

MDOT PRE-PROPOSAL MEETING

Taken at the offices of MDOT, 2567 North West Street,
Room 235, Jackson, Mississippi, on Tuesday, April 18,
2006, beginning at approximately 1:30 p.m.

APPEARANCES:

MDOT:

David Foster, P.E, Assistant Chief
Engineer
Mitchell K. Carr, Bridge Engineer
Richard H. Sheffield, P.E, Assistant
Chief Engineer, Operations
John B. Pickering, P.E, Roadway Design
Division Engineer
Steven A. Twedt, P.E, District
Construction Engineer
Neal Dougherty, Branch Director II
B.B. House, Contract Administration
Engineer
Brad Lewis, State Construction Engineer

ATTORNEY GENERAL'S OFFICE:

Roy M. Tipton, Special Counsel
Judy Martin

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DAVID FOSTER: I guess it's a few minutes past 1:30, so we'll go ahead and get started. First off, my name is David Foster, assistant chief engineer preconstruction with MDOT. And I would like to welcome you all to the pre proposal mandatory meeting for the, what I call the Biloxi Bay Bridge Replacement Project, US 90 between Biloxi and Ocean Springs.

As they used to tell me when I would show up for class, if that's not what you're here for, you're in the wrong room, so now is the time to leave. If you look on the agenda, hopefully, everybody picked up an agenda out front. If you look on there, there's two other names right below mine, the director's and chief engineer's. Unfortunately, the director kind of RSVP'd that he would be unable to attend today. He let us know that late last week.

This morning, I received word that the chief engineer had come down with, I believe they said a stomach virus, a bug of some kind. I don't know about y'all, I really wish he was here. If that's the case, I'm kind of -- reckon he needs to stay home to rest for awhile. With that, we'll plod on. As I said, this is a mandatory meeting.

This project consists of design and construction of a new high rise six lane facility with a shared use bike path, or shared use paths. I say bike path, y'all have to bear with me, I mean bike and pedestrian path, over the Biloxi Bay to replace the bridge that was destroyed by Hurricane Katrina. It also includes construction of a six lane facility over the CSX transportation railroad bridge and CSX

transportation railroad in Ocean Springs on the east side of the bay.

The project begins at Myrtle Street in Biloxi and ends east of the CSX railroad bridge in Ocean Springs. Before I get too far into this, like I say, I want to tell you again, I'm David Foster. Immediately to my right, this is B.B. House, contract administration engineer. Richard Sheffield, Richard is the assistant chief engineer of operations. John Pickering, roadway design engineer for probably the next two months. Then he is retiring against my wishes.

To John's right is Mitch Carr, bridge engineer. Steve Twedt, Steve is the assistant district construction engineer, assistant district engineer construction, Hattiesburg district six. It's his district that the project is situated in. On Steve's right is Brad Lewis on the end down there, and Brad is the state construction engineer. Looking out over the audience, I see two representatives from FHWA, Jeff Cole.

And to Jeff's left is Jeff Schmidt, also with FHWA. And to Jeff's left is MDOT's third assistant chief engineer, Melinda McGrath, operational maintenance, field operations. I came this close to getting everybody right. Roy Tipton, special counsel,

Attorney General. Judy Martin, Attorney General's office. Is there anyone else, Neal Dougherty, contract administration.

Is there anybody else inside, James Williams, state materials engineer. I know him. He is the resident engineer, Ocean Springs project office. I think he might have another title, but he is probably going to be the one, whoever the winning proposal is deals with on a day to day basis. Ms. Julie Brown is also our court reporter. And hopefully, I've caught everybody.

And with that, I would like for a member of each team, if you would, just to stand up, introduce yourself, who you're with and maybe you don't have to tell us everybody you've got with you, but if you'd like to, that's fine.

AUDIENCE QUESTION: My name is Steve Hague. I'm with HNTB. We're the designer engineer for the Granite Archer Western case which includes Granite Contractors, Jeff Kolb, L and A, and some other Mississippi contractors on the team as well as Mississippi engineering firms down south, Brown and Mitchell, and Civil Tech here in Jackson.

MR. BYRNE. I'm Patrick Byrne with GC Constructors, Taylor Brothers and Kiwi Southern. WGK is

also part of our team.

MR. MCALLISTER: I'm Jack McAllister with Yates Field, a j.v., Neal Schaeffer, John Sones, Paul Leonard, Greg Day and Caleb McAllister.

MR. FOSTER: I appreciate that. As it says in the RFP, the purpose of the meeting is to review the information provided in the RFP and to provide the, I guess y'all are now classified proposers. The opportunity to ask questions. As shown on the agenda, there's what I'm going to call short presentations that are going to be made by members of the MDOT staff that are related to various aspects of the projects or various components contained in the RFP.

But even though I say that they are going to make short presentations, I don't want anybody to feel like this is a formal type meeting. I'd like for this to be a conversational type meeting. If Richard, John, whoever is making their presentation, and a question comes to mind, don't hesitate to interrupt to ask your question. The only thing we'd like to do is when you speak, we'd like for you to introduce yourself, who you're with and then ask your question so Ms. Brown can get everything in the minutes.

Before I begin, I'd like to read this to you. I want to read it so I will make sure I don't mess

the words. It says, please be advised that while you may have participated in the original RFQ RFP process of this project, there have been changes made to the set of documents. While we will make every effort to point out where the changes have been made, you're advised to read the documents carefully. MDOT's failure to mention the change at this meeting will not be grounds for your failing to fully comply with the contract documents.

Also, be advised that answers given to the last set of contract documents may not be appropriate for this set of documents. If there's any doubt in your minds, please ask your questions. So with that, unless somebody has got a question right now, we can just go on down to the next item on the agenda. And it's entitled permits and environmental discussion. And you should probably note, those of you who have copies of the RFP, toward the back to the copy of the environmental documents is the approved environmental assessment for which the finding of no significant impact was made.

There's several environmental commitments that were made as part of that environmental, as part of the environmental phase. There's also, like the middle to last third of the RFP, there's some notice to bidders that go with those environmental commitments. Now I can sit up here and I can read every one of the

environmental commitments if you want me to, but I'd rather if you've got some questions on any of them, that you just ask.

The environmental commitments have not changed since the first meeting. As far as permits, MDOT has acquired a nationwide 14 permit. That's waters of the U S. Filling in areas less than one tenth of an acre and MDOT has a Corps of Engineer 404 permit. That's what I call a wetland filling permit. MDOT has also stated in the RFP, MDOT has acquired a dredging permit from the Department of Marine Resources that allows for the dredging of 100,000 cubic yards in the area of the bay.

Outside of these permits, these -- what I'm going to call the contractor, I can use proposer and contractor interchangeably, but for here, contractor will be responsible for obtaining any other required permits to construct his design if he is the selected contractor. There's also a required Coast Guard permit and CSX railroad agreement that are needed.

And they are dependent upon the contractor's design, the selected contractor's design. Once you are the selected contractor and you have submitted your design, MDOT, and Mitch, if I say this wrong, help me out, MDOT will forward your design to the Coast Guard,

to the CSX transportation railroad to get their buy in, to get their approval.

MR. CARR: That's correct.

MR. FOSTER: Copies of permits once we get them, they will be immediately furnished to the contractor. Whoever the selected contractor is, he needs to keep in mind that there is that time period that is required for MDOT to submit this to the Coast Guard, to the CSX transportation railroad to get their buy in and to get the information and approval back to you. During the design process, please keep that in mind.

I said any other permits that are required are the responsibility of the contractor. And any modifications to the permits that MDOT has obtained that the contractor wishes to make, they are the responsibility of the contractor. If for some reason a hundred thousand cubic yards is not enough dredge, and you need 150, it's your responsibility.

There will also be another permit, what I call the Coast Guard operational permit that's required to construct the new bridge and remove the old bridge. Again, Mitch, if I say that wrong, correct me. And depending upon the contractor's method of construction, a FAA permit may be required if you get very high up in

the air. I'm not going to tell you if you get over a hundred feet in the air, I'm not going to tell you if you get 200 feet in the air with cranes and booms and things of that nature, you might need a permit.

Like I say, you may want to keep that in mind. There is a Gulfport Regional Airport nearby. There are a couple of airports over in the Ocean Springs area. If there's any doubt in your mind, you might want to check with them. Any questions about permits or environmental?

MR. TIPTON: I'm Roy Tipton. I'm with the AG's office. All of y'all are experienced proposers and contractors. I will remind you that dealing with the railroad is a long process. The quicker you get things ready for the railroad, the easier it will be to get those permits. But this is a contractor responsibility. MDOT will forward your paperwork. It's the contractor's responsibility to get the permits from the CSX railroad. I want to make sure everyone is clear on that.

MR. FOSTER: Okay. Next item on the agenda is utility and right of way status. As far as utilities, first off, let me say design for avoidance if at all possible. If that's not the case, then I will proceed to, which I'm not saying you can or you can't,

but this project, MDOT is doing something -- this will be the second project MDOT has got what we call a new approach to dealing with utilities.

The first time this was used was over on the other design build project, the Bay St. Louis project. This is where MDOT has gone and negotiated memorandums of agreement with all known utilities that are present within the right of way, whether it be in Ocean Springs or the City of Biloxi. And the MOA's will provide that the selected contractor will be able to build parallel services or will be able to use a sub contractor that's approved by the utility owner to build the parallel service to relocate their lines.

As far as paying for this relocation, MDOT will pay a significant portion of the utility relocation. And this is exchange for the utilities agreement to cooperate to either fully remove their facilities or allow the contractor using their forces or an approved sub contractor to relocate any utilities that are in conflict. And this hopefully will allow the contractor to work this into his schedule in a timely fashion.

These memorandums, I don't want to say the reason why they were done, in doing so, MDOT is trying to remove as much uncertainty as far as the utility

conflicts as possible. There are two factors that I need to point out in handling utilities in this fashion. The first is that the contractor's cost for management of this process is to be included in his lump sum or his price submitted to construct the project.

And the second is that the cost for the relocation or the setting up of the service or all of the things that are normally handled in utility agreements will be handled as a direct expense which will be paid through MDOT, and it will be outside the contractor's submitted price or his guaranteed price to construct the project. Does everybody understand what that means?

MR. TIPTON: One comment on the process, Roy Tipton with the AG's office. The process is that you will negotiate and obtain a utility relocation agreement with the utility company. And that relocation agreement has to be approved by MDOT prior to work beginning. So that is a time factor that you have to put in.

We will do everything we can to expedite an approval, but the agreements do have to be approved by MDOT prior to work commencing. If they start work before the agreement has begun, then that will be an item that will be subject to being refused to be paid.

MR. FOSTER: That's utility work, not the

bridge work.

MR. TIPTON: Utility.

MR. FOSTER: Any utility questions. Next item is the right, status of the right of way. Putting it bluntly, MDOT envisions that the contractor's design can construct the project in such a manner that it will stay inside the right of way, MDOT's current right of way. And also the area that is being acquired is an easement, permanent easement.

There is, I'm going go ahead and tell you this, in the RFP under the utility, I mean the right of way status, there will be an addendum updating it. It says, I believe, in there that MDOT will acquire the easement by December 31, 2005. And as we know, that's already passed. But the date, we have been in touch with the Secretary of State's office and he has assured us that a signed document can be expected by May 15, 2006.

And the area for those of you who are not familiar with it, it is in the southwest quadrant on the Biloxi side of the bay. It's the area that I call where the old aquarium was that was destroyed by Hurricane Katrina. The casino owner, it was -- I can't remember the name of the casino that was there. Casino Magic, I think. But the casino has already signed off on it.

The City of Biloxi has already signed off on it, so we're just waiting for the Secretary of State. But until we get the Secretary of State's signature and this easement resolved, we are not going to allow construction or contractor into that area. It will remain as a restricted area. What that means is we're - - contractor -- there will be no construction in that site.

You can't use it as a staging area or whatever, but again, we feel pretty confident that we're going have it by the May 15th deadline. Having said that about the area, the right of way that MDOT has acquired or is in the process of acquiring, I will say that any other right of way that the contractor/designer needs to construct their design will be the responsibility of the contractor. It's his responsibility to acquire it.

There will be no time allotted to acquire this right of way. The dates will be as set in the proposal or the contract submission, the contractor submittal base, which I believe either Brad or B.B. will cover later. Like I said, that's about all I've got on utilities and right of way unless y'all have got some questions. If not, I'll turn it over to Mitch Carr to talk about the bridge.

MITCH CARR: Good afternoon. Does this feel like deja vu all over again. I am Mitch Carr, the state bridge engineer. I am not going to, of course, read the RFP to you, but I do have a number of points that I do want to touch on briefly. If you've got some questions while I'm going through, just feel free to ask. This is very informal. Or if you want to wait until the end to ask, that's fine also.

Roughly, as specified in Exhibit 2 A, the bay bridge at the navigation span, the lowest girder elevation will be 96.8 feet in a minimum rectangle, 75 feet on either side of the center line of the navigation span, I'm sorry, navigation channel. The approach spans, the lowest girder elevation will clear elevation 28 feet except for those portions that you need to get back down toward the abutments. What you need to shoot for is about elevation 20 at the abutments.

Now, we'll work with you on that. But I think you'll see when you're working your grades, it's generally going to be about 20 feet. Also in Exhibit 2 A for the CSX transportation railroad, you have to maintain a minimum vertical clearance of 17 feet over the access roads. While we're talking about the railroad, it's already been mentioned in Exhibit 2B,

section 1.4.3, and section 4.2, there is information in there regarding the requirements and the railroad crossing contract.

Section 4.2, there is a requirement where the contractor needs to send in drawings to MDOT. We have to get these drawings to the railroad as part of the submittal of the contract to the railroad. So they are in preliminary form. They don't have to be in a final form, although we will have to send in final plans. If you send us preliminaries, we will get the railroad's signature on those for clearances only.

That's mainly what they are interested in. Later on, they will want a set of the final plans, just elevation laid out. Same thing for the Coast Guard as was mentioned, we'll need the final views of the elevation and layout for the Coast Guard permits.

Also in Exhibit 2B, section 1.4.4, it discusses bridge aesthetics. These are very important to your technical score. And I'll just reiterate some of these things, the barriers, the proposers are supposed to provide a minimum of three alternate concepts. They will include two dimensional drawings and three dimensional renderings of the barrier concepts as well as construction cost.

There's a section under bridge accent

lighting that you may not have seen before. You are to provide a minimum of three alternative concepts with detailed manufacturer specifications, construction cost, estimated annual maintenance cost, and estimated power consumption. Three dimensional renderings are also required for this lighting. The opening RFP description document has language also regarding volume one and volume two proposal submittals which also relate to this.

While we're talking about volume one and volume two, there will probably be an addendum issued which modifies the section 904 forms where you submit the cost information for the bridge railing alternates. We will be issuing an addendum on how that's turned in. In section 1.4.5, the last sentence refers you to notice to bidders 831 for additional requirements. That is misprint, it should be notice to bidders 830 instead of 831.

I call your attention to section 2.4.2 B and also to the Exhibit 10 vessel collision report dated April 4, 2006 concerning the vessel collision requirements of the substructure in the bay. I won't go into those in detail, I'm just pointing them out to you. I also call attention to 2.4.3 regarding the requirements for shear keys on the caps.

Section 2.7, there are bridge barrier requirements which may seem a little bit different to you this time around, so I'll call your attention to that. Also section 2.11 related to the retaining wall requirements, these requirements apply for abutments on the bay bridges and bridges on the transportation, I'm sorry, the CSX transportation railroad. I want to call your attention to section 2.12 regarding the bridge deck and the under bridge accent lighting.

You can read the detailed specifications for yourself, but I want to emphasize that when you're considering your lighting systems, that you need to make sure you design and install them in an environmentally sensitive manner. Some states, especially Florida, have had problems with above deck lighting and under bridge lighting that shines down into the water and attracts endangered species in the navigation channel where they can be struck by navigation traffic.

So I encourage you not to design your lighting where it will attract endangered species. That may sound like a good fishing spot at night, but we don't want that to happen. Also, you need to be careful how you design and install them so that they don't affect the visibility or conflict with any navigation lights that are on the bridge. There are requirements

for navigation lights.

There are, I believe it's a red on the left and red on the right and green in the center. If the lights obstruct any of these navigation lights or if they wash out the color of the lights so that the boat pilots can't see where they need to go, that's an issue. In addition to that, you need to be careful that there is no glare into the lights of any of the boat pilots or that the intensity of the lighting is such that when the boat pilots are going down through there in the dark and they come up on this extremely brightly lit bridge, when they get through the other side, all they see is spots and they are night blind.

And they could possibly run over another boat on the other side of the bridge. So just keep those things in mind. I call your attention to section 2.13, also special provision 907-665-1 concerning the navigation lighting. And I call to your attention, notice to bidders 860 and special provision 907-804-5 regarding the requirements when using maturity meters, and specifically where maturity meters are required during the curing of the concrete pylons. That covers everything that I was specifically wanting to mention, but are there any questions about the bridge requirements? Okay. Thank you. Next up is Mr. John

Pickering with roadway design requirements.

JOHN PICKERING: My name is John Pickering. I'm the roadway design engineer for the Mississippi Department of Transportation. Like Mitch said, I'm not going to go over everything that's in the RFP. I just want to hit a few highlights. Some of it is going to be a little repeat, but hopefully, that's only just a little bit. First item I'd like to talk about is on US 90.

Just to let you know the project limits of this, Myrtle Street or it's about station, or the stations that I mention are existing stations that come from our old as built plans, but it would be just east of Myrtle Street, station 1423 plus 25. And it's going to end on the Ocean Springs side of station 43 plus no number. That will include a high rise bridge over the Biloxi Bay. It will have a profile tie down just east of Myrtle Street on the west end. And have a profile that will be no higher than one foot from existing US 90 and approximately station 15 plus 00.

That 15 plus 00 is where there is an existing connection to the frontage road. And your design will have a connection to the frontage road. That's between the railroad bridge and the high rise bridge. The Biloxi Bay bridge will be six lanes with a

shared use path for pedestrians and bicyclists on the south side only. Will not be on the north side. There will be a second bridge included over the railroad. This bridge over the railroad will not have a shared use path.

Item number two that I want to talk about is the shared use path. A shared use path will begin just east of Myrtle Street which is actually the BOP. This is on the south side of US 90 and end at approximately station 15 plus 00, which is what I mentioned to you awhile ago about the one foot profile. This is an access connection to the south frontage road in Ocean Springs. You can see those on the drawings that I gave you that we provided to you guys.

You can see that where the connection is over to the frontage road over from Highway 90. I want to talk about the frontage roads on the Biloxi side of the bay are two lane. A two lane two way frontage road will be required on the north side of US 90 with curb. The existing frontage road on the south side of US 90, again on the Biloxi side, will be removed.

The next item under frontage roads on the east side of the bay, which is in Ocean Springs, on the north side of the frontage road is required on the north side of US 90 with curb. Back up, I got off just a

moment, sorry. East side of the bay, on the north side, a frontage road is required from the sea wall to approximately station 22 plus 25. And from approximate station 24 plus 00 to approximately station 42 plus 00. Again, on the east side of the bay.

On the south side, a frontage road is required from the sea wall to approximately station 26 plus 00, and from approximate station 29 plus 00 to approximate station 42 plus 00. These stations are not exactly even because of bad railroad skew angles. On the frontage road, the next item I want to talk about is curb gutter versus open ditch in Ocean Springs. If the existing frontage roads have curb and gutter, the curb and gutter will remain or be replaced if necessary.

However, if existing frontage road do not have curb and gutter present, open ditches may be proposed using table 14-2 I. That's what we call urban local street. It's on page 14-27 of the roadway design manual. The fourth thing I want to talk about is the access connections. This is required from both US 90 to both the north and south frontage roads to approximate station 15 plus 00 which would be a right in and right out, median crossovers would be required to dislocate.

There is one today, but you won't build one back. These connections will be designed as shown in

roadway design manual for median crossovers. The next item on the access connections will be required from US 90 to both the north and south roads and approximate station 36 plus 00 and median crossover is required at this location. This connection will be designed as shown in the roadway design manual for median crossovers.

Another access connection, there will be a frontage road connection at approximate station 22 plus 00 and 28 plus 00 under the railroad bridges. Design criteria will be as shown in 14-2 I, urban local streets as I mentioned awhile ago on page 14-27 of the roadway design manual. Turning widths on the frontage road connections will be designed for W B-52 truck with the truck utilizing the full width of pavement or both lanes that connect you to the frontage road.

Item number five is about the median barrier. A median barrier will be required on US 90 from approximate station 1430 plus 00 to station 35 plus 00. An attenuator is anticipated at the beginning and ending of this median barrier. Concrete single face barriers is required between the east boundary of US 90 traffic and the shared use path, which will begin just east of Myrtle Street and end just east of the bridge abutment on the Ocean Springs side. Attenuator is

anticipated at the beginning of the single face barrier, not at the end of it, but at the beginning because of the direction of the traffic.

Item number six in regards to retaining wall. It is anticipated retaining walls will be required on both the north and south side of US 90 in Biloxi in order to stay inside the existing right of way. A concrete single face barrier is required on top of the retaining wall on the north side of US 90 in Biloxi. A pedestrian/bicycle barrier is required on the top of the retaining wall on the south side of US 90 in Biloxi.

Last item under retaining walls is there may be other locations requiring retaining walls on this project, such as providing frontage road to access roads in order to stay within existing right of way. That will be your designer's responsibility to tell you where. That's all I have. Any questions? I think next up is Steve Twedt.

MR. TWEDT: Okay. I'm not going to give this much more than a mention, but this is something that will be discussed in detail with a successful proposal. Media relations on the coast are strained at present time, for those of y'all that aren't familiar with it, we don't have the best relationship with the

newspaper. We do okay with the TV.

But all the dissemination of information concerning this project will need to -- that goes to the media, to the public or to the public officials will have to go through MDOT. It will be reviewed by the project engineer, Kelly Castleberry, and will make media releases as are necessary to our external affairs committee. We are going to need to work directly with public officials for any kind of permits, local, state or federal jurisdictions where we're not going to get involved in that. We're just talking about dissemination of information to the public.

Also, input will be sought from public officials on bridge railing and aesthetic elements. We are going to be required to do that. That was an environmental commitment that we made in a gold sheet. That will not be done directly from the design build firm to the public officials or the public. We're going to take a lead role in that as well. Are there any questions about dealing with the public or public officials? Okay. That said, next up is Richard Sheffield.

MR. SHEFFIELD: I am Richard Sheffield. I'm assistant chief engineer operations. And the materials is in my blood, has been a long time. And I get to you

to talk to you about the QC testing requirement. I've got some handouts that I guess I should have laid out earlier. It won't take long to go around the room. In following the format that has already been established, I'm not going to read the RFP to you either. I just wanted to point out some things that may be a little different from the original request for proposal that went out last year for this project.

Building a bridge of this size, there is an enormous amount of concrete that goes into this process. And with the marine environment down there, obviously, we have to deal with the concrete exposed to sea water. So we, over the years, tried to address that. What I wanted to make you aware of is there is an extra special provision in this RFP. It's found on page 341 of the RFP. And it is important that the cement, and any of the concrete is exposed to sea water, obviously, we have to have either a type two cement or a type one with the usual additives, the fly or the round granulated blast slag.

Very recently, MDOT has approved the use of another additive. Concrete exposed to sea water when using a type one cement allows up to ten percent metakaolin. There is a trade name known as OPTIPOZZ, don't ask me what it stands for. But the beauty of the

metakaolin is you don't have to set up a silo. It comes in bags and it can be added right there at the plant.

So you've got another option with designing your concrete mixes for this project. So I wanted to point that out to you. Most of you are aware, well, I suppose all of you are when you submitted your statement of qualifications, that we are requiring any testing laboratory that's going to be doing your QC testing to be accredited by AASHTO. In the RFP, that's addressed again on page 45. And it states explicitly that all testing laboratories for construction quality control must be AASHTO accredited for the tests that are being performed.

What I have handed out to you is a listing of the QC testing requirements of concrete, asphalt and your earth work. This is a listing of the tests that I know will be required during construction. And it's not an exhausted list of every anticipated test that you may run across, but it is a listing of those tests that will require AASHTO accreditations for your lab that's doing the testing.

I'll address the concrete first. Those of you that have done work in Mississippi before know that with our concrete, we have three levels of technician certification. The ACI grade one, then MDOT has a class

two and class three depending on what their responsibility is on the project. So I reproduced that on the front sheet. Any questions concerning the certification program, you can get in touch with the Mississippi Concrete Industry Association, and I have provided their telephone number for you.

Hot mix and asphalts is a similar animal in that there are three different levels of certification depending upon what you are going to be doing in the process. There are a multitude of laboratory tests associated with hot mix asphalt. However, I have short listed them down to the eight or nine that I have here. Those are the ones that we are looking for, AASHTO accreditations to perform those tests.

Same thing for your earth work, your soils. There's a multitude of soils tests that can be run, but the few that are listed on the sheet are the ones that we are going to require the AASHTO accreditations for the lab running the tests. Before I proceed any further, are there any questions concerning this? Because I don't think we made it very clear the first time we went through this process. It's a federal aid requirement and it's an MDOT requirement.

Okay, well, I'll proceed on. Another item I'd like to point out beginning on page 348 of your RFP

document is a copy of the department's standard operating procedure on sampling and testing frequency. Now this document, obviously, is set up for our normal type work which is broken out by our standard pay out's. This being a lump sum contract, we won't have to pay out.

But what I do want to say is the QC testing of the various materials that will go into this project should follow the general frequencies that are set out on this SOP. Lastly, Exhibit 13 is a part of the RFP. It's not included in the printed documents that you were furnished. It is the materials inspection testing and certification manual. It's a huge document, it's really thicker than the RFP document there.

But you can download it at www.gomdot.com. In the business section, there's a link to it. And it explains in great detail the procedures for material approvals, some of the test procedure. In fact, there is an appendix in the back of that manual that lists all of the Mississippi tests you may be interested in doing if you don't want to run an AASHTO and ASTM procedure. They could be applicable to the project especially for testing the hot mix asphalt. Are there any questions concerning the laboratory accreditation or the technician qualifications? Okay, thank you, very much.

Who's next, B.B.

MR. HOUSE: I'm B.B. House, contract administration engineer for the department. The RFP that you received, the combed down copy is what you will turn in in its entirety for your volume two. You'll fill out all of the forms that are in there. There are several forms that are post award that will need to be filled out. That's your performance bond and payment bond under attachment B's.

Your certificates of insurance will come in post award in a W 9 form. Your certificates of insurance specifically and bid bonds require Mississippi resident agent counter signatures, either signatures or counter signatures, whichever the case may be. And there's no exception to that rule. That's a commission order that we have to work under.

Now if you don't make that happen on the front end, it's going to hurt you on the back end. Because everything is tied to an anticipated notice to proceed. The ways on the proposer's side do not give you any relief in that notice to proceed. The notice to proceed begins the clock ticking towards your milestone dates. So this has got to be done on the front end.

In your RFP, the most important page in there are your yellow pages. Most important are your

yellow pages. The first page in the RFP when you open the folder, open the cover, is your bidder checklist. And in it are listed the things that you have to do or that you need to do when you turn in or prepare your bid to turn in. You follow that, you shouldn't have an irregular bid. No strip proposals, the whole thing comes back to us.

Successful bidder will get a copy back which is an identical copy of what you turned in. The volume one technical proposal, the layout for it is described in the RFP. That's something that you will put together, your technical proposal, and your plans, whatever support that technical proposal. The ten copies of that are due on May 26th by noon. Those will be evaluated to establish your technical score. Your technical score is part of the best value formula, best value proposal formula.

Another post award document item, all proposers are required to escrow your proposal documents, your preparation documents per special provision 907-103 within two days of the submission of your prices. Also after award, the successful proposer will be required to provide 30 additional sets of volume one for distribution. We will provide the copies of the volume two for you to turn in. Page 20 of the proposal

has your milestone schedule, all your important dates.

On the bid sheets, the section 905, there are alternates for bridge railing. I think Mitch alluded to this. There are three different bridge railings that you will be bidding on. And we're going to have to revise our bid tabs or bid sheets to reflect that. Right now, there is only an A, B, and C alternative for your railing. There will be an outside railing on the shared use path, a railing to separate the shared use from the travel path, and an outside railing on the other side of the bridge. All of those will be detailed in the new bid sheets.

Page 93 is attachment E, OCR 481's, those are due with your volume two submission. Now if we just put one in the package, you can photocopy it, fax it off to whoever needs it. We would like to get original signed copies back eventually. We will accept the fax copies for bid submission, and the same on the OCR 485's. There's one in your package, that's attachment F. And duplicate it as many times as you need to get all of your subs listed.

Your DBE goal on this project is five percent. Project carries a stipend, \$150,000, to be paid to each responsive proposer not selected as the successful proposer. And responsive means a package

that is executable. If you do not provide an executable package as your volume two submission, you will not qualify for the stipend. If there is anything in your proposal that deems it irregular, you will not get a stipend.

All your irregular items are in that checklist in the front of the proposal. If you do all of those things, you shouldn't have an irregular bid. Last thing, if you have -- if the short listed proposers do not notify MDOT in writing of their primary contact person, you need to do that as soon as possible. I had one response -- I see one response by letter, one response by phone call. And I'm still waiting on one response.

On your bid pages, your 905 pages, be sure that you fill in both your unit price and your extended price. In the case of lump sum, you put the same number out there twice. In the flagging, that's an item that you will have to extend out. I think your pricing on your rail, you will have to do an extension. You can't leave any of those things blank. Any questions?

MR. BYRNE: Patrick Byrne with UC Constructors. On the escrow documents, you waived last time when we were successful. Are you still existing now they're state proposers?

MR. HOUSE: In the first time around, it was not waived. It just wasn't done. I think the intention was always there to do it, but it was not done. And it turned out that the low bidder was the awarded bidder, at least on the Bay St. Louis job. On this job, there wasn't an award.

So everybody needs to escrow. The reason being is we can't execute a contract with the lowest bid or the best value bid, I'm sorry. We can't get the best value under contract, we go to the next best value. So your documents already need to be escrowed in order for us to proceed in that manner.

MR. BYRNE: If you escrow everybody's, do you give back the two that you don't contract with?

MR. HOUSE: Yes. And also on escrow, the escrow is the contractor or the proposer's responsibility. Just to mention, too, on your payment bond and performance bond, if you go ahead and put that in your submission volume two, and we're holding a signed proposal and paper bond in our hand, if you are not the successful proposer, we will mail that back to you. Bid bonds do not get mailed back or returned. We keep all of the bid bonds. But if you submit payment performance bonds in your package, and you are not successful, we will return those to you.

Last item I've got is there is a warranty bond on this. That will not come into play for a coverage standpoint until the project is complete. You do not have to provide that on the front end, although you can work that out and provide it when you're ready. But it has to be provided by the end of the job. Okay. Anything else? Okay, Brad Lewis is next.

MR. LEWIS: As B.B. said, my name is Brad Lewis. I'm the state construction engineer. Steve is handing out some notice to bidders. I think there's one special provision that's in there. We printed these documents, we kind of had a little glitch. So those will be coming out with the minutes in addendum one. I want to address some of what B.B. said or further clarify on the escrow documents.

Once we execute a contract, we will send a letter releasing the two other teams' documents themselves. The other thing B.B. mentioned was the submission of volume two is in the bound book itself. The department will furnish you a special envelope that this document needs to be in. The other thing, this contract just like the other one is A plus B plus C. The proposers' teams will identify the milestone one completion days and milestone two completion days.

With that being said, the -- take into

consideration your bridge rail alternatives and the under bridge accent lighting. The department will make the choice. The time you bid should include whatever selection we make on it. Something else, kind of mainly what I'm going to point out will be most of the differences from the first go round. Contractor payments will be made or can be made up to twice a month on this contract.

There's a new Exhibit 15. It kind of lays out a schedule for those. If you do one twice a month, you'll have to follow that schedule. We've still got the no excuse bonus, again, in the same dollar amount. There is one that's added, I guess, feature to it. With the catastrophic event, we also include a work stoppage due to a court order. Would be considered as free time, I guess you could say.

The liquidated damages road user costs, they are the same as they were on the first go round. One other thing on the railroad bridge itself, the access road, you are allowed to close that road underneath until milestone one completion. When you open up the bay bridge to two lane traffic, you cannot close or totally close that access underneath. You have to maintain traffic on it.

You will be allowed, you know, single lane

closures, that kind of thing, but not a total shut down. Warranty, this does have warranty provisions in it. The warranty provision is two years from completion of milestone two, which is the full maintenance release. The warranty bond is now ten percent on this contract. The bond is good for a minimum period of three years.

DBE, there is a DBE meeting in first floor auditorium on April 24, 2 o'clock. This is a mandatory meeting as a good faith effort. Some of the other differences you are going to see is in the 100 sections. They have been slightly modified from the first go round. The other thing, the notice to bidders or notice to proposers, that has been changed.

The notice to bidders, number two list, the utility companies, it has most all of the contract information on it. It will be undated and coming out with the first addendum. There are several environmental requirements that you will need to follow. Kind of referring to the gold sheets in the environmental document itself. Notice of bidders, number 837, discusses live oak trees, avoid at all possible. Any trees that conflict with any construction work will have to be relocated and there's a special provision that addresses the relocation of those trees.

There will be no fuel material adjustments

on this contract. Kind of touched on what David referred to or brought up as a restricted area of the right of way. There is a notice to bidder that addresses it. It is restricted until July 1, 2006. As David said, the anticipated date is May 15th. As soon as we obtain clearance on it, we'll release it, so hopefully it won't be an issue.

There is a notice to bidders that addresses the OCR 485 DBE form. This document has to be submitted with your volume two. One notice to bidders that is not included in the packet is the existing bass release. They have been raised and locked in the upright position. The contractor, it will be their responsibility to maintain this clearance.

They'll have to monitor in case they start creeping down. They will have to be opened back up or removed. The only exception to this will be, I guess in the removal process, they will be allowed to be closed for a given period. This will need to be coordinated through MDOT and the Coast Guard.

MR. CARR: Just like any other time when you're going to be blocking the navigation channel, the Coast Guard requires 30 days minimal notification before you stop traffic in the navigation channel so they can put out a notification to mariners. That's Mitch Carr.

MR. LEWIS: Some of the special provisions. The 907107, there's a couple of points in it. One is the insurance types and amounts is the same as what it was, but they are listed in this section. There is a requirement for an erosion control plan that has to be submitted prior to starting work. The only change to it is you now are erosion control person on this project.

The other thing I want to cover is the railroad flagging cost. We've set up a dollar amount that you're to use in your bid. There's a form or a blank 905 section to fill out. You need to pay attention and then kind of read that section, it's a little different. 907108, we're going to require a CPM schedule which is the same. The 10806 section talks about the extension of time. This section really only applies to milestone two dates.

The no excuse bonus applies to milestone one. So it kind of depends on which time you're talking about which section applies. The last thing that I've got is the notice to proceed date. It is an anticipated date provided everything goes according to plan. It will be issued on that date. The clock will start running at that point.

The only time extension on it if the department delays it for reasons that are our reasons,

we delay that notice to proceed, then the clock hasn't started. If the delay is caused by the proposer, the clock is running on that notice to proceed. And whatever day it's issued, it's issued. So just kind of you need to pay attention to your documents and submission of those documents. Anybody got any questions? All right, I believe David.

DAVID FOSTER: Y'all are a quiet bunch. I guess we can look at it and lawyer fees self depository, we did just such a good job this time. If there are any questions that come to mind, now is the time.

MR. HAGUE: My name is Steve Hague with HNTB. One question that I haven't seen addressed anywhere in all of the quality control stuff is who is responsible for the quality control inspection of the fabricating structural steel that may take place in a fabricator's shop?

MR. CARR: That's in there. The department will contract with a firm that will do quality assurance testing. The steel fabricator has his own quality control requirements in his shop. And we will send our inspectors to his shop for that quality assurance testing. There are procedures in the Exhibit 2 B about submittals and things that need to occur between the lead design engineer and some of these quality control

processes, but it's in there.

MR. HAGUE: That's typically what MDOT normally does with that?

MR. CARR: Yes.

MR. LEWIS: If I may add, Brad Lewis. I think that went back to the red book. That was a special document, I think, on the first go round,

MR. HAGUE: But that's gone back to the red book what you typically do now?

MR. LEWIS: Pretty sure, yes, correct.

DAVID FOSTER: Any other questions, comments? And the reason why I keep asking that and I believe everybody else is because following today's meeting, only the project director may submit questions or request clarifications about this project. So again, if there's something that you're unsure of, thinking about now is the time or forward it to your project director.

Because he is the one that MDOT will be looking to receive questions and clarifications from. And all inquiries, once we walk out the door today have got to be in writing. And they've got to be received by MDOT prior to 4 p.m. on May 10th. There's not going to be any exceptions to this written request, this written requirement that's in the RFP.

So if you think of something and get this urge to pick up the phone and call somebody, please remember, we don't mean to hurt your feelings, but you're probably going to be running into a brick wall. Because all questions and request for clarifications have got to be in writing, and they've got to come from that project director. It's not going to be any exceptions.

As far as when the questions come, if you send them in the form of what's called snail mail, they'll be addressed to the chief engineer. The address is shown in the RFP. If you choose to e-mail them, there's an e-mail address, I don't have the page number, but it's in the RFP. It gives the web site or the e-mail address, not the web site. And MDOT will post the questions as well as the responses on the web site as well as any addendum, and I believe Mitch or Brad or somebody gave it as www.gomdot.com.

And we'll also express mail these responses and these addenda to the RFP holders no later than noon on May 18th or as soon as possible. But we don't plan on, let's just say if you ask a question, you send a written question tomorrow, we don't intend to wait until May 18th to answer it. We're going to try to get it on the web and back in your hands. And when we respond,

we're going to respond to everybody. We're going to tell everybody what the question was and what our response is. Is there any kind of questions that come to mind now?

MR. KNIGHT: Jeff Knight with W G, the G C team. The media says MDOT has crews down doing surveying and debris removal on this particular project. Now how much have y'all removed and where are you putting it, and will this survey be available for the team?

DAVID FOSTER: Let me address the surveying and Steve, if there's something other than what I'm saying, MDOT, when the first Biloxi Bay project was delayed or was not awarded, MDOT took that time to go down and do some survey work. Now we did not change the right of way. We did not change anything from what was already been supplied. It was more of a check, if you will.

So survey, yeah, that's a media's answer, okay, as opposed to the true definition of a survey. If you're a surveyor, you know the true definition of a survey versus a media's definition. As far as the debris removal, I'm going to ask Steve or Melinda to address that because I'm not sure.

MR. TWEDT: We really are not geared towards

doing any type of demolition or serious debris removal. Our operations have been limited to some salvaging of aluminum rail and bronze bearing plates.

DAVID FOSTER: And as Steve reminded me, there is a notice that addresses the bronze plates proposer. The contractor is to collect them, stockpile them for MDOT because MDOT does want those bronze plates. Any other questions?

MR. HAGUE: Steve Hague with HNTB. The review periods that we have bringing our submittals, are they still the 21-day review period and will follow a similar process as before?

MR. CARR: That's correct.

DAVID FOSTER: Anything else? Throughout the whole presentation, you've heard folks address the upcoming milestones that's on page number 20 of your RFP. The next one up I believe was Brad says the pre proposal DBE meeting is on the 24th of April. And as I've said, the next deadline will be the May 10th, that's for proposers to submit their written questions.

And then May 18th, that's MDOT's response. You might just want to just keep in mind sheet number 20 of the proposal for your milestone deadline. As far as anything else, as soon as Ms. Brown gives us the minutes, the transcript of this meeting, we're going to

be making it available on the web site, the www.gomdot.com web site. And I could go back and read you that long disclaimer that I read you at the beginning, but please remember, there's been changes made to this set of documents. They are different from the first time.

And we're advising everybody, all of the proposers, to read them carefully. And don't assume that what was in the first one is now in this one. So unless y'all have got some questions or concerns, I want to thank everybody on behalf of all MDOT's staff, FHWA. Thank y'all for coming. And like I say, good luck.

(Time noted: 2:50 p.m.)

CERTIFICATE OF COURT REPORTER

I, Julie Brown, Court Reporter and Notary Public, in and for the State of Mississippi, hereby certify that the foregoing contains a true and correct transcript as taken by me in the aforementioned matter at the time and place heretofore stated, as taken by stenotype and later reduced to typewritten form under my supervision by means of computer-aided transcription.

I further certify that under the authority vested in me by the State of Mississippi that the witness was placed under oath by me to truthfully answer all questions in the matter.

I further certify that I am not in the employ of or related to any counsel or party in this matter and have no interest, monetary or otherwise, in the final outcome of this matter.

Witness my signature and seal this the ____ day of _____, 2006.

JULIE BROWN

My Commission Expires:
April 3, 2008