

THE STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION

RE: Contract 26-073-03

FAP No. BRN-S050(14),
Replacement of Bridge 3-156
SR1 over Indian River Inlet

July 26, 2006, 10:30 a.m.

Informational Meeting

DELDOT ATTENDEES:

John V. Eustis, Jr., Contract Services Administrator
James Hoagland, Consultant Control Coordinator
Douglass Robb, P.E., Supervising Engineer, Bridge Design
Dennis M. O'Shea, P.E., Assistant Director - Design

An Informational Meeting held on Wednesday,
July 26, 2006 at 10:15 a.m. at the DeldOT Administration
Center, Farmington Conference Room, 800 Bay Road, Dover,
Delaware, reported by Lorena J. Hartnett, a Registered
Professional Reporter and Notary Public.

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1 MR. EUSTIS: The first order of
2 business, cell phones. I hear one now. Either
3 turn them off or put them on manner mode. If you
4 decide to put them on manner mode and answer a
5 telephone call, do not answer it until you get
6 out of the room. Okay? You are here for a
7 purpose. Let's maintain that. You ready?

8 Good morning. My name is John Eustis.
9 I am contract services administrator for DelDOT,
10 and this is an informational meeting for Contract
11 26-073-03, Replacement of Bridge 3-156 on SR-1
12 over Indian River Inlet, and this is, indeed, a
13 design-build contract.

14 I am going to go over just a few things
15 before you get a chance to talk to the engineers.
16 A couple of the things that I wanted to talk
17 about is the schedule. I would assume that most,
18 if not all of you, have copies of the RFQ.
19 Anybody not? Okay, good.

20 Probably the most important thing that,
21 the second most important thing you are going to
22 want to know is when is the last time you can ask
23 me a question, and that would be on August 9,
24 2:00 p.m. That gives me five days to respond to

1 the questions, and we will be issuing any final
2 addenda or questions and answers on the 14th of
3 August.

4 The statements of qualification are due
5 here August 16th. Now, for those of you that
6 aren't familiar with me and my process, I think I
7 asked for them to be back at 2:00 p.m. local
8 time, and for those of you that have cell phone
9 service with Verizon, you will know what time
10 2:00 p.m. is. If you don't know what time
11 2:00 p.m. is, give me a call.

12 If you are ten seconds late, I am not
13 taking it. That's the only way I can be fair
14 about this entire thing. 2:00 p.m. is 2:00 p.m.
15 is 2:00 p.m. It doesn't make me the most popular
16 person all of the time, but you are big boys and
17 you can handle that. Okay?

18 As you can see, this meeting is being
19 transcribed, and I have a court reporter here,
20 and when I get the copy of the transcript back,
21 it will be posted on the Internet and I will
22 e-mail copies to those of you that I have
23 e-mailed RFQs to.

24 Also, along those lines, if you have any

1 questions during the course of this meeting,
2 there is a couple of rules. One, my preference
3 is that you ask questions when you think of them,
4 and that way you won't forget to ask it, or I
5 don't want to put you off to another time, so
6 when you come up with a question, ask it. If I
7 can respond to it right away, I will. If not, I
8 will get back to you when I can, or they will
9 have to respond to that.

10 The other thing is, being a
11 transcriptionist with only two hands, she can
12 only type what one person is saying at a time.
13 So one person at a time, state your name and who
14 you represent, and then you can go on. So that
15 will work great. As I said, a copy of the
16 transcript will be sent in PDF format to you
17 after this is over.

18 If you have not had a chance to download
19 and look at the RFP, that is on the DelDOT
20 website, which is deldot.gov. There is a link to
21 the Indian River Inlet project. Please get that,
22 review it. It's only 360 or ninety pages or
23 something like that. It shouldn't take you too
24 long. We really are serious about wanting to

1 have comments back on that RFP. And if you have
2 questions or comments about the RFQ, I will take
3 those too.

4 I mean the goal here is when we get to
5 the end of this process, we have three qualified
6 proposers and at the end of 2009 or 2010 we have
7 a bridge standing there that people can drive
8 across. It's very, very important to us that
9 this be a successful process, and it's very
10 important that you participate in making it a
11 successful process.

12 So, to that end, like I said, the last
13 day to submit questions on the RFQ is August 9.
14 When we actually get the RFP out officially, we
15 will set another deadline.

16 There are some things that I would like
17 to be open about in terms of joint ventures and
18 those kinds of things. If you are planning to go
19 that way, some of the forms that are in the RFQ
20 are not necessarily set up for joint ventures.
21 If you want me to modify those for you, I will be
22 happy to do it.

23 There is a couple of things that refer
24 back to the RFP that are included in the RFP, and

1 that's the standard, standard specification for
2 road and bridge construction. That is
3 incorporated by reference. If you don't have a
4 copy of it, there is two ways you can get it.
5 It's 42 bucks. They are available at our office,
6 at my office, or they are on the deldot.gov
7 website under forms and publications. And this
8 is the 2001 version.

9 We don't still have the '98 version up,
10 do we?

11 So, if you want to just download what it
12 is, there is, you know, that's a lot to download.
13 It might be cheaper to buy it.

14 The other thing that will be
15 incorporated by reference is the standard
16 construction details. Those are also available
17 in my office, and I actually don't know what they
18 cost. They used to be \$18.50, but I think they
19 are like \$24, \$25 now. Those are also on line in
20 PDF format. They are printed in eight and a half
21 by eleven.

22 A couple of things about reference
23 documents: Most of the reference documents that
24 you need for this project are on the website.

1 Some that you need are not on the website. For
2 instance, I am having CDs made of the cal files
3 of the original bridge project, and those also
4 include the as-built drawings of the existing
5 bridge. I am hoping that they are copied by the
6 time you leave here.

7 Now, I also will be putting out CDs for
8 the existing roadway and approach contract. I
9 have the files, but they are not organized, so
10 you are not going to have a CD today. If you
11 want those things, just send me an e-mail and I
12 will get them to you.

13 Forms: The SOQ forms that are in
14 Appendix C, I think, of the RFQ, I will make
15 those available to you in Word format if you
16 would like to have them. Or, if you want them in
17 unprotected PDF form, I can do that too, but I
18 have them redone in a Word format that you can
19 have. And just let me know, I will e-mail them
20 to you. They are not very big.

21 One of the concerns that I would presume
22 that many of you have with the process that we
23 have inaugurated here is the fact that we are
24 requesting that, not requesting, we are actually

1 demanding that you give us an opportunity to look
2 at your concept plans, and one of the biggest
3 concerns that you may have about that is that
4 there will be a number of different people that
5 will be reviewing those things.

6 So what I have here are copies of the
7 confidentiality agreement that every single
8 person that will have access to your submittal
9 will have to sign and will have to be on record
10 in my office. This is going to be a secure
11 process from the point of view that any trade
12 secrets that you have, any innovative design that
13 you have will not be shared with any firm
14 involved in this selection process other than
15 those that are working for us directly as
16 reviewers.

17 So I have 25 copies. You can take one
18 per firm, and you can have a chance to review it.
19 If there is something in there that gives you
20 pause, let me know, and I will consider making
21 changes to it. But I want you to feel secure in
22 the fact that not only are we trying to make this
23 a successful acquisition, that we are also
24 responsible parties and we will be treating your

1 information with the highest level of
2 confidentiality that we can enforce.

3 I am assuming that most of you have
4 looked over the RFQ and are comfortable or not
5 comfortable with it, and if you have questions
6 about that, I would like to get those from you.
7 I prefer to get them in writing so I can respond
8 in writing, but if you have any questions about
9 anything else about my portion of it, you are
10 free to ask them now, if you would like to. Yes,
11 sir?

12 MR. HERB: Bill Herb from Bilfinger
13 Berger. Do you respond to the questions as you
14 get them, John? Are you going to --

15 MR. EUSTIS: I am probably going to
16 accumulate several and respond to them as a
17 group.

18 MR. HERB: Okay.

19 MR. EUSTIS: And, as it says in the RFQ,
20 they will not be attributed to the questioner.
21 And, as a matter of fact, if the questions that
22 are raised have to go to the group, they are not
23 attributed when they go forward. I wind up being
24 the only person that actually knows who asked the

1 questions.

2 MR. HERB: Thank you.

3 MR. EUSTIS: Anything else? I am sure
4 you are more interested in hearing from the
5 engineers than me, so I am going to turn it over
6 to Dennis and let him talk.

7 MR. O'SHEA: Thank you. Good morning.
8 My name is Dennis O'Shea. I am the assistant
9 director of design for DelDOT.

10 I am just going to give you an overview
11 of where we have been and where we are going on
12 this project. Many of you have seen a lot of
13 this information, if you have attended the
14 National Bridge Conference. We had a couple
15 presenters at that conference, and this is
16 essentially an abbreviated version of those
17 presentations.

18 What I am going to be going over today
19 is the status of the existing bridge and why we
20 are doing the project, and also the status of how
21 the project has evolved as we go along.

22 Most of you probably already know this,
23 but the Indian River Inlet is located along the
24 Atlantic Coast between Dewey Beach and Bethany

1 Beach. You can see that on the map.

2 One of the main things that we have
3 heard from the public is that we do not, they
4 don't want us to mess up the view when they are
5 going across this bridge, so you need to take
6 that into account when you are coming up with
7 your design.

8 They really are concerned that,
9 especially when they are going northbound -- As
10 you can see, as you are looking up the coast as
11 you are crossing the bridge, all of the public
12 involvement that we have had really reinforced
13 the idea that we should not mess up the view.

14 To give you an idea of what's located on
15 the project sites, you can see the campground to
16 the left. Essentially this bridge is located
17 within the whole park. There is a campground on
18 the western side of the roadway. On the eastern
19 side is the beach, public beach on the southeast
20 side.

21 Also, there is the transmission lines.
22 We expect those to be relocated away from the
23 project site probably shortly after you start
24 construction.

1 The new bridge location, as you can see,
2 is essentially in line with the approach from the
3 north going south, and on the existing bridge is
4 the sand bypass system, which is used to enrich
5 the beach on the north side of the inlet.

6 There is a real problem with, because the Inlet
7 was built, that the north beach had started to
8 encroach toward our roadway. That will not be
9 necessarily left in that place. It will be
10 incorporated into the new bridge, and we need to
11 coordinate that with our Department of Natural
12 Resources, but that will be some information you
13 will get at a later date.

14 In 1965 when the original bridge was
15 built, the depth of the Inlet was about 28 feet
16 deep in the center, about 23 feet deep at the
17 piers, and then in the eighties we started to see
18 severe scour, and we had a diver's inspection
19 report that our actual foundations were being
20 undermined.

21 The way this structure was built, it had
22 a coffer dam that was built, and piles are driven
23 inside the coffer dam, and the concrete caps were
24 poured within the coffer dam. Well, during this

1 diver's inspection, the actual coffer dam was
2 undermined, and that was really deep into the
3 soil.

4 So we had to do something quickly, so we
5 went ahead and put rip rap scour countermeasures
6 in at that time, very large rip rap scour
7 countermeasures.

8 Since the eighties, you know, the pier
9 foundation was exposed, the H piles have been
10 exposed to salt water. We installed a cathodic
11 protection system onto the steel sheeting
12 as well as the support piles. That has been a
13 problematic system. It has been on and off over
14 the years. In addition, we have had scour holes
15 develop in the Inlet that have been approximately
16 100 feet deep.

17 As you can see from this rendering we
18 have got from the Corps of Engineers, the white
19 area just to the west of the structure are holes
20 that are in excess of 100 feet deep. There is
21 also holes to the east of the bridge, which are
22 really the ones we have more concern about, that
23 are around 100 feet deep also, and this is really
24 the reason why we are working on this project.

1 Here is another rendering from the Corps
2 showing where our armoring is as well as the
3 effects of where the scour holes are. You can
4 see the slopes going into the scour hole are
5 getting very steep and we are starting to lose
6 some of our armoring that we have put back in the
7 1980s.

8 Here is another view of the same
9 concerning the hole that we have and how steep
10 those slopes are.

11 The concern that we have had in talking
12 with the Corps of Engineers is that the holes are
13 getting deeper but they are getting to the point
14 where they are reaching equilibrium. Although
15 the depth is reaching equilibrium, the width is
16 continuing, and that's really the concern that we
17 have, is as the width of the holes get larger, it
18 will start encroaching on our scour protection
19 and have the rip rap fall into the holes and then
20 we will lose our protection.

21 In looking at the history of how the
22 scour has developed, we have projected that the
23 scour holes will probably widen to the point
24 where it's going to affect our scour

1 countermeasures within five to seven years. And
2 once the rip rap is actually removed off of the
3 soil, the exposed soil will probably last only
4 six to nine months, so that's the reason why we
5 have a situation where we are actually projecting
6 when we want to have this bridge done, and we
7 want to have it done as quickly as possible.

8 We are going to continue to monitor the
9 structure during construction, as well as we are
10 currently now. We go out and do underwater
11 inspections and have bathymetric surveys
12 performed every year.

13 We also have a survey target on the
14 existing bridge, and that's monitored monthly
15 just to make sure we are not getting any
16 movement. If we feel like we start to get some
17 severe scour, then we may see some movement of
18 the actual structure. If we do find that
19 there is movement, we are going to close the
20 bridge and probably come back with some remedial
21 contracts. But we really can't leave that bridge
22 closed for an extended period of time. It would
23 be very detrimental to the economy of Sussex
24 County, because the detour length is very long if

1 this bridge is actually closed.

2 So this is the reason why we are wanting
3 to make sure that we have that bridge open in
4 2010.

5 As far as the original design
6 that you are all aware what process this has gone
7 through. We established the alignment which, as
8 you have seen on the previous slide of it being
9 west of the existing bridge.

10 All of the right-of-way has been
11 attained, obtained. Essentially it's all in the
12 park, so we had to do some agreements with the
13 park, but that's all taken care of.

14 The majority of the environmental
15 permitting has been taken care of. It's just
16 some small, minor coordination with the County or
17 possibly with the FAA once you are actually out
18 doing construction, but all of the environmental
19 work has been done and we have taken care of
20 doing a lot of environmental mitigations, as you
21 will see later on in a couple slides that we will
22 have.

23 Utility coordination has been completed.
24 We have relocated a lot of the utilities already.

1 And, as I was talking about the transmission
2 lines, those will be relocated in time for when
3 you are actually doing your major construction.

4 Traffic phasing and roadway work is
5 being done right now. The roadway approaches are
6 being built, and you will see some slides of that
7 in a little while.

8 Also, we are going to be doing some park
9 improvements along with the contract. The
10 contract that you will have will not include any
11 of the park work, but you should be aware that
12 those contracts will be going on probably
13 concurrently at the end of your project.

14 Also we have gone through an extensive
15 public involvement. We have had four public
16 workshops, public information workshops, and two
17 design charettes. And from those charettes we
18 came up with the idea of using a single rib or
19 cable supported arch.

20 The design charettes were very helpful
21 with the information that we have been able to
22 gather, and we will make that available to you
23 during the process, and we hope that you will be
24 able to incorporate some of that. We are not

1 expecting that you should have to go through
2 these same design charrettes when you go through
3 your process.

4 The design phase was completed and we
5 advertised the project last year. And what we
6 also determined for economics, we wanted to break
7 out the contracts. We did an advanced utility
8 contract, and we hired Kuhn Construction, who is
9 down there on the site now, actually.

10 Also, we have gotten the roadway
11 contract. The park improvement contracts that I
12 just mentioned will be issued around the end of
13 the bridge construction, and also there will be a
14 demolition contract, a separate demolition
15 contract at this point that will be advertised
16 also at that time.

17 We actually advertised the original
18 bridge contract last summer. At that time we
19 originally pre-qualified contractors, and we had
20 seven pre-qualified contractors, and eventually
21 they wound up to do some teaming and came up with
22 five teams.

23 And during the bidding we determined
24 that we needed extended time to give the

1 contractors more time to prepare the bids. We
2 originally were at a six-week timeframe, and we
3 extended it to 16 weeks. And then also the
4 construction duration to build that single rib
5 arch, we were told, was not long enough, so we
6 extended that from three to five years.

7 And then when it came to around bidding
8 time, we found that there was discussion and we
9 were only going to wind up getting one bidder and
10 their bid was going to be well, well over our
11 budget that we had expected, so we essentially
12 cancelled those bids and tried to rethink what we
13 wanted to do, which is the reason why we are
14 coming back now with the design-build contract
15 delivery method.

16 We actually talked to several
17 contractors and people to determine what would be
18 the best way to get a bridge built here, because,
19 as you can see, it's very urgent that we do
20 something out there. And many have mentioned
21 that we need to go with a design-build method.

22 We will go with the two-step procurement
23 process, as we are going here talking now with
24 the RFQ and RFP, and we will short list three

1 design-build teams and select based on the best
2 value method.

3 The scope of this project is limited
4 mainly to the bridge work. All the defined, the
5 lane configurations, we are going with two
6 12-foot lanes in each direction, a 10-foot
7 shoulder on each side, and 4-foot interior
8 shoulders, and a 12-foot sidewalk that's going to
9 be on the ocean side.

10 If, during your design process, you find
11 that you need to modify some of those, that
12 criteria, you will need to submit that and give
13 us the reasons why you want to do that, because
14 the situation that right now we are saying we
15 want a very large sidewalk on the ocean side,
16 that if you find that you need to put sidewalks
17 on both sides to balance your design, you need to
18 be able to submit that to us so that we can
19 evaluate that at that time.

20 Also, the under clearance requirements
21 are, we increased the under clearance to 45 feet.
22 The current under clearance of the bridge is
23 35 feet. And we are requiring a thousand foot
24 main span.

1 We are not going to define what bridge
2 type that you should design. We are telling you
3 we need a thousand foot span. You are going to
4 tell us what you think you can put out there
5 providing a thousand foot span that will be
6 fitting with our existing alignment.

7 We are going to be telling you what our
8 budget is, and we hope that you can stay within
9 our budget and design something that can stay
10 within our budget.

11 As we talked about, there is an urgency
12 with the completion of the bridge, so we will
13 weight the actual schedule fairly heavily while
14 going through the evaluations for the RFPs.

15 When we did those separate projects, we
16 had the utility project, the roadway improvement
17 project, the park improvements, and the
18 demolition. And, as mentioned, we wanted to
19 facilitate competition. We felt like we could
20 get more local contractors involved if we did
21 break those contracts up.

22 What we have done so far is we have
23 relocated Verizon lines that are actually on the
24 existing bridge. We have relocated those

1 underneath the Inlet. We have also established
2 under the inlet the Sussex County sewer and
3 Sussex Shores water. They actually weren't on
4 the existing bridge, and these were as requested
5 from the park. They wanted to establish service
6 on the north side of the Inlet.

7 We also, as I have mentioned earlier,
8 will be relocating the transmission lines and
9 also the distribution lines underneath the Inlet.
10 That will be done probably within the next year.

11 The sand bypass system will be relocated
12 also. As we have seen before, the transmission
13 lines and sand bypass lines.

14 The roadway improvement project
15 consisted of building new approaches, MSE walls,
16 approach fills, and we are expecting a
17 considerable amount of settlement for the
18 approaches. We have seen settlement of the
19 existing bridge over the years, and during the
20 design we also expected a considerable amount
21 also.

22 Also the roadway contractor is
23 responsible for protecting the MSE walls and
24 bridge abutments with scour protection.

1 They also constructed the access for the
2 park on both sides of the Inlet and constructed
3 the wetland mitigation sites that were necessary
4 as part of the environmental process, and also is
5 responsible for all of the maintenance of
6 traffic, which you will not be responsible for
7 very much of. Maybe some coordinating efforts to
8 have actual delivery of materials, but the
9 overall maintenance of traffic will be handled
10 through the roadway contract.

11 The alignment is shown. It's very
12 small, but you can see the access roads that are
13 for the park as well as where the alignment of
14 the new bridge will be.

15 Some of the work that was necessary to
16 be done last summer to coordinate the access for
17 the new structure for the contract (inaudible)
18 structure, we had to do some temporary widening,
19 and also this will facilitate our ability to do
20 the tie-ins at a later date.

21 We also built the access roads for the
22 park. This shows the sheet piles, MSE walls, and
23 the approaches. We also did wick drain
24 installation to facilitate the settlement of the

1 approaches and provided some instrumentation.

2 This is a view of the site. It's a
3 little bit older view, but you can see the
4 approaches being built.

5 Here is your approaches being built.
6 This is where the temporary sheet pile was being
7 installed on the north side to maintain the
8 existing bridge, the slopes of the existing
9 bridge. This is another shot of the sheet pile
10 construction.

11 Here is when we were installing the wick
12 drains. This is the new Access Road B. Here is
13 where the existing road was right here before.

14 This is the bottom portion, the southern
15 portion of Access Road B and Access Road A. This
16 is the beach area that the bath house and the
17 areas where people typically visit the beach.

18 Another view of Access Road C on the
19 northern side. This was a shot of the, some of
20 the environmental mitigation that we had to do.

21 This is the area on the north side where
22 the bridge contractor will have staging areas.
23 It originally was an RV overflow camping area,
24 and it's all fenced off at this point. And

1 originally, under the original design, we had
2 expected a concrete batch plant to be filled on
3 this site, but it can be used for whatever safety
4 you need to have.

5 A similar view. These are the
6 approaches being constructed also with the MSE
7 walls.

8 As you can see, this is a subsurface
9 profile of the conditions out there. This is the
10 southern, south abutment and north abutment that
11 were in the original proposal, but you generally
12 can get an idea of what the soil characteristics
13 are of the site.

14 This is the vestibule area that we are
15 really concerned about for the settlement. As
16 you can see, it's much larger in the southern
17 portion than in the northern portion.

18 This is just a quick view of our MSE
19 walls with the exterior concrete phasing that we
20 are going to have. Another MSE wall shot.

21 Again, MSE walls adjacent to the
22 approaches of the existing bridge.

23 As far as the park enhancements, you
24 won't be responsible for those, but you should

1 understand what's going to be required under that
2 contract so in case there is some coordination
3 that needs to be done. They will be building
4 some RV sites on the northern side where the
5 staging area is that I have just shown you.
6 There is also some new campsites that are on the
7 southern side that will be built.

8 The bathhouse on the north side,
9 laundry, contact stations for (inaudible) and the
10 park office.

11 Another shot of where a lot of the areas
12 are that will be constructed. This is
13 essentially your staging area. It will be
14 reconstructed into RV camping and some other park
15 construction, as well as some recreational
16 facilities.

17 As far as the bridge demolition, after
18 opening the bridge, the new bridge, we will put
19 out another contract at this point, and we are
20 planning on doing top-down removal and possibly
21 removing the materials and putting in an
22 off-shore reef.

23 At this point the Corps has told us that
24 we need to cut off the support members to the rip

1 rap line, but it's still to be determined because
2 the Corps of Engineers is going to be doing some
3 hydraulic analysis of the Inlet to determine what
4 would be the best situation to create a safer
5 environment in the Inlet.

6 The Inlet is a very dangerous area to be
7 boating, if any of you take your boats in there.
8 You should be aware of that, because if you have
9 any idea of bringing materials in, the flows
10 through there are very severe, as well as
11 hydraulic jumps that could cause instability of
12 any shipping, so you should just make sure you
13 are aware of that. And visit the site. You will
14 really get a good appreciation for it if you
15 visit the site.

16 And that's all I had. I just wanted to
17 give you an overview of where we have been and
18 what we are expecting. And if you have any
19 questions, you can ask those, or we will turn it
20 over to Doug and we can go on to the actual
21 requirements of our project. Yes?

22 MR. FOWLER: John Fowler with Ragen
23 Associates. You had mentioned that under the
24 roadway improvement project that the scour

1 protection of the MSE walls would be done under
2 that contract. I was under the understanding
3 that the G02 type-one scour protection would be
4 put back under this contract.

5 MR. ROBB: I will be touching on that in
6 a few minutes.

7 MR. O'SHEA: Okay. Yes?

8 MR. GRANDMONT: Wes Grandmont, American
9 Bridge. You mentioned that the design side of it
10 you were not going to dictate any criteria other
11 than to tell us what span?

12 MR. O'SHEA: Yes.

13 MR. GRANDMONT: Does that mean you are
14 not going to dictate type of material, concrete,
15 or steel, it's wide open?

16 MR. O'SHEA: Well, what we are requiring
17 is a low-maintenance structure, and at this point
18 what we are doing is we will be grading you when
19 you have your RFP on how low maintenance a
20 structure that you are proposing it will be, but
21 right now we are requiring concrete as far as
22 protection. But we are allowing for steel.

23 MR. ROBB: We are disallowing exposed
24 steel, just because of the environment, and

1 basically a typical coating system isn't going to
2 be considered adequate protection. If it's
3 concrete encased, we would consider that a
4 concrete type structure and that would be
5 acceptable.

6 MR. GRANDMONT: So, just for example, a
7 cable stay with a structural steel frame and
8 precast deck would be unacceptable?

9 MR. ROBB: Right now, yes.

10 MR. GRANDMONT: Okay.

11 MR. NARDON: Dave Nardon with
12 Walsh/Archer Wester. Is there any thoughts
13 (inaudible) put into the timing for the contract,
14 on the design?

15 MR. O'SHEA: Well, right now the
16 approaches are being constructed as per the
17 original design. If you propose that you want to
18 go with a longer span than what's shown out
19 there, say you have a 1,000-foot span, but if you
20 need longer back spans, then you need to modify
21 the approaches, and you need to show us that, and
22 we will have to work that out as far as how, what
23 we will have to do to with the approaches.

24 MR. NARDON: (Inaudible)

1 REPORTER: I'm sorry, would you ask him
2 to repeat that. I can't hear him.

3 MR. O'SHEA: Could you repeat the
4 question?

5 MR. NARDON: Would that cost be borne on
6 the bridge contractor?

7 MR. O'SHEA: Doug will get into that a
8 little bit more.

9 MR. ROBB: I think it might be best if I
10 go ahead through what I wanted to talk about, and
11 that might put some of those questions to rest.
12 If not, we will address them specifically.

13 MR. O'SHEA: Anybody else? If you have
14 questions afterwards of myself, you can ask them
15 at that point. Also to note that this is the
16 project website. The www.irib.deldot.gov. It's
17 specifically to the contract.

18 VOICE: All those slides will be
19 available on your website?

20 MR. ROBB: We will post it on the
21 website.

22 MR. EUSTIS: Probably not today.

23 MR. ROBB: As I indicated, my name is
24 Doug Robb. I am going to be the project manager

1 for the design-build phase of this project, and I
2 wanted to give a brief overview of the overall
3 project, how we are looking to approach the
4 design-build, and some of our goals associated
5 with the project.

6 So you have probably seen some of these
7 noted in the RFQ, but I just wanted to emphasize
8 them.

9 First, we are looking to issue or
10 ultimately issue our notice to proceed for the
11 contract in early spring 2007. I think the way
12 we are scheduled right now it will probably be in
13 February for notice to proceed, but if we do
14 slope a little bit, we will probably be in that
15 spring timeframe.

16 As far as our end date goes with the
17 design-build contract, as noted, we are targeting
18 September 30, 2010 as our completion date. And
19 there is a few reasons for that. Obviously, we
20 have the conditions with the existing bridge that
21 we want to avoid being in a problem situation
22 before we have this bridge in service, and we
23 need to make sure that we have adequate time to
24 perform all of our tie-in work with the existing

1 roadway configuration during our off season.

2 For those of you who are familiar with
3 the area, this is a very seasonal traffic
4 distribution in this area. During our summer
5 season between Memorial Day and Labor Day we get
6 tremendous traffic, pedestrian, bicycle volumes
7 all through the area, and we want to avoid any
8 kind of tie-in work in that summer timeframe, so
9 we want to make sure that our bridge is available
10 to start putting traffic on it with the tie-in
11 work by the fall of 2010.

12 As Dennis mentioned, if it's available
13 earlier, that helps us. It might give us some
14 flexibility in doing some other things, and
15 proposals will be awarded accordingly.

16 We want to have a maintainable, easily
17 inspectable and long-lasting bridge. I mentioned
18 earlier the corrosion issues on the site. That's
19 going to dictate some of the materials that are
20 appropriate for this location. We want a high
21 quality and a bridge that is aesthetically
22 appropriate for the location.

23 And with a lot of that public
24 involvement that we went through before, you will

1 see a lot of information from the communities and
2 feedback that we have received before about
3 preferences, likes, dislikes. Dennis mentioned
4 the issue about the view of the ocean from the
5 bridge. One of our goals is going to be to try
6 to incorporate some of those features into your
7 designs where possible. Of course, ultimately,
8 those are going to be your decisions.

9 We want to have safe construction. We
10 want a project that is sensitive to the
11 surroundings, the community, the park, the
12 environment.

13 And ultimately we want to get through
14 this process and be able to evaluate how the
15 design-build method worked for DelDOT.

16 And, lastly, we hope that we will be
17 able to accomplish what we are scoping right now
18 within the budget parameters.

19 So, with that, I am going to talk about
20 scope, schedule and budget. I will expand a
21 little bit on what Dennis had mentioned and
22 define some of the design-builder's primary
23 responsibilities.

24 Obviously, the design-builder is going

1 to have a design component, a build or
2 construction component, and we also will be
3 putting the lion's share of the quality control
4 and inspection work on the design-build team,
5 as well.

6 We will have some design constraints.
7 We talked about the thousand-foot span. There
8 are other geometric issues and items that I just
9 want to go through here a little bit.

10 We need to maintain the horizontal
11 baseline alignment. As you have seen, we are
12 currently doing construction with our roadway
13 approaches, and we have to make sure that we
14 provide appropriate tie-ins to the work we are
15 doing right now with the bridge.

16 We will have the limits, project limits
17 that will be established based on your concepts,
18 and there will be some flexibility allowed with
19 that alignment within those limits, but within
20 those limits only.

21 I will get into defining some of the
22 responsibilities of who will be responsible,
23 DelDOT versus the design-builder's
24 responsibilities with those areas outside of the

1 bridge on the roadway approaches.

2 One thing we do want to maintain is our
3 vertical profile. Right now there is not going
4 to be a whole lot of opportunity for major
5 adjustments. If we have very minor adjustments
6 in the profile, that's something that can
7 probably be considered. When I say minor,
8 probably no more than a foot or so.

9 Again, we have a contractor out there
10 building the approach roadway and MSE walls right
11 now, and we really prefer to avoid removing work
12 that they are already completing.

13 The typical section, the number and
14 width of lanes, shoulders and sidewalks are
15 defined or will be defined in the RFP. As Dennis
16 mentioned, if there are compelling arguments or
17 reasons as to why something might need to be
18 adjusted or relief given in some of those areas,
19 we want to see that submitted and consider it on
20 a case-by-case basis.

21 The under clearance, right now we do
22 have the permits from the Coast Guard for the
23 under clearance over the navigable channel, and
24 it's 45 feet above the mean high water mark.

1 We talked about the thousand-foot span.
2 I think maybe one of the things I just want to
3 expand on there, with a thousand-foot span, as
4 you can see, there is a lot of variation in the
5 width of the Inlet, and, as Dennis had noted,
6 there is issues with the jetty on the ocean side.
7 The Corps of Engineers is still performing
8 evaluations, trying to determine what the best
9 long-term solution is, not just for the ocean
10 area, not for our bridge, but also for a Coast
11 Guard station that's in this area that has severe
12 scour, the turbulent waters, and the boater
13 safety that's a problem in the Inlet right now.

14 And there are thoughts that potentially
15 there could be widening of the Inlet at some
16 point, whether it's by the Corps of Engineers or
17 by nature. So our approach with the project
18 right now is to make sure that we keep our bridge
19 outside of reasonable limits that we think that
20 the Inlet could ultimately have so we basically
21 don't have to come back and revisit the same
22 problem again in the future.

23 Now, the minimal length of the project,
24 the design-builder's responsibility will be about

1 1,300 feet, and that's basically to match the
2 same footprint of the previous bridge design that
3 we had and the limits of the approach roadways
4 that are currently being constructed.

5 Right now you can see that, from the
6 previous, some of the previous slides, the
7 embankments are basically being built to roughly
8 a 45-foot elevation at the vertical phase at
9 where our previous abutment location would have
10 been, so There is going to need to be some kind
11 of tie-in to that area, and that would be the
12 minimal limit.

13 If a shorter bridge without any spans,
14 perhaps, could be constructed, that's certainly
15 acceptable, but that last 150 feet on each end
16 will need to be addressed by the design-builder.
17 If an additional approach embankment or MSE walls
18 need to be constructed, those will be your
19 responsibility. Basically everything within that
20 primary limit would be your responsibility.

21 We are also going to have secondary
22 project limits defined. And basically the
23 secondary project limits will be defined as --
24 Let's see the best way to explain this. Once you

1 identify where the limits of your bridge,
2 proposed bridge are with that minimum 1,300 feet
3 in mind, wherever your approach slabs, the end of
4 your approach slabs are for your bridge will be
5 the end of your primary project limits.

6 If there is additional transition needed
7 in carrying travel lanes for proper tie-ins back
8 to the roadway beyond that approach slab area,
9 those are going to be defined as secondary
10 project limits where the design-builder will be
11 responsible for any modifications to the MSE wall
12 structures that are currently being constructed,
13 any other structural details that could possibly
14 extend beyond the approach slab.

15 But the drainage, the pavement box for
16 the roadway, the approach roadway embankment,
17 DelDOT will ultimately still maintain the
18 responsibility for that and any modifications
19 through our current designers and current
20 contractor.

21 What we will be looking for from our
22 design-build teams are a discussion about what
23 the ramifications are for extending those limits,
24 if you need to extend transitions for lanes and

1 so forth, and quantify what would be required,
2 but ultimately the final design would be with our
3 current engineer of record for the roadway work.
4 But you would take ownership of the MSE walls if
5 any modifications to MSE walls are required.

6 MR. O'SHEA: Doug, you might want to hit
7 on the idea of how wide our median is on the
8 original, and that will be the reason why you may
9 want to transition.

10 MR. ROBB: Yeah, originally with the
11 single rib arch, we had a very -- I don't
12 remember the exact -- Was it 18 feet wide for the
13 arch space? Depending on what structure type you
14 might develop, you might find that 18-foot wide
15 allowance within the median area is required, and
16 that may require the travel lanes to get pulled
17 in closer to the center line of the structure.

18 If you do that, you need to determine
19 how those lanes get transitioned back into our
20 current lane configuration with that wider median
21 on the roadway approaches. So that's the reason
22 for that.

23 The maximum limit, I guess, for the
24 secondary project limits would extend about

1 3,900 feet. And that gets back into tie-in
2 question that we received earlier. The
3 3,900 feet, and I don't have exact stations with
4 me here, but it's going to carry you roughly to
5 this area on the south end and this general area
6 on the north end.

7 Here is originally now, here and here,
8 so you have basically from this point to this
9 point to work within. And we are going to be
10 constructing -- Basically what we will need is
11 stub-outs with the approach roadway construction
12 to allow the proper phasing with the tie-in work
13 with our current roadway configuration.

14 I think we have basically a four-phase
15 process we will need to go through, put one lane
16 southbound, then a second lane southbound, and
17 ultimately flip to get one lane northbound and
18 then a second lane northbound onto the new
19 bridge.

20 And, in order to accomplish that, we
21 have to limit the limits of configuration with
22 the approach roadway right now.

23 We will also be maintaining the existing
24 right-of-way. One outstanding item with the

1 right-of-way is our easement from the Corps of
2 Engineers. That's going to be dependent on final
3 bridge type. We need to have a vertical limit,
4 upper and lower vertical limits, also horizontal
5 limits for the final bridge configuration to get
6 that easement, but that will be the
7 responsibility of the Department.

8 Otherwise, we are expecting you to work
9 within the right-of-way that we currently have
10 available, which should be -- Yeah?

11 MR. STROH: What is the existing
12 right-of-way?

13 MR. ROBB: Well, it's well outside of
14 the current road approaches. It's hard to
15 visualize here, because it jumps all over the
16 place with the DNREC park that's adjacent to the
17 bridge and our current roadway as well as the
18 main roadway. But, in essence, the primary
19 right-of-way that might be in the work area,
20 which is kind of in this area here, and I think
21 it's at least -- Natalie, do you know how many
22 feet beyond the existing MSE walls it is?

23 MS. BARNHART: I am not sure, but you
24 have the right-of-way plans.

1 MR. ROBB: Yeah, the right-of-way plans
2 will be available on that CD John is going to
3 furnish. I just don't want to misspeak, because
4 it's not uniform.

5 REPORTER: Can I have your name, please?

6 MR. STROH: Steve Stroh with URS.

7 MR. ROBB: Some of the other design
8 issues: Relatively minor utilities. We will
9 need provisions for the sand bypass system to be
10 carried by the bridge. We will be performing
11 that design under a separate contract. That will
12 not be the design-builder's responsibility for
13 the sand bypass system, but you will have to have
14 provisions to allow it to be carried by the
15 bridge.

16 We have intelligent traffic management
17 system that DelDOT maintains that will be carried
18 over the bridge, as well. There will be
19 provisions that need to be incorporated for that,
20 as well.

21 All the major utilities, electric,
22 water, sewer, that Dennis discussed are outside
23 the bridge limits and are currently going below
24 the Inlet with directional bores.

1 Permits, two areas that I guess would be
2 the, probably the most effort on the
3 design-builder's part will be the Coast Guard
4 coordination during your construction. Permits
5 are already in hand, and they have been provided
6 in the RFP package or will be.

7 The Federal Aviation Administration
8 needs to be contacted with your final
9 configuration to get the appropriate permits for
10 FAA.

11 Any extensions that are required with
12 our existing permits, DelDOT will request those.
13 If, for any reason, any modifications or new
14 permits are required, those will be the
15 responsibility of the design-builder. We don't
16 envision there will be any within the project
17 location, but if you have any other staging areas
18 that might be off site, you just have to get
19 whatever permits you might need for those areas.

20 Public outreach is going to be primarily
21 an information effort. There will be meetings
22 that we will expect you to attend and provide
23 updates and renderings and so forth of what you
24 are proposing in your job progress.

1 We do want to take advantage of the
2 opportunities that a project of this magnitude
3 offers in the State of Delaware, and we will
4 expect to have site tours periodically during
5 construction, as well.

6 There will be web cams that we want to
7 have installed to link to our project website to
8 give continual updates and real-time information
9 of what's taking place in the field, and
10 assistance with newsletter distribution the
11 Department will be developing.

12 And then, if the design-build team
13 chooses, if you want to solicit any feedback or
14 input from the community on any of your final
15 design details, that's something we would
16 strongly encourage and you will be rewarded in
17 the scoring.

18 Some of the design expertise that will
19 be required, there will be coastal engineering
20 analysis and hydraulic effort required as part of
21 the scour analysis for the bridge. The statement
22 earlier about the scour design already being
23 performed for the roadway approaches is correct.
24 But for any foundations that you have with the

1 new bridge, you need to develop the appropriate
2 hydraulic models, not for sizing the opening but
3 for determining the appropriate scour mitigation
4 and counter measures.

5 Obviously, geotechnical engineering is
6 going to be a major project -- Is there a
7 question?

8 MR. FOWLER: Yes, just to get back to
9 the scour question again.

10 MR. ROBB: Yep.

11 MR. FOWLER: So all the original scour
12 protection that was in the original contract is
13 in the roadway contract?

14 MR. ROBB: The scour protection, that
15 will be part of the roadway contract. Scour
16 protection, obviously, with the original bridge
17 around the arch bases --

18 VOICE: How about the MSE walls?

19 MR. ROBB: Around the MSE walls will
20 still be part of the roadway contract.

21 MR. EUSTIS: Can we get your name,
22 please?

23 MR. FOWLER: John Fowler with Ragen
24 Associates.

1 MR. ROBB: I talked a little bit about
2 some of the settlement issues with the approach
3 embankments just to kind of reiterate that point.
4 When we say we are expecting substantial
5 settlement, we are expecting in excess of
6 five feet of settlement with these road
7 approaches.

8 I think the first 15 feet of embankment
9 has been placed. We have already seen over
10 18 inches of settlement with the first 15 feet of
11 fill, just to give you a general feel for the
12 magnitude of that settlement.

13 The structural, obviously the structural
14 and bridge engineering component.

15 Mechanical and electrical engineering
16 associated with if there is any elevators for
17 maintenance access, bridge lighting, those types
18 of things.

19 A concrete specialist to address mass
20 concrete pours and grouting, if there is post
21 tensioning. Wind engineering and testing.
22 Again, the scope of that effort would depend on
23 the bridge type.

24 The roadway engineering is going to be a

1 relatively minor component. It's going to
2 basically be again just identifying what efforts
3 you envision being required to start
4 modifications to our other contract as far as
5 your proposal. There shouldn't be must
6 post-design roadway design effort on your part.

7 Environmental coordination should be
8 minimal, unless there is certain things that will
9 create additional impacts as part of your
10 proposals.

11 And then a public outreach specialist is
12 going to handle some of that information transfer
13 that we talked about.

14 So the next item I wanted to touch on is
15 the construction requirements and some of the
16 staff that will be required. You will need to
17 have a construction manager. You will also need
18 to have a CPM scheduler. A safety manager
19 responsible for job site safety.

20 A traffic control supervisor may be one
21 of these other people. It's going to be a
22 relatively minor component on this project. You
23 may have some issues where we do have access
24 roads on the one end of these that's going to cut

1 under the bridge location, and there is
2 pedestrians and bicycle areas in those areas that
3 may need to be addressed periodically with your
4 construction approach.

5 Construction engineering and survey work
6 will be associated with that. You will be
7 responsible for developing the record or as-built
8 drawings. And any specialty personnel that are
9 appropriate for your design.

10 I also mentioned the quality control and
11 inspection, the design-builder primarily will be
12 responsible for. The Department will supplement
13 some of those QC efforts. The Department will be
14 responsible for quality assurance.

15 The design-builder will be required to
16 have a quality control manager, design QC
17 manager, the appropriate support personnel, a
18 construction QC manager, adequate inspection
19 staff, and staff for materials testing.

20 Next we will discuss the schedule. Our
21 notice to proceed date will be early next year
22 with substantial completion late 2010. There may
23 be some intermediate milestones that would be
24 developed as part of the design units that would

1 ultimately be proposed by the design-builder.

2 We may actually require, before the
3 final RFP, some additional milestones. We are
4 still having some discussions with our roadway
5 contractor to see how we envision different
6 things potentially affecting the sequence of his
7 work, and it may make sense that we set certain
8 target dates and milestones to keep that contract
9 flowing smoothly. The overall contract duration
10 should be approximately three and a half years or
11 less.

12 Our budgetary goals: Our current budget
13 is 135 million for the design-build contract.
14 Nobody is getting up and leaving yet. As part of
15 that, we have a five-million dollar contingency
16 that the Department wants to incorporate into
17 that part, into that overall design-build budget,
18 and that would be for making any adjustments
19 maybe to the design that would be negotiated. We
20 want to have that \$5 million allowance as part of
21 that overall \$135 million budget.

22 The budget would be used as the
23 benchmark in the scoring of our proposals.
24 Basically you would be rewarded bonus points for

1 being below budget. You would be docked a few
2 points if you are over budget, but you would not
3 automatically be disqualified. Yes?

4 MR. NARDON: Dave Nardon with
5 Walsh/Archer Wester. As we understand the RFQ,
6 you would be declared nonresponsive --

7 REPORTER: Can you speak up? You will
8 be declared nonresponsive if?

9 MR. NARDON: If we exceed the
10 135 million and potentially not receive a
11 (inaudible). Is that true?

12 MR. EUSTIS: That was changed. I sent
13 out a revision to that ITP yesterday that revises
14 the scoring for that and removes that
15 disqualification.

16 MR. GRANDMONT: Wes Grandmont, American
17 Bridge. If per chance all the proposals came in
18 over 135 million, is it still going to be an
19 awardable project or is it back to the drawing
20 board?

21 MR. ROBB: It could be. It depends how
22 much over budget. Again, if we are approaching
23 the numbers that we saw with our original design,
24 probably not. The estimates that we have done

1 and the scope that we have tried to identify
2 here, we think that's a reasonable target and
3 place that as our goal for right now.

4 The stipend that was mentioned, there
5 will be a stipend. Right now we are proposing a
6 \$270,000 stipend to the unsuccessful responsive
7 proposers. That's in the next step for the short
8 list of teams, unfortunately not as part of this
9 phase.

10 So that covers what I wanted to discuss.
11 Any other questions on my discussion? Back to
12 you, John.

13 MR. EUSTIS: A couple of things I wanted
14 to reiterate is the RFP that's out there for
15 comment specifically is a draft for your comment.
16 I would hesitate to say that everything is on the
17 table, but pretty much everything is on the
18 table, so, as I said before, it's got to be a
19 successful procurement.

20 MR. HERB: Do you have a due date for
21 those comments, John?

22 MR. EUSTIS: Yes, I do. Do I know what
23 it is, unfortunately? I don't have a copy of it
24 with me.

1 REPORTER: Can you ask his name?

2 MR. EUSTIS: Name?

3 MR. HERB: Bill Herb, Bilfinger Berger.

4 MR. ROBB: Are there comments on the
5 RFP? I know the date is noted on the website.

6 MR. EUSTIS: Yes, the date is on the
7 website. I am thinking it's August 16, but I am
8 not sure.

9 MR. ROBB: I believe that's correct.

10 MR. EUSTIS: So that actually coincides
11 with the submittal of the SOQs. If that seems to
12 be an onerous deadline, you know, we might be
13 able to shift that around a bit, but being the
14 super secretary that I am, I have to have some
15 time to rehash things, so. Anything else? Yes.

16 MR. HAWKES: Would you xerox the sign-in
17 list and distribute it?

18 MR. EUSTIS: What we are going to do is
19 I am going to try and have that posted on the
20 website tomorrow.

21 REPORTER: Can I have your name, please?

22 MR. HAWKES: Wallace Hawkes with URS.

23 MR. EUSTIS: Yes?

24 MR. HERB: Bill Herb, Bilfinger Berger.

1 Could you run over just quickly the roles of Figg
2 and TYLin in the project?

3 MR. EUSTIS: Figg is essentially helping
4 with the scope of work, and TYLin is going to act
5 as our design reviewer, provide us with technical
6 comments. Those folks will also be subjected to
7 the confidentiality agreement.

8 (Someone came up and whispered
9 to Mr. Robb.)

10 MR. ROBB: I just wanted to maybe
11 elaborate on that. TYLin is assisting with the
12 development and review of the RFP. More than
13 likely, they will also act as a review engineer
14 for us when we actually post award, and even
15 offer some technical expertise in the review of
16 proposals.

17 As John indicated, Figg's role right now
18 is limited to development and scope of work.

19 MR. CONRAD: Bruce Conrad, Kiewit. I
20 haven't been thoroughly all through the RFP, but
21 do you envision a design and review process for a
22 final design where our designer would do his
23 design, his design check, the (inaudible) of his
24 design and then that would sort of be repeated by

1 DelDOT or DelDOT's engineer, TYLin? How do you
2 see the timeframe working there?

3 MR. ROBB: No, the design review,
4 ultimately you will need to provide the quality
5 control for design review. We will provide just
6 basically comments on that to make sure that what
7 you provided is in conformance with contract
8 documents, but ultimately it will be your
9 responsibility to do the design-build scheme.

10 We do, maybe for some of the major
11 bridge elements, we may perform an independent
12 analysis of maybe like the main span support
13 structure analysis, but that would probably be
14 the only case where we may have an independent
15 analysis.

16 MR. EUSTIS: Dave?

17 MR. MCGUIGAN: Do you --

18 MR. EUSTIS: This is Dave McGuigan.

19 REPORTER: Could you repeat your
20 question?

21 MR. MCGUIGAN: Dave McGuigan with George
22 & Lynch. Do you plan on making the scoring and
23 point system the rationale?

24 MR. ROBB: For the short listing phase

1 or for the final selection phase? I mean they
2 both are available. The RFQ spells out the
3 scoring approach, and our draft RFP that's out
4 right now outlines the scoring approach that we
5 are taking for the best value.

6 MR. MCGUIGAN: So the pricing when you
7 get a bid, if it's over that budget, the points,
8 you indicated there are points?

9 MR. ROBB: Yeah, in simple terms
10 there is going to be a technical scorer for the
11 technical proposals, and there are several
12 categories that will be used to develop that
13 technical score.

14 Once we have that total technical score
15 there will be an adjustment made at a separate
16 price proposal opening, and that will be done
17 publicly where we will open the prices, determine
18 how they compare to budget, and then that will
19 result in either an addition or subtraction from
20 the total technical score.

21 MR. MCGUIGAN: That formula is known
22 prior to submitting?

23 MR. ROBB: Yes.

24 MR. EUSTIS: Yeah, that's out there

1 right now on the website, yes.

2 MR. MCGUIGAN: Okay, I am with you.

3 MR. EUSTIS: Essentially it's a point
4 for every million dollars one way or another.

5 MR. MCGUIGAN: I gotcha.

6 MR. EUSTIS: And it will be
7 proportionate. So if, you know, it's not going
8 to be -- The points are not going to be
9 necessarily one point for every -- It will be one
10 point for every million dollars, but if you are
11 at \$1.25 million, that's 1.25 points. And that's
12 cleared up on my -- I tried to clear that up in
13 the revision to the ITP yesterday.

14 MR. KOMPFFNER: Tomas Kompfner with
15 Strasky & Anatech. How will the schedule, the
16 duration of construction be counted? How are the
17 points assigned if you finish a few months early
18 or so? How will that enter into the equation?

19 MR. ROBB: There is a total possible
20 points as part of the schedule, and there are
21 several factors that are going to go into the
22 schedule evaluation. Some of the components
23 associated with schedule is also going to be the
24 price loading in the schedule, price

1 reasonableness of when different payments are
2 proposed at different milestone dates within the
3 schedule. All of that together, I can't remember
4 exactly, but it's roughly maybe 10 percent of the
5 total score.

6 As far as how much weight is given per
7 day ahead of schedule, that's going to be
8 somewhat of a subjective analysis. It's not
9 defined that so many days are worth so many
10 points.

11 It's a total possible point range, and
12 the evaluation committee ultimately would make a
13 determination.

14 MR. CONRAD: Bruce Conrad, Kiewit. At
15 what point will a proposer know his technical
16 score?

17 MR. ROBB: It would be made available
18 prior to the price proposal opening.

19 MR. CONRAD: But not prior to the --

20 MR. ROBB: To the short list that gets
21 used. What's that?

22 MR. CONRAD: But not prior to the price
23 submission, price proposal going in?

24 MR. ROBB: No, they will come in

1 simultaneously.

2 MR. EUSTIS: So how many of you have
3 completed your design already? (Laughter)

4 If there is not any other questions, I
5 would say we are adjourned, and I appreciate your
6 attendance and your inquiries. Keep questions
7 coming to me via e-mail, preferably, or you can
8 fax them or send them by snail mail, if you like.
9 It's easier for me to deal with e-mail than
10 anything else.

11 And, as I said before, your questions,
12 the fact that you ask the question is only known
13 to me. The persons that have to respond to those
14 questions will give me the response to the
15 question and will not know that. That's how I
16 handle everything, with all confidence, so --

17 And if you have any comments about the
18 RFP, I would really love to hear them. Thank you
19 very much.

20 (Concluded at 11:40 a.m.)
21
22
23
24

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 27th day of July 2006.

Lorena J. Hartnett, R.P.R.

Reporter Certificate #134-RPR, Exp. 01-31-2008

**ERRATA - CORRECTIONS TO THE TRANSCRIPT OF THE INFORMATIONAL
MEETING FOR CONTRACT 26-073-03, DESIGN-BUILD REPLACEMENT OF
BRIDGE 3-156 ON SR1 OVER INDIAN RIVER INLET
JULY 26, 2006, 10:30 A.M.**

- Page 31, Line 14 - Strike "slope" replace with "slip".
- Page 32, Line 15 Strike "awarded" replace with "rewarded"
- Page 39, Line 14 Insert " less than the" before "18 - foot wide"
- Page 40, Line 7 Strike "Here is originally now, here and here," replace with "Here is where
the limits were originally. Now they are here and here"