIFIED SPEAKER: Yes. You have schedules of items, and there's nothing we can do. We'd like to plug the jobs ourself, but we can't do that.

MR. HOAGLAND: We'll get back to that and answer that on that website question-and-answer section. We'll post that answer.

UNIDENTIFIED SPEAKER: Do you have an estimated time of award after bids are received?

MR. HOAGLAND: Traditionally it'll be within 30 days after bids that we'll have an award made. Of course, at the time of bid we have an open meeting, and the apparent low bidder will be known at that time.

UNIDENTIFIED SPEAKER: You said that you had to be on the bidders list in order to bid on this project. I'm sure there are going to be several joint ventures bidding on them. As long as the individual joint ventures are listed, is that acceptable?

MR. HOAGLAND: If you're actually

going to have a joint venture, there is a little different process for that. So you'll want to contact us at that project's bid question site for the details on that. It's just a different form that's utilized for your submissions if it's truly a joint venture, not a prime/sub-type arrangement. And one of the things we'll require is joint legal entity documentation.

Al, did you want to clarify?

MR. MARTENEY: Yes. One thing I wanted to clarify about the bid items that are on the website now, you'll notice that the same item is listed many times. In the bid proposals that we put out we're requesting prices for each individual bridge.

So like superstructure will be a set for each bridge will be a separate bid. The same pay item, but it'll be a separate bid in each one of these different categories. So if you look at the bid item list or the item list that's on the contractor information website now, that's why you see the same item listed many different times.

And sometimes some of those items will be in category one, which is the roadway items also. So just so you understand why there's the same item listed many times.

MR. HOAGLAND: From a contractual point of view, I urge you to disregard the general information website if you're preparing your bid and go strictly by the bid documents. There will be no defense to I thought that's what you said on your information website because that does not hold any weight once the contract's advertised.

Any other questions about the contract aspects?

UNIDENTIFIED SPEAKER: Jim, in light of ABC suing New Castle County over the craft labor trainee program, are you guys worried at all that it could delay the opening of bids or starting of the bids?

MR. HOAGLAND: We're not. We have our eye on it, but we'll have to wait and see what happens there.

Anything else?

Okay. I'll turn it back to

Diane.

MS. GUNN: That web address that we have up here, it's the longer version, but the shorter version is on your agenda. It's the us301.deldot.gov. It's a little bit quicker to go to.

You can find a lot more information on our website. We have a lot more info on our financial approach, and we will be following a due diligence process. We'll examine the first two contract bids, and we'll also look at the final bond ratings and the current interest rates prior to settling the toll revenue bonds.

If there's any more questions, you can visit our contractor website and ask questions through there. Again, the presentation will be online tomorrow, and then the transcript will be up about a week later.

That's all we had for today. Thank you for coming, and thanks for your attention.

UNIDENTIFIED SPEAKER: For the financing of those two contracts, if they come

in higher than their anticipated cost, is that going to jeopardize the contracts?

MS. GUNN: It's a combination of a lot of factors, interest rates and our bond ratings, so we're going to be looking at everything together. So I can't tell you an exact in terms of what will be the deciding factor in it all.

UNIDENTIFIED SPEAKER: But after the first two contracts are bid, that's when you'll make a decision?

MS. GUNN: Yes. Yes. We'll be looking at it after the first two contracts.

UNIDENTIFIED SPEAKER: When is the second one advertised?

MS. GUNN: The second one will be coming out in September, in mid-September.

MR. HOAGLAND: I wanted to make one clarification regarding the DBE goals. The forms that you submit to meet your DBE goal at the time of bid must also be craft -- meet the craft prequalification requirement in addition to the DBE requirements, just to clarify that.

Anything else or anything?

UNIDENTIFIED SPEAKER: Jim, on the Maryland job do we have to have Maryland DBEs along with Delaware?

MR. HOAGLAND: Ramon, I'll defer that to you.

I don't believe so. It's our contract. If that changes, we'll certainly spell that out in that contract.

Okay. Thank you all very much.

(Meeting concluded at 11:24 a.m.)

REPORTER'S CERTIFICATE

I, SUSAN ARNOLD YODER, Registered Professional Reporter and Notary Public, do hereby certify that the foregoing record, pages 1 through 64 inclusive, is a true and accurate transcript of my stenographic notes taken on August 24, 2015, in the above-captioned matter.

IN WITNESS WHEREOF, I have hereunto set my hand and seal this 28th day of August, 2015, at Wilmington.

SUSAN ARNOLD YODER, RPR

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