



# Agenda

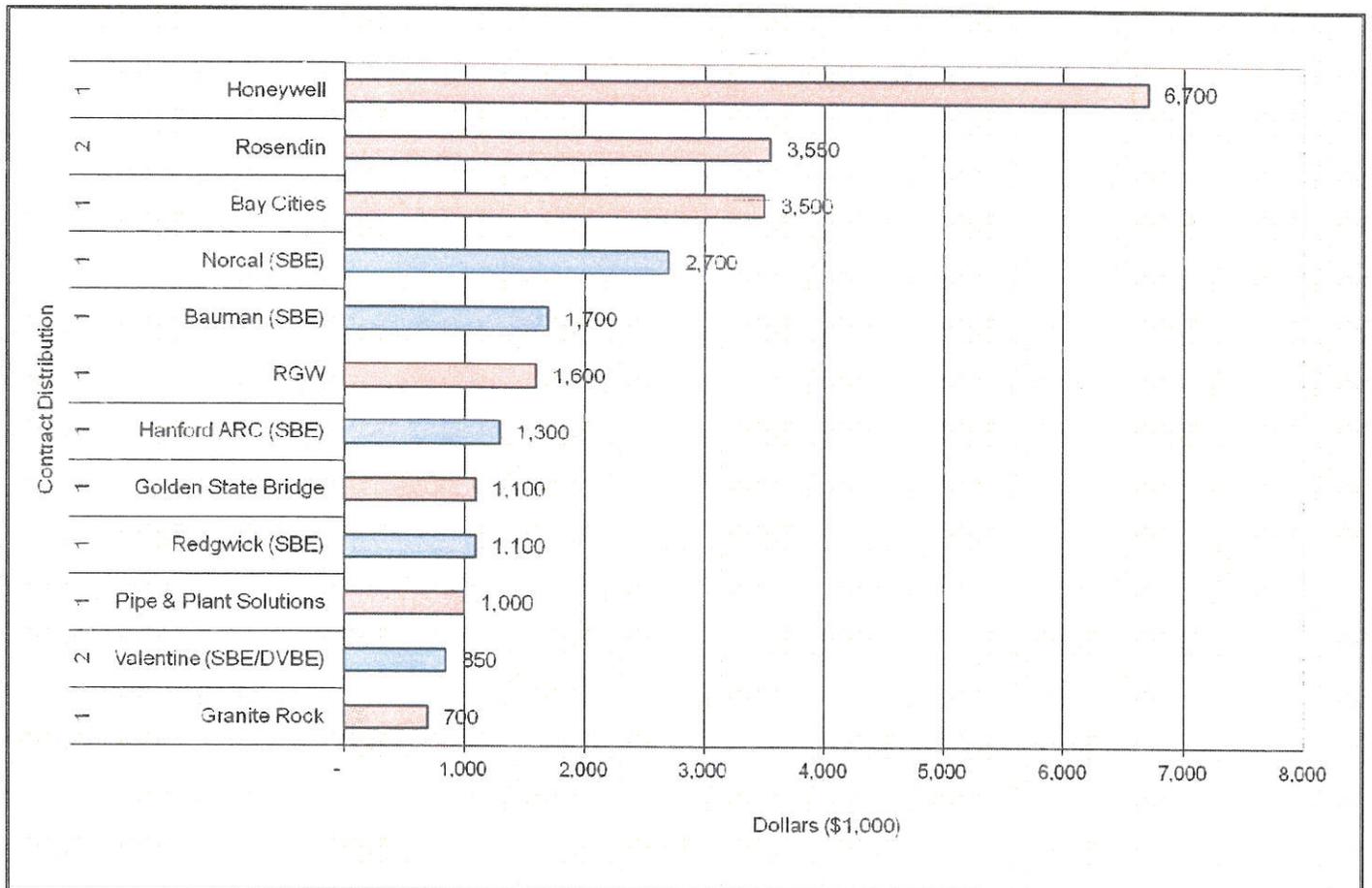
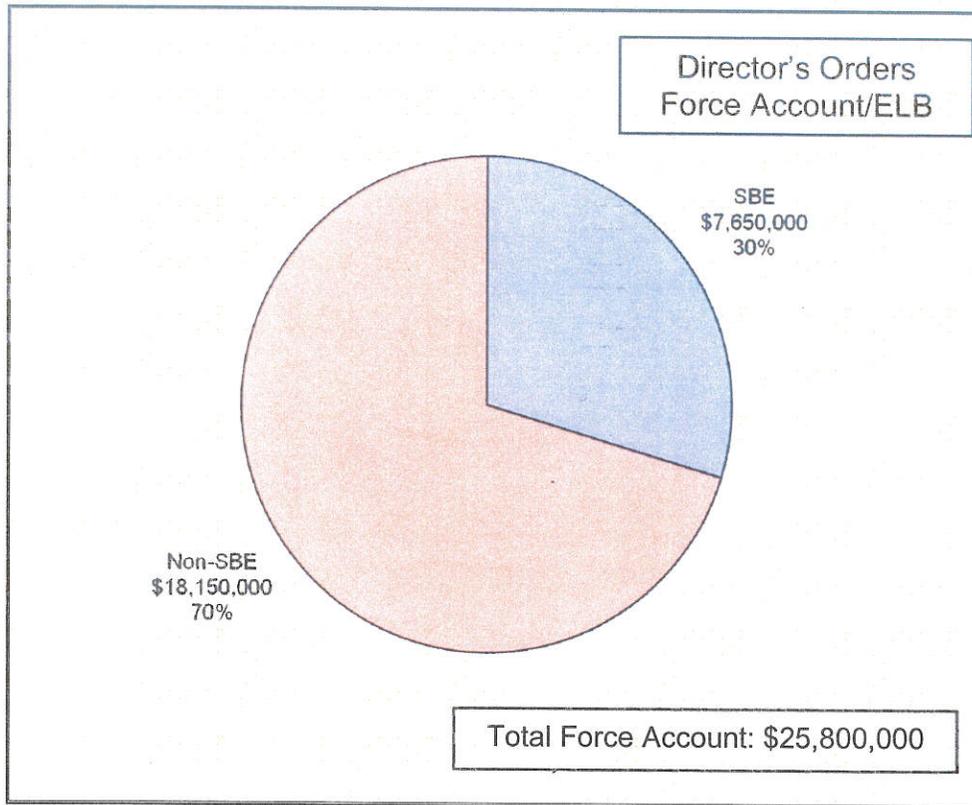
**CALTRANS SMALL BUSINESS COUNCIL MEETING**  
 Tuesday June 17, 2014  
 1:00 p.m. – 2:30 p.m.  
 District 4 –Mountain View Conference Room, 15-230  
 111 Grand Avenue, Oakland, CA

Participants:	Bijan Sartipi, Chairperson, District 4, District Director; Members of the Caltrans Small Business Council; Other Caltrans Management Staff and Guests
Special Guest(s):	

Time	Agenda Item	Presenter
1:00 p.m.	Item #1: Welcome/Introductions	Bijan Sartipi, District Director
1:10p.m.	Item #2: Approval of April 15, 2014 Meeting Minutes	Bijan Sartipi, District Director
1:20p.m.	Item #3: District 4 Update A Look Ahead at Upcoming Projects: <ul style="list-style-type: none"> <li>• Construction Projects</li> <li>• Maintenance Projects</li> <li>• Design Projects</li> <li>• Architectural &amp; Engineering Contracts</li> <li>• District 4 Small Business Update</li> </ul>	Bob Finney, Deputy District Director, Construction Stanley Ng, Maintenance Services Branch Chief Lenka Culik-Caro, Deputy District Director, Design Romy Fuentes, District Branch Chief, Transportation Engineer George Crosby, Branch Chief, Small Business Program
2:10 p.m.	Item #4: Review of Action Items	Premjit Rai, Deputy District Director, Administration
2:20 p.m.	Item #5: New Business	Bijan Sartipi, District Director
2:30 p.m.	Adjourn: Next Meeting August 19, 2014 at 1:00 pm	Bijan Sartipi, District Director



District 4 Emergency Contracts  
 Small Business Utilization FY 13/14 Report  
 (As of 06/10/14)  
 Prepared by Division of Maintenance

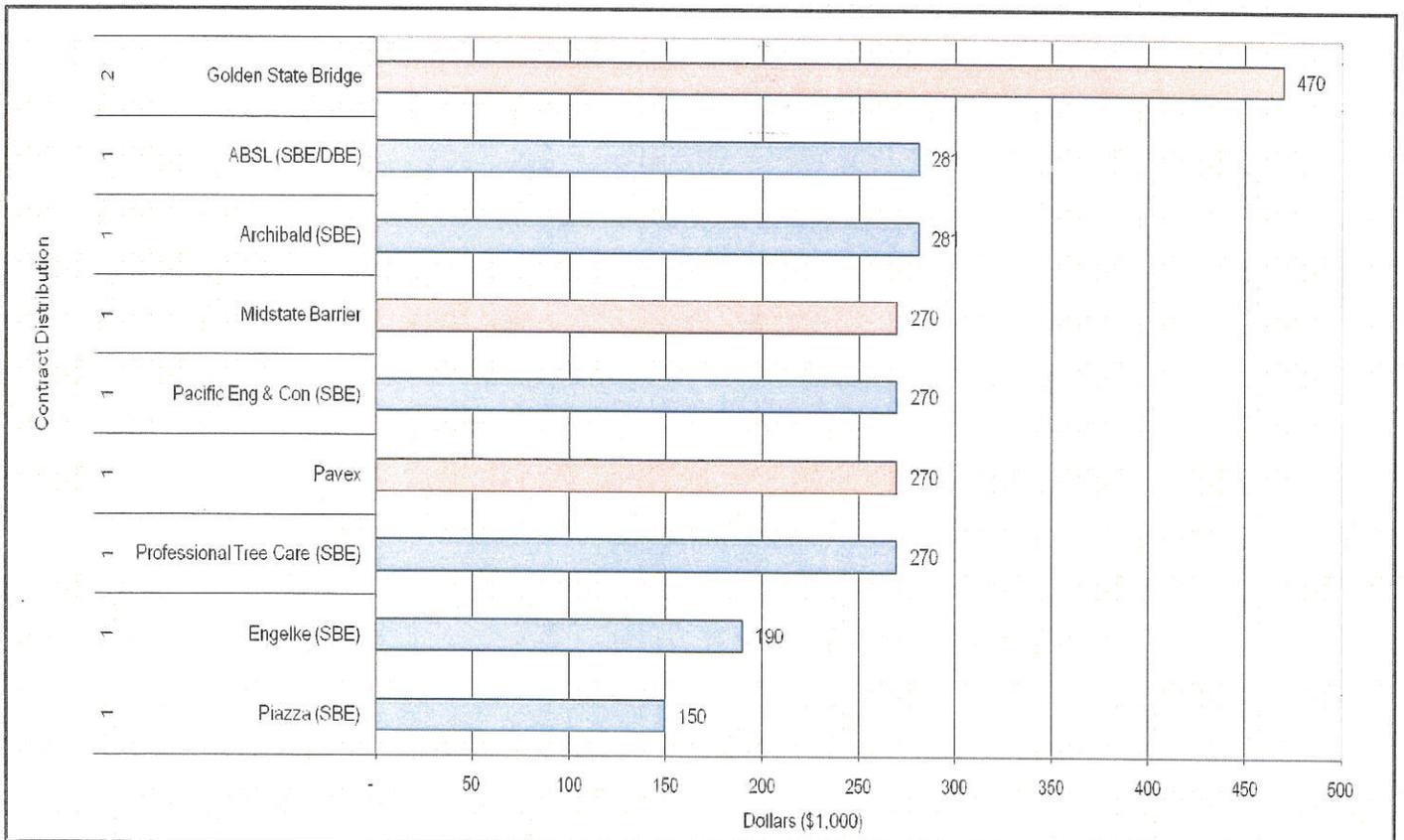
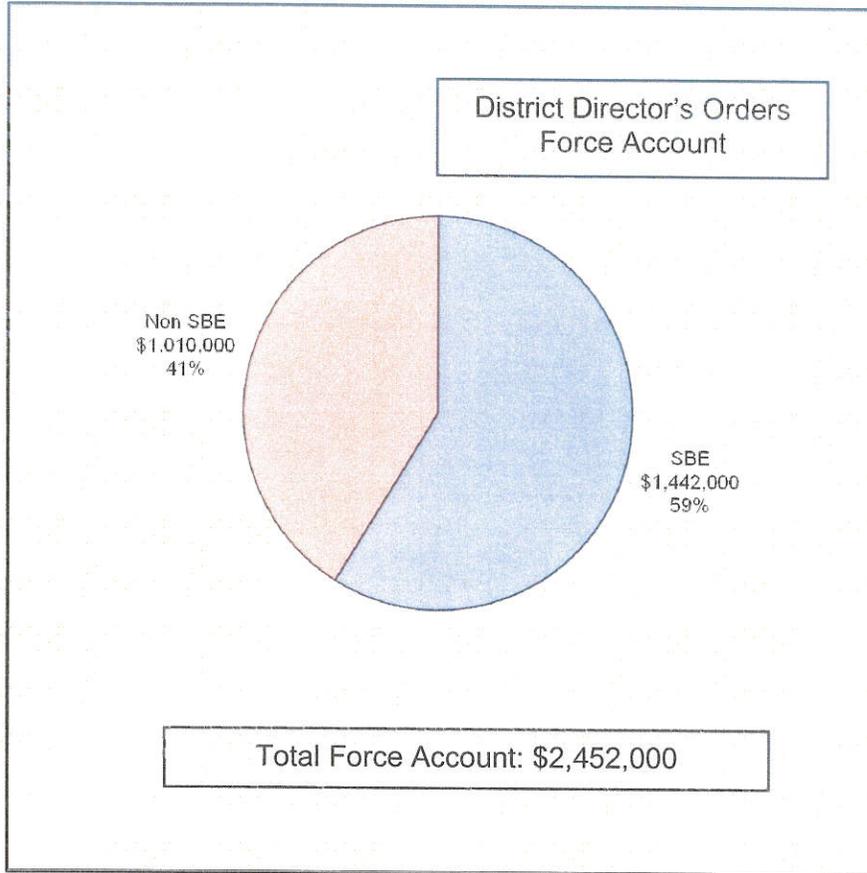


FY 2013/14 Director's Order - Force Account and ELB

No.	CO	RTE	PM	EA	Prime Contractor	Type	Subcontractors	Description of Work	Amount
<b>1st Quarter</b>									
1	Ala	980	1.1	0J7804	Honeywell	FA	TBD	replace fire life safety/building management system (FLS/BMS) at 111 Grand Avenue, Oakland	\$ 6,700,000
2	Ala	680	0.9/1.6	4G7004	Bay Cities	ELB	Tully Consulting (SBE) Statewide Safety Eaglelit (DVBE) Ashpalt Dike Const. Chrisp M. F. Maher Enprobe Reed &Graham	injection grouting, Scott Creek Road to East Warren Avenue, Fremont	\$ 3,500,000
3	Ala CC	24	5.9/6.2 0.0/0.3	0J4204	Rosendin	FA	Lane Safety (SBE)	replace uninterrupted power source (UPS) system, Caldecott Tunnel, Oakland	\$ 850,000
<b>2nd Quarter</b>									
4	SM	280	8.9/9.0	1J2704	RGW	ELB	AC Dike Co. Cal-Vet Services (DVBE) Chrisp	replace failed culvert and backfill sinkhole, south of Route 92, San Carlos	\$ 1,600,000
5	SCI	101	38.1	0J0604	Redgwick (SBE)	ELB	Maggiora Bros. Drilling (SBE) Bay Area Traffic Solutions Presidio Systems	replace groundwater pumps, North Tenth Street, San Jose	\$ 1,100,000
6	Son	37	0.1	1J3004	Valentine (SBE)	FA	Farwest Safety Statewide Traffic Control	reconstruct steel finger joint, Petaluma River Bridge, Novato	\$ 350,000
<b>3rd Quarter</b>									
7	Ala CC	24	5.9/6.2 0.0/0.3	0J4004	Rosendin	FA	TBD	install BASE security system, Caldecott Tunnel, Oakland	\$ 2,700,000
8	Sol	84	12.1	1J6504	Golden State Bridge	ELB	Frank Medina (SBE/DBE) Central Striping (SBE)	replace wood deck with corrugated metal deck, Miner Slough Bridge, Ryer Island	\$ 1,100,000
9	SCI	880	2.1	1J7704	Granite Rock	ELB	GMI ABSL (SBE/DBE) B L Equipment (SBE) D&S Trucking (SBE/DBE) Presidio Systems Cal-Vet Services (DVBE)	injection grouting, Route 82 Interchange, San Jose	\$ 700,000
<b>4th Quarter</b>									
10	SCI	var	var	1J7904	Norcal (SBE)	FA	TBD	replace irrigation controllers, modify irrigation, and applying mulch, at various locations in Santa Clara County	\$ 2,700,000
11	Ala CC	var	var	1J8004	Bauman (SBE)	FA	TBD	replace irrigation controllers, modify irrigation, and applying mulch, at various locations in Alameda and Contra Costa counties	\$ 1,700,000
12	Mm Sol Son	var	var	1J8904	Hanford ARC (SBE)	FA	TBD	replace irrigation controllers, modify irrigation, and applying mulch, at various locations in Marin, Solano, and Sonoma counties	\$ 1,300,000
13	Son	37	3.2	2J0204	Pipe & Plant Solutions	ELB	TBD	repair failing wingwall with concrete slurry at Water Tank cattle pass, near Sears Point	\$ 1,000,000
14	Nap	128	5.1	3E5204	Valentine (SBE/DVBE)	ELB	TBD	repair bridge abutment, Hopper Slough Bridge, Calistoga	\$ 500,000

FA - Force Account (No Bid)  
 ELB - Force Account (Bid Markups)  
 - Update since previous report

District 4 Emergency Contracts  
 Small Business Utilization FY 13/14 Report  
 (As of 06/10/14)  
 Prepared by Division of Maintenance



FY 2013/14 District Director's Order - Force Account

No.	CO	RTE	PM	EA	Contractor	Amount	Description of Work
<b>1st Quarter</b>							
1	Sol	80	21.2	0J0504	Pacific Engineering and Construction (SBE)	\$270,000	install drainage system, West Texas Street, Fairfield
2	SF	80	7.1	0J8704	Golden State Bridge	\$270,000	install vertical air gap monitor at SFOBB
3	SCI	880	1.3	0J7904	Midstate Barrier	\$270,000	install concrete barrier, Bascom Avenue, San Jose
<b>2nd Quarter</b>							
4	SM	280	9.4	0J9004	Pavex	\$270,000	repair culvert and backfill sinkhole, Canada Road, San Carlos
5	Nap	29	6.9	1J3304	Golden State Bridge	\$200,000	replace finger joint, Napa River Bridge, Napa
6	Son	116	22.6	1J0004	Engelke (SBE)	\$190,000	install drainage system, Vine Hill Road, Sebastopol
<b>3rd Quarter</b>							
7	SCI	152	1.0/5.2	1J5104	Professional Tree (SBE)	\$270,000	remove trees at two locations, Pole Line and Watsonville roads, west of Gilroy
<b>4th Quarter</b>							
8	Ala	84	0.0/3.5	2J1104	ABSL (SBE/DBE)	\$281,000	AC digouts on Marshlands Road (old Route 84) from Thornton Avenue to the Fishing Pier, Newark
9	SM	84	24.4/25.5	0J9804	Archibald (SBE)	\$281,000	AC digouts from Bay Road to Route 82, Woodside
10	Mrm	1	45.7	2J1204	Piazza (SBE)	\$150,000	reconstruct sidewalk and remove trees at Dillon Beach Road, Tomales

- Update since previous report





District 4 Consultant Services Unit

Recently Executed A&E Contracts

Contract No. <sup>8</sup>	Contract Description	Contract Advertisement Status	Firm Selected	Recently Executed Contracts Month/Year	Contract Type	Contract Term (Number of years)	Contract Amount	Contract Goal				
								SBE	Total DBE		DVBE	
								DBE <sup>1</sup>	UDBE <sup>2</sup>			
1	04A4285	On-Call Staffing Support - Risk Management for SFOBB Corridor	Completed	CALTROP <sup>3</sup>	July 2013	Prog/Proj Mgmt	6.0	\$2.0 M	25%	N/A	N/A	5%
2	04A4102	Technical Engineering Studies and Reports for Water Quality and Erosion Control	Completed	WRECO <sup>3</sup> (DBE)(SBE)	Oct 2013	Water Quality	3.0	\$2.0 M	N/A	14%/59%	N/A	N/A
3	04A4305	On-Call Material Sampling and Testing Services South Bay D04 LAB-Alameda, San Francisco, San Mateo, & Santa Clara.	Completed	SIGNET	Dec 2013	Material Inspection	3.0	\$3.0 M	N/A	12%/17%	N/A	N/A
4	04A4306	On-Call Material Sampling and Testing Services North Bay D04 LAB-Contra Costa, Marin, Sonoma, NAPA, and Solano.	Completed	ALTA VISTA <sup>3</sup> (DVBE)	Dec 2013	Material Inspection	3.0	\$3.0 M	N/A	12%/15%	N/A	N/A
5	04A4317	On-Call Traffic Analysis, Highway Operations and TMP for District 4	Completed	DKS ASSOCIATES	Oct 2013	Traffic Operations	3.0	\$1.5 M	N/A	3%	N/A	N/A
6	04A4320	On-Call Design and Specialty Survey for District 4	Completed	URS <sup>3</sup>	Oct 2013	Design and Specialty Survey	3.0	\$3.0 M	N/A	4%	N/A	N/A
7	04A4309	On Call Land Surveying - Deliverable Based	Completed	PSOMAS <sup>3</sup>	Nov 2013	Surveying	3.0	\$1.5M	N/A	10%	N/A	N/A
8	04A4310	On Call Land Surveying - Staff Augmentation	Completed	CHAUDHARY <sup>3</sup> (DBE)(SBE)	Nov 2013	Surveying	3.0	\$4.5M	N/A	10%/82%	N/A	N/A
9	04A4312	On Call - Water Quality	Completed	WRECO <sup>3</sup> (DBE)(SBE)	Oct 2013	Water Quality	3.0	\$2.0M	N/A	14%/56%	N/A	N/A
10	04A4338	On-Call Professional & Technical Construction Engineering, Scheduling & Inspection Service Sonoma.	Completed	PB AMERICAS <sup>3</sup>	Dec 2013	Construction Support	3.0	\$3.0 M	N/A	18%/20%	N/A	N/A
11	04A4339	On-Call Professional & Technical Construction Engineering, Scheduling & Inspection Services-Solano & NAPA.	Completed	VALI COOPER <sup>3</sup>	Dec 2013	Construction Support	3.0	\$3.0 M	N/A	16%	N/A	N/A
12	04A4340	On-Call Professional & Technical Construction Engineering, Scheduling & Inspection Services-Marin.	Completed	PB AMERICAS <sup>3</sup>	Dec 2013	Construction Support	3.0	\$3.0 M	N/A	18%/20%	N/A	N/A
13	04A4336	On-Call Professional & Technical Hazardous Waste Investigation	Completed	GEOCON CONSULTANTS <sup>3</sup>	Dec 2013	Environmental Engineering	3.0	\$3.6 M	N/A	14%	N/A	N/A
14	04A4337	On-Call Professional & Technical UST Investigation & Ground Water Monitoring	Completed	GEOCON CONSULTANTS <sup>3</sup>	Dec 2013	Environmental Engineering	3.0	\$1.2 M	25%	N/A	N/A	5%
15	04A4353	On Call R/W Engineering - Staff Augmentation	Completed	PSOMAS <sup>3</sup>	Dec 2013	R/W Engineering	3.0	\$4.0 M	N/A	13%/14%	N/A	N/A
16	04A4371	On Call Program/Project Management	Completed	CALTROP <sup>3</sup>	Feb 2014	Program/Project Management	3.0	\$1.5M	N/A	10%/30%	N/A	N/A
17	04A4346	On-Call Professional & Technical Construction Engineering Service-SFOBB YBI and Dismantling of existing East Span Projects	Completed	HANA GROUP <sup>3</sup> (SBE)	Dec 2013	Construction Support	4.0	\$3.6 M	25%	N/A	N/A	5%
18	04A4412	On-Call Visual Impact Analysis	Completed	PB AMERICAS <sup>3</sup>	Mar 2014	Design Support	3.0	\$1.5 M	N/A	15%/32%	N/A	N/A
19	04A4426	On-Call Professional & Technical Construction Environmental Engineering and Inspection Services	Completed	Brown & Caldwell	June 2014	Construction Support	3.0	\$2.0 M	N/A	15%/15%	N/A	N/A

Recently Executed Non A&E Contracts

1	04A4292	(SFOBB 5-Day Closure) Production of Campaign Materials	Completed	ONE WORLD COMMUNICATIONS (SBE)	Jul 2013	Public Affairs	0.5	\$35K	100%	N/A	N/A	N/A
2	04A4269	(SFOBB 5-Day Closure) Purchasing Statewide Media Coverage for Public Campaign	Completed	O'RORKE (SBE)	Jul 2013	Public Affairs	0.5	\$154K	100%	N/A	N/A	N/A
3	04A4270	(SFOBB 5-Day Closure) Purchasing Bay Area Media Coverage for Public Campaign	Completed	RADIOWAVE MARKETING (SBE)	Jul 2013	Public Affairs	0.5	\$100K	100%	N/A	N/A	N/A
4	PO-2660-04140000342	(CMAS) Public Outreach for Traffic Management Plan (Adaptive Ramp Metering)	Completed	CIRCLE POINT (SBE)	May 2014	TMP (PIO CMAS)	2.0	\$196K	100%	N/A	N/A	N/A

Upcoming New A&E Contracts

Contract No. <sup>8</sup>	Contract Description	Contract Advertisement Status <sup>5</sup>	Top Ranked Consultant <sup>6</sup>	Estimated Contract Execution Month/Year <sup>7</sup>	Contract Type	Contract Term (Number of years)	Contract Amount	Contract Goal				
								SBE	Total DBE		DVBE	
								DBE <sup>1</sup>	UDBE <sup>2</sup>			
1	04NEW450-14	Geotechnical Services for SFOBB Dismantling Project	TBD	TBD	TBD 2014	Engineering Services	3.0	\$4.0 M	25%	N/A	N/A	5%

Upcoming New Non-A&E Contracts

1	04NEW441-14	(CMAS) Public Outreach for Traffic Management Plan (Active Traffic Management)	Completed	CIRCLE POINT (SBE)	Jun 2014	TMP (PIO CMAS)	2.0	\$211K	100%	N/A	N/A	N/A
2	04A4443	Nesting Bird Deterrence Plan during SFOBB East Span Demolition	July 2014	TBD	Sept 2014	Environmental Engineering	3.0	\$1.5 M	25%	N/A	N/A	5%
3	04A4461	On-Call Professional Tree Removal Service	August 2014	TBD	June 2014	Environmental Engineering	3.0	\$4.5M	N/A	14%	N/A	N/A

Note: <sup>1</sup> Disadvantaged Business Enterprise, minimum goal of 6.75%, effective September 2009 contract advertisement

<sup>2</sup> Underutilized Disadvantaged Business Enterprise, minimum goal of 6.75%, effective September 2009 contract advertisement

<sup>3</sup> Prime Consultant is a District 4 Caltrans Member

<sup>4</sup> No DBE participation under the race neutral program. However, DVBE participation is expected to be between 5% to 10% before contract ends

Legend: (A) Actual Dates

(T) Target Date  
(TBD) To Be Determined

TEXT Underlined: Updates/Changes on the last reporting

<sup>5</sup> For upcoming contracts, visit <http://caltrans-opac.ca.gov/acinfo.htm>

<sup>6</sup> Top Ranked Firm is selected based on Qualification. Cost Negotiation to follow the Interview selection.

<sup>7</sup> Estimated execution date of July & beyond subject to passing of budget.

<sup>8</sup> Contract # in parenthesis represents (Former Contract #)



CALTRANS DIST. 4 CONSULTANT SERVICES  
DBE UTILIZATION  
Federal Funded Contracts  
Quarterly Update

Contracts with Identifiable DBE (RNDBE & UDBE) Dollars

Update: 6/11/2014

Contract Number	Prime Consultant	Type of Work	Contract Amount	DBE Goal						Involved to Date								% Contract Completion		COMMENT
				Total (DBE=Non-UDBE+UDBE)		Non-UDBE		UDBE		Total =Prime+DBEs		Total (DBE=Non-UDBE+UDBE)		Non-UDBE		UDBE		Time	\$	
				\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%			
Col 1	Col 2	Col 3	Col 4	Col 5	Col 6	Col 7	Col 8	Col 9	Col 10	Col 11	Col 12	Col 13	Col 14	Col 15	Col 16	Col 17	Col 18	Col 19	Col 20	Col 21
1	04A2311	* PB AMERICAS	CONST FIELD SUPPORT	\$4,900,000	\$1,225,000	25.00%	N/A	N/A	N/A	N/A	\$2,220,978	\$379,048	17.07%	N/A	N/A	N/A	N/A	100%	45%	Contract expired
2	04A2312	* URS CORPORATION	CONST. CLAIMS	\$5,000,000	\$1,500,000	30.00%	N/A	N/A	N/A	N/A	\$3,276,812	\$378,416	11.55%	N/A	N/A	N/A	N/A	100%	66%	Contract expired
3	04A2889	*KIMLEY-HORN	TRAFFIC MGMT PLANNING (ON-CALL)	\$4,999,999	\$500,000	10.00%	N/A	N/A	N/A	N/A	\$987,580	\$0	0.00%	N/A	N/A	N/A	N/A	99%	19%	Small dollar use of this On-Call Contract
4	04A3324	* CALTROP ENGINEERING CORPORATION	PROGRAM MANAGEMENT (ON-CALL)	\$3,000,000	\$405,000	13.50%	N/A	N/A	N/A	N/A	\$2,683,927	\$242,445	9.03%	N/A	N/A	N/A	N/A	100%	89%	Contract expired
<b>SUBTOTAL</b>				<b>\$16,900,000</b>	<b>\$3,670,000</b>	<b>23.08%</b>	<b>\$0</b>	<b>0.00%</b>	<b>\$0</b>	<b>0.00%</b>	<b>\$9,404,620</b>	<b>\$1,239,302</b>	<b>13.16%</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>			
5	04A3374	CH2MHILL	ENVIRONMENTAL SUPPORT	\$5,000,000	\$887,500	17.75%	\$560,000	11.00%	\$337,500	6.75%	\$4,816,222	\$1,371,688	28.48%	\$1,012,882	21.03%	\$358,804	7.45%	100%	96%	Contract expired. Achieved contract goals.
6	04A3375	URS	ENVIRONMENTAL SUPPORT	\$3,000,000	\$510,000	17.00%	\$120,000	4.00%	\$390,000	13.00%	\$2,646,435	\$383,510	14.49%	\$157,112	5.94%	\$226,398	8.55%	100%	88%	Contract expired. Exceeded Non-UDBE goals.
7	04A3376	GARCIA & ASSOCIATES (DBE)	ENVIRONMENTAL SUPPORT	\$4,600,000	\$2,778,750	61.75%	\$2,475,000	53.00%	\$303,750	6.75%	\$3,847,804	\$2,844,238	74.22%	\$2,412,608	62.70%	\$231,630	6.02%	100%	88%	Contract expired. Exceeded Non-UDBE goals.
8	04A3480	VALI COOPER	CONST SUPPORT	\$5,500,000	\$1,375,000	25.00%	\$1,003,750	18.25%	\$371,250	6.75%	\$2,235,500	\$1,093,284	48.91%	\$0	0.00%	\$1,182,460	52.00%	100%	41%	Contract expired. Exceeding UDBE goal.
9	04A3481	CHAUDHARY(DBE)(SBE)	CONST SUPPORT (ON-CALL)	\$4,000,000	\$1,000,000	25.00%	\$730,000	18.25%	\$270,000	6.75%	\$2,874,917	\$757,330	26.31%	\$738,348	25.63%	\$20,982	0.78%	100%	67%	Contract expired. Exceeding Non-UDBE goal.
10	04A3482	GHIRARDELLI ASSOCIATES (SBE) (DBE)	CONST SUPPORT	\$3,000,000	\$750,000	25.00%	\$547,500	18.25%	\$202,500	6.75%	\$1,258,219	\$1,192,687	94.83%	\$1,192,687	94.83%	\$0	0.00%	100%	42%	Contract expired. Exceeding Non-UDBE goal.
11	04A3576	HILL INTERNATIONAL	CONST SUPPORT	\$3,000,000	\$952,500	31.75%	\$750,000	25.00%	\$202,500	6.75%	\$1,878,720	\$117,808	7.03%	\$0	0.00%	\$117,808	7.03%	100%	56%	Contract expired. Exceeding UDBE goal.
12	04A3573	PSOMAS	RAW ENGR	\$4,500,000	\$630,000	14.00%	\$315,000	7.00%	\$315,000	7.00%	\$2,224,562	\$378,104	17.04%	\$0	0.00%	\$379,104	17.04%	100%	49%	Contract expired. Exceeding UDBE goal.
13	04A3574	URS	LAND SURVEYING (ON-CALL)	\$2,000,000	\$300,000	15.00%	\$0	0.00%	\$300,000	15.00%	\$1,184,324	\$238,767	20.16%	\$0	0.00%	\$238,767	20.16%	100%	59%	Contract Expired. Exceeding UDBE goal.
14	04A3575	TOWILL, INC.	LAND SURVEYING (ON-CALL)	\$2,250,000	\$337,500	15.00%	\$0	0.00%	\$337,500	15.00%	\$924,212	\$101,388	10.97%	\$0	0.00%	\$101,388	10.97%	100%	41%	Contract Expired.
15	04A3578	GEOCON, INC.	ENVIRONMENTAL	\$3,621,354	\$488,883	13.50%	\$244,441	6.75%	\$244,441	6.75%	\$2,180,982	\$742,635	34.05%	\$561,148	25.73%	\$181,487	8.32%	100%	60%	Contract expired. Exceeding Non-UDBE goal.
16	04A3553	STANTEC CONSULTING	ENVIRONMENTAL	\$1,200,000	\$243,000	20.25%	\$162,000	13.50%	\$81,000	6.75%	\$781,275	\$108,132	13.58%	\$30,541	3.91%	\$75,591	9.68%	100%	65%	Contract expired. Exceeding UDBE goal.
17	04A3572	PSOMAS	SPECIALTY SURVEYING	\$1,500,000	\$210,000	14.00%	\$105,000	7.00%	\$105,000	7.00%	\$1,370,802	\$255,982	18.67%	\$161,630	11.79%	\$94,332	6.88%	100%	91%	Contract Expired. Exceeding contract goals.
18	04A3632	CHAUDHARY(DBE)(SBE)	LAND SURVEYING (ON-CALL)	\$3,730,729	\$503,648	13.50%	\$0	0.00%	\$503,648	13.50%	\$3,877,837	\$180,533	4.91%	\$0	0.00%	\$180,533	4.91%	100%	99%	Contract expired.
19	04A3610	TETRA TECH	ENVIRONMENTAL ENG. SUPPORT	\$3,000,000	\$510,000	17.00%	\$307,500	10.25%	\$202,500	6.75%	\$1,146,188	\$69,023	5.15%	\$7,959	0.69%	\$51,064	4.48%	100%	38%	Contract expired.
20	04A3629	WRECO (DBE)	WATER QUALITY (ON-CALL)	\$1,750,000	\$238,250	13.60%	\$118,125	6.75%	\$118,125	6.75%	\$1,731,232	\$1,237,523	71.48%	\$0	0.00%	\$1,237,523	71.48%	98%	99%	Exceeding UDBE goal.
21	04A3645	PB AMERICAS	LANDSCAPE DESIGN (ON-CALL)	\$2,000,000	\$740,000	37.00%	\$320,000	16.00%	\$420,000	21.00%	\$596,369	\$168,038	28.18%	\$168,038	28.18%	\$0	0.00%	100%	30%	Exceeding Non-UDBE Goal.
22	04A3706	SIGNET	MATERIALS TESTING (North Bay Labs)	\$2,000,000	\$340,000	17.00%	\$205,000	10.25%	\$135,000	6.75%	\$1,978,804	\$270,145	13.67%	\$270,145	13.67%	\$0	0.00%	100%	99%	Contract expired. Exceeding Non-UDBE Goal.
23	04A3858	CH2MHILL	CONST SUPPORT	\$3,000,000	\$510,000	17.00%	\$307,500	10.25%	\$202,500	6.75%	\$23,995	\$0	0.00%	\$0	0.00%	\$0	0.00%	78%	1%	Working to meet goals by the end of the contract.
24	04A4105	WRECO (DBE)	DISTRICTWIDE HYDRAULICS	\$2,000,000	\$1,620,000	81.00%	\$0	0.00%	\$1,620,000	81.00%	\$458,602	\$417,277	91.39%	\$0	0.00%	\$0	0.00%	48%	23%	Exceeding UDBE goal.
25	04A4147	FARWESTERN (SBE)	CULTURAL RESOURCES	\$1,300,000	\$65,000	5.00%	\$65,000	5.00%	\$0	0.00%	\$408,670	\$60,682	14.85%	\$80,682	14.85%	\$0	0.00%	81%	31%	Exceeding contract goals.
26	04A4149	CH2MHILL	ENVIRONMENTAL SUPPORT	\$5,000,000	\$650,000	13.00%	\$550,000	13.00%	\$0	0.00%	\$1,149,965	\$212,134	18.45%	\$212,134	18.45%	\$0	0.00%	31%	23%	Exceeding contract goals.
27	04A4150	AECOM	ENVIRONMENTAL SUPPORT	\$5,000,000	\$400,000	8.00%	\$400,000	8.00%	\$0	0.00%	\$330,846	\$57,019	17.23%	\$57,019	17.23%	\$0	0.00%	31%	7%	Exceeding contract goals.
28	04A4151	GANDA (DBE)	ENVIRONMENTAL SUPPORT	\$5,000,000	\$3,000,000	60.00%	\$3,000,000	60.00%	\$0	0.00%	\$382,747	\$277,029	72.38%	\$277,029	72.38%	\$0	0.00%	32%	8%	Exceeding contract goals.
29	04A4254	CALTROP	CONST SUPPORT	\$3,000,000	\$600,000	20.00%	\$600,000	20.00%	\$0	0.00%	\$101,926	\$0	0.00%	\$0	0.00%	\$0	0.00%	27%	3%	Work on contract has just started.
30	04A4255	CALTROP	CONST SUPPORT	\$3,000,000	\$660,000	22.00%	\$660,000	22.00%	\$0	0.00%	\$83,062	\$0	0.00%	\$0	0.00%	\$0	0.00%	27%	3%	Work on contract has just started.
31	04A4256	PRESCIENCE	CONST SUPPORT	\$3,000,000	\$1,500,000	50.00%	\$1,500,000	50.00%	\$0	0.00%	\$351,828	\$0	0.00%	\$0	0.00%	\$0	0.00%	28%	12%	Work on contract has just started.
32	04A4305	SIGNET	MATERIALS TESTING (South Bay Labs)	\$3,000,000	\$510,000	17.00%	\$510,000	17.00%	\$0	0.00%	\$118,633	\$26,713	22.52%	\$26,713	22.52%	\$0	0.00%	21%	4%	Work on contract has just started.
33	04A4306	ALTA VISTA	MATERIALS TESTING (North Bay Labs)	\$3,000,000	\$450,000	15.00%	\$450,000	15.00%	\$0	0.00%	\$124,090	\$32,490	26.18%	\$32,490	26.18%	\$0	0.00%	20%	4%	Work on contract has just started.
34	04A4310	CHAUDHARY(DBE)(SBE)	LAND SURVEYING (ON-CALL)	\$4,500,000	\$3,890,000	82.00%	\$3,890,000	82.00%	\$0	0.00%	\$436,193	\$436,193	100.00%	\$436,193	100.00%	\$0	0.00%	19%	10%	Work on contract has just started.
35	04A4312	WRECO (DBE)	WATER QUALITY (ON-CALL)	\$2,000,000	\$1,220,000	61.00%	\$1,220,000	61.00%	\$0	0.00%	\$104,632	\$94,519	90.33%	\$94,519	90.33%	\$0	0.00%	21%	5%	Work on contract has just started.
36	04A4320	URS	DESIGN	\$3,000,000	\$120,000	4.00%	\$120,000	4.00%	\$0	0.00%	\$12,156	\$10,096	83.06%	\$10,096	83.06%	\$0	0.00%	15%	0%	Work on contract has just started.
37	04A4338	PB AMERICAS	CONST SUPPORT	\$3,000,000	\$600,000	20.00%	\$600,000	20.00%	\$0	0.00%	\$0	\$0	0.00%	\$0	0.00%	\$0	0.00%	15%	0%	Contract recently executed.
38	04A4339	VALI COOPER	CONST SUPPORT	\$3,000,000	\$540,000	18.00%	\$540,000	18.00%	\$0	0.00%	\$0	\$0	0.00%	\$0	0.00%	\$0	0.00%	14%	0%	Contract recently executed.
39	04A4340	PB AMERICAS	CONST SUPPORT	\$3,000,000	\$600,000	20.00%	\$600,000	20.00%	\$0	0.00%	\$0	\$0	0.00%	\$0	0.00%	\$0	0.00%	15%	0%	Contract recently executed.
<b>SUBTOTAL</b>				<b>\$110,362,083</b>	<b>\$29,528,031</b>	<b>27%</b>	<b>\$22,866,816</b>	<b>20.72%</b>	<b>\$6,662,215</b>	<b>6.04%</b>	<b>\$41,033,848</b>	<b>\$12,923,945</b>	<b>31.50%</b>	<b>\$7,917,873</b>	<b>19.30%</b>	<b>\$4,657,971</b>	<b>11.35%</b>			
<b>GRAND TOTAL</b>				<b>\$126,262,083</b>	<b>\$33,198,031</b>	<b>26.30%</b>					<b>\$50,438,368</b>	<b>\$14,163,247</b>	<b>28.08%</b>							

(DBE) - Disadvantaged Business Enterprise (UDBE) - Underutilized Disadvantaged Business Enterprise Categories of UDBE: 1)African American 2)Native American 3)Asian Pacific Islander 4)Women Owned Business  Note: 1-Contracts marked with * were advertised prior to 07/01/2009 under the Race Neutral program with DBE only aspirational goals. 2-Expired contracts as of reporting date above are not included. 3-Beginning Calendar Year 2013 UDBE goal is not required 4-NA: not applicable 5-Contracts executed after FY13-14 do not require RNDBE or UDBE goals	Total Proposed non-UDBE Goal (Col 8/Col 5) (Lines 5 to 29)	<b>20.72%</b>	Total non-UDBE Achieved To Date (Col 15/Col 12) (Lines 5 to 29)	<b>19.30%</b>	Statewide Non-UDBE Goal	<b>6.75%</b>
	Total Proposed UDBE Goal (Col 10/Col 5) (Lines 5 to 29)	<b>6.04%</b>	Total UDBE Achieved To Date (Col 17/Col 12) (Lines 5 to 29)	<b>11.35%</b>	Statewide UDBE Goal	<b>6.75%</b>
	Total Proposed DBE Goal (Col 6/Col 5) (Lines 1 to 29)	<b>26.30%</b>	Total DBE Achieved To Date (Col 13/Col 12) (Lines 1 to 29)	<b>28.08%</b>	Statewide DBE Goal	<b>13.50%</b>

Revision History:  
(7/11/11) Reformating: Separated contracts before 7/1/09 and after 7/1/09 to include SUBTOTALS. As per SBC request

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CALTRANS DIST. 4 CONSULTANT SERVICES  
SBE & DVBE UTILIZATION  
Non-Federally Funded Contracts  
Quarterly Update

Contracts with Identifiable DVBE and SBE Dollars

Update: 6/11/2014

Col 1	Contract Number	Prime Consultant	Type of Work	Contract Amount	Contract Goal				Invoiced to Date				% Contract Completion		COMMENTS	
					DVBE		SBE		Total	DVBE		SBE		Time		\$
					\$	%	\$	%	\$	\$	%	\$	%			
Col 2	Col 3	Col 4	Col 5	Col 6	Col 7	Col 8	Col 9	Col 10	Col 11	Col 12	Col 13	Col 14	Col 15	Col 16	Col 17	
1	04A2835	PINNACLE ONE	CLAIMS AND SCHEDULING (SSD-YBITS)	\$8,000,000	\$240,000	3.00%	\$2,000,000	25.00%	\$3,089,720	\$0	0.00%	\$1,075,716	34.82%	87%	39%	Exceeding SBE goal; working to meet DVBE goal by end of contract
2	04A2870	ATHALYE CONSULTING (DBE) (SBE)	CONSTRUCTION SUPPORT (ON-CALL)	\$5,000,000	\$150,000	3.00%	\$1,250,000	25.00%	\$2,918,470	\$578,929	19.84%	\$2,298,310	78.75%	87%	58%	Exceeding SBE and DVBE goals
3	04A2871	HILL INTERNATIONAL	CONSTRUCTION SUPPORT	\$5,000,000	\$150,000	3.00%	\$2,500,000	50.00%	\$2,442,549	\$0	0.00%	\$2,397,909	98.17%	87%	49%	Exceeding SBE goal; will meet DVBE goal by end of contract. SBE% Utilization represents figures from the original prime, TRS Consultants INC. (SBE). Firm bought out by Hill International
4	04A2893	CH2MHILL	CLAIMS & SCHEDULING (OTD 1-2)	\$7,000,000	\$210,000	3.00%	\$1,750,000	25.00%	\$1,576,429	\$5,243	0.33%	\$51,734	3.28%	87%	23%	Working to meet the goals by the end of contract
5	04A2968	HNTB	PROGRAM/PROJECT MANAGEMENT	\$24,443,940	\$733,318	3.00%	\$12,221,970	50.00%	\$23,484,972	\$17,498	0.07%	\$11,432,921	48.68%	86%	96%	Working to meet contract goals by end of contract; will issue new Task-Orders to achieve DVBE goal
6	04A3116	PB AMERICA	ENVIRONMENTAL SERVICES	\$30,700,000	\$1,535,000	5.00%	\$7,675,000	25.00%	\$22,852,611	\$9,000,619	39.39%	\$5,702,560	24.95%	78%	74%	Contract expired
7	04A3357	CH2MHILL	CLAIMS AND SCHEDULING (SAS)	\$10,000,000	\$1,000,000	10.00%	\$2,500,000	25.00%	\$5,251,159	\$1,184,026	22.55%	\$1,220,675	23.25%	87%	53%	Exceeding DVBE goal; will meet SBE goal by end of contract
8	04A3395	VALI COOPER	CONSTRUCTION SUPPORT	\$12,500,000	\$625,000	5.00%	\$6,250,000	50.00%	\$3,989,099	\$17,709	0.44%	\$1,848,768	46.35%	81%	32%	Working to meet the goals by the end of contract
9	04A3644	GHIRARDELLI ASSOCIATES (SBE), (DBE)	CONSTRUCTION SUPPORT (ON-CALL)	\$5,000,000	\$250,000	5.00%	\$1,250,000	25.00%	\$1,600,552	\$13,701	0.88%	\$1,686,861	99.14%	100%	32%	Exceeding SBE goal; DVBE work has not materialized
10	04A3819	ALTA VISTA (DVBE)	MATERIAL ENGR. AND TESTING (ON-CALL)	\$21,000,000	\$1,050,000	5.00%	\$5,250,000	25.00%	\$13,019,273	\$5,105,889	39.22%	\$3,254,818	25.00%	50%	62%	Exceeding SBE and DVBE goals
11	04A3824	TY LIN	DESIGN (ON-CALL)	\$13,000,000	\$650,000	5.00%	\$3,250,000	25.00%	\$5,630,865	\$300,123	5.33%	\$2,295,170	40.76%	45%	43%	Exceeding SBE and DVBE goals
12	04A4285	CALTROP	RISK MANAGEMENT	\$2,000,000	\$100,000	5.00%	\$500,000	25.00%	\$0	\$0	0.00%	\$0	0.00%	45%	0%	Work has not yet materialized
13	04A4337	GEOCON, INC.	ENVIRONMENTAL SERVICES	\$3,621,356	\$181,068	5.00%	\$905,339	25.00%	\$12,843	\$173	1.35%	\$12,670	98.65%	16%	0%	Contract recently executed
<b>TOTAL</b>				<b>\$147,265,296</b>	<b>\$6,874,366</b>	<b>4.67%</b>	<b>\$47,302,309</b>	<b>32.12%</b>	<b>\$86,868,542</b>	<b>\$16,223,910</b>	<b>18.89%</b>	<b>\$33,178,100</b>	<b>38.84%</b>			

(DBE) - Disadvantaged Business Enterprise (DVBE) - Disabled Veteran Business Enterprise (SBE) - Small Business Enterprise  Note: Contracts that are expired as of the reporting date above are excluded.	Average Proposed DVBE (Col 6/Col 5)	<b>4.67%</b>	Total DVBE Achieved To Date (Col 11/Col 10)	<b>18.89%</b>	Statewide DVBE Goal	<b>5.00%</b>
	Average Proposed SBE (Col 8/Col 5)	<b>32.12%</b>	Total SBE Achieved To Date (Col 13/Col 10)	<b>38.64%</b>	Statewide SBE Aspirational Goal	<b>25.00%</b>

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# SPECIAL NOTICES

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- The bidder's attention is directed to Section 2-1.07, "Submittals With Bid" and Section 3-1.02, "Pre-Award Qualifications Review" of these special provisions.

# SPECIAL PROVISIONS

## 2-1.07 SUBMITTALS WITH BID

The Contractor must perform a complete 3-D structural computer analysis and evaluation of the 504 and 288 trusses for the planned removal procedure. The analysis must include 3-D erection analysis to determine locked-in forces in truss members and 3-D dismantling analysis. The following documentation regarding removal of the trusses must be submitted with the bid.

1. Detailed drawings illustrating the planned demolition procedure that meet the following minimum requirements:
  - 1.1 The removal sequence must conform to the removal sequence shown on plan sheet titled "Index To Plans".
  - 1.2 The drawings must clearly illustrate the vertical, lateral and longitudinal structural load paths at each stage of demolition.
  - 1.3 Each sheet of drawings must be sealed and signed by the Contractor's engineer and must be independently checked, sealed and signed by another registered civil engineer. The check engineer must not be an employee of the Contractor and must not be employed by the same firm as the Contractor's engineer.

The drawings must be submitted on 11x17 paper and text and details must be legible and suitable for photocopying. Only one set of drawings is required. Drawings must be as complete and comprehensive as possible to demonstrate a clear plan for removal.

2. The Contractor's registered engineer and the check engineer must provide certification that the submittal complies with all contract requirements and is adequate for the purpose intended.

At the Contractor's engineer must be registered as a civil engineer in California. The engineer must have at least 5 years experience as a registered civil engineer. The engineer must (1) have performed sequential erection analysis and must have prepared, sealed and signed approved erection plans for at least three completed bridge erection projects or (2) have performed sequential dismantling analysis and have prepared, sealed and signed approved dismantling plans for at least three completed bridge removal projects. Any combination of a total of three bridge erection and dismantling projects is acceptable qualifying experience. At least one of the projects must be a continuous steel truss bridge with a length of at least 80 meters. Alternatively, acceptable qualifying experience for one of the three required bridge projects may be met by having performed sequential seismic retrofit analysis and prepared, sealed and signed approved plans for a completed continuous steel truss bridge with a main span length of at least 80 meters. Sequential analysis performed for the three specified projects must have shown state of the structure, including stress and displacement and stability evaluation for each stage of construction or removal, considering locked-in forces from previous stages. The bridges in the above bridge erection, dismantling or retrofit projects must carry or have carried highway truck traffic or railroad traffic or equivalent loading. Blasting must not have been used as a removal method for the above projects. The above qualifying experience may have been performed as a civil engineer or under the supervision of a licensed civil engineer who sealed and signed the approved erection, dismantling or retrofit plans.

The check engineer must have at least the same experience and qualifications as the Contractor's engineer as specified above.

The Contractor's engineer and the check engineer must provide resumes that meet the above requirements. The resumes must include qualifying project information including the name of each project, project owner's name, address and telephone number. At the Engineer's request, documentation must be provided to verify each engineer's qualifications including copy of complete set of approved plans sealed by the engineer used for the construction of the qualifying erection, dismantling or retrofit projects. If the approved plans were sealed by others, the engineer must submit a copy of complete, signed design calculations for the qualifying projects and a copy of the

approved plans sealed by others. The requirement for resume submittal will be waived if the engineer and the check engineer who prepared the bid submittal are the same persons who submitted documentation and have been previously approved as specified under section 2-1.08.

The check engineer must not be an employee of the Contractor and must not be employed by the same firm as the Contractor's engineer.

3. The Contractor's engineer and the check engineer must provide certifications that the information in the Supplemental Project Information was reviewed, understood and considered in preparation of the submittal including the following:
  - 3.1 Original bridge plans, specifications and construction testing reports
  - 3.2 Existing bridge plans, specifications and construction testing reports for modifications to the existing bridge.
  - 3.3 Original construction sequence
  - 3.4 Bridge maintenance and inspection reports

Bid submittals that do not meet the above requirements will be considered non-responsive and will be rejected.

The Department's acceptance of the submittals with bid does not relieve bidders of the responsibility for work of the quality specified in these special provisions and shown on the plans.

Except as provided under section 3-1.09, the contract provisions in this section are considered part of the cost of preparing bids and no separate payment will be made therefor.

#### **2-1.08 PRE-BID ENGINEER QUALIFICATION EVALUATION**

Potential bidders may request pre-bid determination of the experience and qualifications of the engineer and check engineer the bidder proposes to use for the design of the dismantling of the trusses. Letters will be sent to the bidders who have requested Bid Books, with a pre-addressed envelope included for submitting the resumes.

The resume for the engineer must not exceed 8 pages. The Department will not accept the resumes for more than 3 engineers and 3 check engineers for each bidder for the pre-bid determination process.

The Engineer will make a determination of the bidder's qualifications based on the requirements in section 2-1.07. Determination of the engineers' qualifications will comply with section 3-1.02 and will be considered part of that process. If the Engineer determines that a review meeting is necessary, the bidder will be notified, and a date mutually set.

Submittals received by the Department's Bidder's exchange prior to August 15, 2014 will be reviewed and results of the pre-bid evaluation will be provided by August 29, 2014 by letter to the bidder.

Submittals received by the Department's Bidder's exchange August 15, 2014 to September 12, 2014 will be reviewed and results of the pre-bid evaluation will be provided by September 26, 2014 by letter to the bidder. Submittals received after September 12, 2014 will be returned unopened to the bidder for later submittal with the bid.

Bidders are notified that the Engineer's determination of the bidder's engineers' qualifications is based solely on the requirements in section 2-1.07 and is not a determination of the engineers' qualifications to design the dismantling utilizing the means and methods proposed by the bidder.

#### **2-1.09 PRE-AWARD QUALIFICATIONS QUESTIONNAIRE**

The Department has established that the bidder must submit information regarding the bidder's qualifications for performing demolition of the 504 and 288 trusses. Bidders must submit, with the bid, responses to the "Pre-Award Qualifications Questionnaire" (PAQQ), included in the Bid Book. In signing

the signature page of the Bid, the bidder certifies that the information and answers in response to the PAQQ are complete and accurate.  
Bid acceptance will comply with section 3-1.02. The Department's acceptance of the responses to the PAQQ does not relieve bidders of the responsibility for work of the quality specified in these special provisions and shown on the plans.

### **3-1.02 PRE-AWARD QUALIFICATIONS REVIEW**

The Engineer will review the documentation submitted in compliance with section 2-1.07 and the responses to the "Pre-Award Qualifications Questionnaire". The Engineer will make a determination on the bidder's qualifications for performing the work in a manner that is safe for the workers and the public, based on the bidder's experience and qualifications.

If the Engineer determines it necessary, a pre-award qualifications review meeting will be conducted by an agent of the Director, and the apparent low bidder must participate. Notification of whether a meeting will be conducted will be provided on or before the first Thursday following the time indicated in the "Notice to Contractors" for the opening of bids. The meeting, if held, will be on second Thursday following the time indicated in the "Notice to Contractors" for the opening of bids at 10:00 a.m. in the third floor conference room, 1727 30<sup>th</sup> Street, Sacramento, CA 95816. Non-attendance by the apparent low bidder at the pre-award qualifications review meeting will be just cause for rejection of the bid and forfeiture of the proposal guaranty.

At the pre-award qualifications review meeting, the low bidder must provide an authorized representative prepared to discuss and answer questions relative to the responses to the "Pre-Award Qualification Questionnaire." If the bidder is not qualified to perform the demolition work with its own forces, appropriate representatives from the proposed qualified subcontractors must also attend the meeting. The bidder's engineer or check engineer must attend if required in the notification.

Prior to award, the Director's agent will prepare written findings and recommendations to the Engineer regarding award of the contract to the apparent low bidder based on the documentation submitted in compliance with section 2-1.07, the responses to the "Pre-Award Qualification Questionnaire," and the information provided at the pre-award qualifications review meeting, if held. Award of the contract to the apparent low bidder will be based on the Engineer's determination that the bidder is the lowest responsible bidder, possessing the necessary attributes to satisfactorily perform the contract.

The decision of the Engineer regarding the bidder's qualifications will be final.

The second and third apparent bidders must participate in pre-award qualifications review meetings if requested to do so by the Department. Notification by the Department will be provided at least 48 hours prior to the pre-award qualifications review meeting. Non-attendance by the second or third apparent low bidder at any such requested meeting will be just cause for rejection of bid and forfeiture of the proposal guaranty.

The experience and qualifications of supervisory and engineering personnel designated to replace those listed in the documentation submitted in compliance with section 2-1.07 and the responses to the "Pre-Award Qualifications Questionnaire" will be subject to review by the Department.

Successful completion of the pre-award qualifications process does not relieve the Contractor of the responsibility for completing the work as described in the project plans and the specifications.

**PRE-AWARD INFORMATION/QUESTIONNAIRE (PAIQ)**

**504 AND 288 TRUSS SPANS REMOVAL**

(BRIDGE NO. 33-0025)

**BIDDERS MUST SUBMIT INFORMATION WITH THE PROPOSAL REGARDING THE FOLLOWING AS A CONDITION FOR AWARD OF THE PROJECT.**

**(See Section 2-1.0\_ and Section 3 of the special provisions)**

This questionnaire applies specifically to the removal of the 504 and 288 trusses. Whenever the word "bidder" is used in the questionnaire, the response must include the prime contractor and all proposed subcontractors involved in the demolition of the 504 and 288 trusses, including but not limited to joint ventures, subsidiaries, and subcontractors.

1. Provide a summary of the bidder's experience in sequential dismantling or sequential erection of steel truss bridges, including a minimum of one project comparable in scope and type to the removal of the trusses. Include names and telephone numbers of the project owner for each project cited. Designate the name of any engineer or consulting firm that provided design or other engineering services to you connected with the work, and describe those services. List the following factors as they apply to each project:
  - 1.1 in navigable waterways with oceangoing traffic lanes
  - 1.2 under the jurisdiction of the United States Coast Guard or similar units in other countries
  - 1.3 subject to tides and strong currents, high winds, and fog similar to or more extreme than those found in the project limits
  - 1.4 subject to environmental restrictions, permits, and utilities
  - 1.5 immediate proximity to adjacent structures and other construction projects
  - 1.6 debris collection and containment, and handling of hazardous materials on the bridge
2. Provide anticipated functional and staff personnel organizational chart for the demolition work. Provide names of individuals and describe roles and responsibilities, including with respect to compliance with safety and environmental requirements.
3. Provide resumes for management staff, superintendents, design and construction engineers, and administrators. Describe roles and responsibilities on projects of similar scope. Provide resumes of the design and check engineer that meet the experience and license requirements as required for preparation of bridge removal working drawings.

**ADDITIONAL QUESTIONS:**

1. Has any Contractor's State License Board license, or contractor license of another state, held by your firm or its Responsible Managing Employee (RME) or Responsible Managing Officer (RMO) been suspended within the last 5 years?

If yes, please explain on a separate signed sheet.

2. In the last 5 years has your firm, or any firm with which any of your company's owners, officers or partners was associated, been debarred, disqualified, removed or otherwise prevented from bidding on, or completing, any government agency or public works project for any reason?

If yes, explain on a separate signed sheet. State whether the firm involved was the firm applying for prequalification here or another firm. Identify by name of the company, the name of the person within your firm who was associated with that company, the year of the event, the owner of the project and the basis for the action.

3. Has Cal-OSHA, safety agency of another state, or the Federal Occupational Safety and Health Administration cited and assessed penalties against your firm for any serious, willful or repeat violations of its safety or health regulations in the past 5 years?

If yes attach a separate signed sheet describing the citations, including information about the dates of the citations, the nature of the violations, the projects on which the citations were issued, the amount of penalties paid, if any, and specific actions your firm has taken to prevent recurrence of the listed alleged or actual safety violations. If the citation was appealed to the Occupational Safety and Health Appeals Board and a decision has been issued, state the case number and the date of the decision.

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### 3-1.09 BIDDERS COMPENSATION

The Department recognizes that significant costs are incurred in preparing a bid and performing the advance engineering for a project of this magnitude. To encourage responsible bidders to submit responsive bids, the second lowest, third lowest and fourth lowest bidders will each receive \$150,000 as compensation for a portion of the costs of preparing a responsive bid. Other unsuccessful bidders will not be compensated for their bids. Bidders whose bids are determined by the Department to be non-responsive, or who fail to submit a reasonable bid, or who fail to execute the contract will not be eligible for bidder compensation. Payment of the compensation will be made within 90 days after award of the contract. Within 30 days after award of the contract, the Department will notify the Contractor of the identity of the second low, third low and fourth low bidders for payment of the bidder compensation. The Contractor must make the necessary arrangements with the recipients and administer the payments. The Contractor must provide the Department proof of payment by invoices within 5 days of the payments. The Contractor must make payment to the designated recipients within 90 days of award of contract and provide proof of receipt to the Department within 5 days of receipt of the pass through payment. The Department will compensate the Contractor the sum of \$10,000 as full compensation for payment of bidders compensation to the second, third and fourth low bidders in the next monthly progress payment, under the provisions of section 9-1.16. Full compensation for the costs of preparing a responsive bid and performing the advance engineering is included in the contract prices paid for the various contract items of work and no additional compensation will be allowed therefor.

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**Add to section 5-1.20A:**

During the progress of the work under this Contract, work under the following contracts may be in progress at or near the job site of this Contract:

**Coincident or Adjacent Contracts**

Contract no.	County-Route-Post Mile	Location	Type of work
	04-SF, Ala-80, PM 8.6/8.8, 0.0/1.2	504 and 288 trusses	Install and monitor bird deterrents

Schedule and attend weekly meetings at the bridge site with the bird deterrence contractor (BDC) and the Engineer to coordinate work activities to avoid construction delays. BDC will be using climbers as well as snoopers, cherrypickers or other vehicles to access locations on the bridge where bird deterrence work is required. Allow and facilitate personnel and equipment access through the construction zone as required. Provide a clear 12 foot wide traffic lane on the bottom deck adjacent to each side of the bridge for vehicle access as required.

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**Add to section 8-1.10B:**

For each work part listed complete the work and vacate the area within the time specified in the table below. Liquidated damages for not completing the specified work are as shown.

Location	Days	Liquidated Damages
Pier E4 to Pier E6 (not including Pier E6 removal)	300	\$5,000 per day \$150,000 Maximum
Pier E6 to Pier E13 (not including Pier E13 removal)	500	\$5,000 per day \$150,000 Maximum

**Replace "Reserved" in section 10-1.03 of the RSS for section 10-1 with:**

Do not access the bridge deck until August 1, 2015.

Do not begin steel truss removal until November 1, 2015.

Do not access the area west of Pier E4 until February 1, 2016.

Maintain one 24 foot wide traffic lane on the lower deck for the use of the adjacent contractor removing the cantilever truss from August 1, 2015 to November 1, 2015.

**Add to section 13-3.01A:**

The project is risk level 1.

Comply with the permit issued by the San Francisco Bay RWQCB for *National Pollutant Discharge Elimination System (NPDES) Permit Waste Discharge Requirements, Permit No. "Order No. R2-2002-0011."* The San Francisco Bay RWQCB permit governs stormwater and nonstormwater discharges resulting from construction activities in the project area. The San Francisco Bay RWQCB permit may be viewed at [http://www.biomitigation.org/bio\\_overview/permits\\_mous.asp](http://www.biomitigation.org/bio_overview/permits_mous.asp).

**Replace section 13-4.01 with:**

**13-4.01 GENERAL**

**13-4.01A Summary**

Section 13-4 includes specifications for performing job site management, including spill prevention and control, material management, waste management, nonstormwater management, and dewatering activities, at the project site of the bridge removal adjacent and over the San Francisco bay.

Implement effective handling, storage, usage, and disposal practices including material containment, collection and handling work plan (MCCHWP) to control material pollution and manage waste and nonstormwater at the job site before they come in contact with storm drain systems and receiving waters.

Linear sediment barriers must comply with section 13-10.

**13-4.01B Submittals**

**13-4.01B(1) Dewatering and Discharge Work Plan**

Before you start dewatering, submit a dewatering and discharge work plan. The dewatering and discharge work plan must include:

1. Title sheet and table of contents
2. Description of dewatering and discharge activities detailing locations, quantity of water, equipment, and discharge point
3. Estimated schedule for dewatering and discharge start and end dates of intermittent and continuous activities
4. Discharge alternatives, such as dust control or percolation
5. Visual monitoring procedures with inspection log

6. Copy of written approval to discharge into a sanitary sewer system at least 5 business days before starting discharge activities

Submit the following informational submittals:

1. MSDS at least 5 business days before material is used or stored
2. Monthly inventory records for material used or stored

Submit written approval from the local health agency, city, county, and sewer district before discharging from a sanitary or septic system directly into a sanitary sewer system.

#### **13-4.01B(2) Material Containment, Collection and Handling Work Plan**

Submit a material containment, collection and handling work plan (MCCHWP) at least 60 days before starting bridge removal activities.

You must:

1. Submit 5 copies of your MCCHWP sealed and signed by an engineer who is registered as a civil engineer in the State for review. Allow 20 days for the Department's review. The Engineer provides comments and specifies the date when the review stopped if revisions are required.
2. Change and resubmit a revised MCCHWP within 15 days of receiving the Engineer's comments. The Department's review resumes when a complete MCCHWP has been resubmitted.
3. Submit an electronic copy and 4 printed copies of the authorized MCCHWP when the Engineer authorizes the MCCHWP.
4. Include a description of means and methods of the MCCHWP for each stage and phase of scheduled bridge removal work.
5. Include a description of intended erection means and methods for all containment, covers and collection structures or devices including removal sequences, and information on materials and equipment to be used, anchor points, location of attachments, welding requirements or bolting requirement.
6. Include a description of intended removal means and methods for all erected containment, covers and collection structures or devices including removal sequences when no longer required.
7. Include a description of cleaning measures and methods to remove any accumulated excess material, debris or residue from the bridge deck or associated working surfaces used for bridge removal work including trestle and barge working surfaces and Containment, covers and collection structures or devices. Cleaning must at least once per each work shift.
8. Include a description of intended removal means and methods for materials generated from bridge removal activities and the disposal location, and how they will be managed to prevent impact to the waters of the State, including where these materials will be placed on impervious surfaces and contained in structures or protected from storm-water run-on.
9. Include a description of means and methods to retain the water for dust suppression and stormwater during bridge removal activities for water quality assessment before discharge.
10. Submit a quarterly report of the MCCHWP on the 10th day before the end of each quarter. Include the current status of the MCCHWP and revisions.

#### **13-4.01B(2)(a) Recovery Work Plan**

Submit a recovery work plan along with material containment, collection and handling work plan (MCCHWP) at least 60 days before starting bridge removal activities for the Engineer's review.

It must include:

1. Specific measures to recover material that may be dropped or discharged into receiving waters during bridge removal work activities:
  - 1.1. Structure collapse or debris discharge
  - 1.2. Equipment loss into water
  - 1.3. Vessel sinkage or capsize
  - 1.4. Liquid spill or discharge
2. Responsible personnel and contact numbers
3. Responsible personnel tasks and duties
4. Communication matrix and designated parties to be contacted

5. List of emergency on-call contractors with contact numbers
6. Recordkeeping and reporting requirements and responsibilities

Your recovery work plan must comply with the requirements established by United States Coast Guards:

1. Any debris, material, plant or machinery that is incidentally dropped into the waters of the Bay during the progress of work, which may present a hazard or which may obstruct navigation must be promptly recovered or removed.
2. Floating objects must be immediately recovered or tied down and marked, so that they do not present hazards to navigation.
3. You must give immediate notice of in-place obstructions to the proper authorities and must mark or buoy such obstructions until they are removed. Should you neglect or delay compliance with the above requirements, such obstructions will be removed by the Department and the cost of such removal will be deducted from the moneys due to you or may be recovered from your bond.

### **13-4.01C Quality Control and Assurance**

#### **13-4.01C(1) Training**

Training must be for at least 8 hours and be at the job site

Document the personnel and training as part of the MCCHWP.

Submit MCCHWP training records for all employees and subcontractors who will be working at the job site, and a training log as an informational submittal. The training log includes training subjects, training dates, ongoing training, attendant personnel, and Department/Function. The log must signed by your MCCHWP instructor.

Do not start bridge removal work, until your employees and subcontractors have been trained in the MCCHWP.

Include 5 Department personnel in the MCCHWP training

**Replace "Reserved" in section 13-4.03A with:**

#### **13-4.03A General**

Obtain the Engineer's authorization of the MCCHWP before starting bridge removal work adjacent and over the San Francisco bay.

Comply with the following:

1. WPC Manager must inspect bridge removal activities over or adjacent to water, and job site within 50-feet of storm drainage systems daily.
2. Registered engineer who sealed and signed the MCCHWP must be present at the job site before any movement or separation of bridge material to be moved or removed to ensure and confirm that no material is being discharged into the receiving waters.
3. Prepare a daily inspection report identifying all containment, collection and handling controls used each stage or phase of the bridge removal activities. A copy of the report must be available at the job site at all times.
4. Remove materials including concrete waste and debris or liquid waste from bridge removal and dispose of by the end of each work shift.
5. Clean debris and fine material from containment, covers and collection structures or devices before removing them when no longer required and include in the daily inspection report.
6. No chemical or petroleum products are allowed to store or stockpile on the closed bridges.
7. No removal materials and debris or liquid waste generated from bridge removal are allowed to store or stockpile on the closed bridges.
8. No vehicle and equipment cleaning on the closed bridges is allowed.
9. No vehicle and equipment fueling and maintenance on the closed bridges are allowed unless you have obtained the Engineer's authorization with the specific authorized protective measures to prevent spills and respond to spills and or leaks.

**Replace "Reserved" in section 14-11.08 with:**

**14-11.08A General**

Section 14-11.08 includes specifications relating to the disturbance of existing paint systems.

The existing paint system on bridge number 33-0025 contains red lead, zinc, polychlorinated biphenyls (PCBs), chlorinated rubber undercoats and phenolic aluminum finish coats. Any work that disturbs the existing paint system exposes workers to health hazards and produces:

1. Debris containing heavy metal in amounts that exceed the thresholds established in 8 CA Code of Regs and 22 CA Code of Regs. This debris is a Department-generated hazardous waste.
2. Toxic fumes when heated.

Grime and detritus already on the bridge before the start of work may also contain lead. Consider this grime and detritus part of the existing paint system. The Department is the hazardous waste generator if the Engineer accepts waste-characterization test results demonstrating that the debris is a hazardous waste.

Contain all debris produced when the existing paint system is disturbed. If containment measures are inadequate to contain and collect debris produced when the existing paint system is disturbed, stop the work and do not perform additional work until:

1. Revised debris containment and collection plan has been authorized
2. Released material has been collected and contained

Handle, store, transport, and dispose of debris produced when the existing paint system is disturbed under applicable federal, state, and local hazardous waste laws.

**14-11.08B Submittals**

**14-11.08B(1) General**

Not Used

**14-11.08B(2) Debris Containment and Collection Plan**

Submit a debris containment and collection plan. The plan must:

1. Identify materials, equipment, and methods to be used when the existing paint system is disturbed
2. Include shop drawings of components that provide ventilation, air movement, and visibility for worker safety
3. Include the name and location of the analytical laboratory that will perform the analyses
4. Identify the hazardous waste transporter that will haul the debris and provide documentation of
  - 4.1 Current DTSC registration
  - 4.2 Compliance with the CA Highway Patrol Biennial Inspection of Terminals Program
5. Include the name and location of the disposal facility that will accept the hazardous waste

Allow 20 days for review.

If required, submit a revised debris containment and collection plan.

**14-11.08B(3) Lead Compliance Plan**

Submit a lead compliance plan under section 7-1.02K(6)(j)(ii).

**14-11.08B(4) Air Monitoring Reports**

Air monitoring reports, including test results for samples taken after corrective action, must be prepared by the CIH and submitted:

1. Verbally within 48 hours after sampling

2. As an informational submittal within 5 days after sampling

Air monitoring reports must include:

1. Date and location of sample collection, sample number, contract number, bridge number, full name of the structure, and District-County-Route-Post mile
2. Name and address of the certified laboratory that performed the analyses
3. Chain of custody documentation
4. List of emission control measures in place when air samples were taken
5. Air sample results compared to the appropriate permissible exposure limit (PEL)
6. Corrective action recommended by the CIH to ensure exposure to airborne metals outside containment systems and work areas is within specified limits
7. Signature of the CIH who reviewed the data and made recommendations

#### **14-11.08B(5) Soil Sampling Results for Debris Containment Verification**

Not Used

#### **14-11.08B(6) Waste-Characterization Test Results**

Submit waste-characterization test results for the debris and chain of custody documentation before:

1. Requesting the Engineer's signature on the disposal facility's waste profile document
2. Requesting a generator's EPA Identification Number
3. Removing the debris from the site

#### **14-11.08B(7) Request for U.S. Environmental Protection Agency Identification Number**

Submit a request for the generator's EPA Identification Number when the Engineer accepts waste-characterization test results documenting that the debris is a hazardous waste.

#### **14-11.08B(8) Disposal Documentation**

Submit documentation from the receiving landfill or recycling facility confirming proper disposal within 5 business days of transporting debris from the project.

#### **14-11.08C Safety and Health Provisions**

##### **14-11.08C(1) General**

Comply with 8 CA Code of Regs, including § 1532.1.

##### **14-11.08C(2) Protective Work Clothing and Washing Facilities**

Supply clean protective work clothing for 5 Department personnel:

1. Whenever there is possible exposure to heavy metals or silica dust
2. During application of paint undercoats

Replace protective work clothing as needed.

Protective work clothing and washing facilities must be inspected and authorized for use by Department personnel before starting any activity with the potential for lead exposure.

Protective work clothing remains your property upon completion of the Contract.

#### **14-11.08D Work Area Monitoring**

##### **14-11.08D(1) General**

Monitor the ambient air in and around the work area to verify the effectiveness of the containment system. Work area monitoring includes:

1. Collecting, analyzing, and reporting air test results
2. Recommending corrective action when specified air concentrations are exceeded

Collect air samples at locations designated by the Engineer.

#### **14-11.08D(2) Air Monitoring**

Air monitoring must be performed under the direction of a CIH.

Collect and analyze air samples to detect lead under the National Institute of Occupational Safety and Health (NIOSH) Method 7082 using a detection limit of at least  $0.05 \mu\text{g}/\text{m}^3$ . Collect and analyze air samples to detect other metals under NIOSH Method 7300 using a detection limit of at least 1 percent of the appropriate PEL specified by Cal/OSHA. You may use alternative methods of sampling and analysis with equivalent detection limits.

Concentrations of airborne metals outside containment systems and work areas must not exceed any of the following:

1. An average lead concentration of  $1.0 \mu\text{g}/\text{m}^3$  of air over 24 hours, in compliance with section 11-1-302 of the Bay Area Air Quality Management District's Regulation 11, Hazardous Pollutants, Rule 1, Lead.
2. 10 percent of the action level specified for lead by 8 CA Code of Regs §1532.1.
3. 10 percent of the appropriate PELs specified for other metals by Cal/OSHA.

Collect air samples daily during work activities that disturb the existing paint system. Air samples must be analyzed within 48 hours by a facility accredited by the Environmental Lead Laboratory Accreditation Program of the American Industrial Hygiene Association. If concentrations of airborne metals exceed allowable levels, modify the containment system or work activities to prevent further release of metals. If the CIH recommends corrective action, collect and analyze additional samples after implementing the corrective action unless directed otherwise.

#### **14-11.08D(3) Soil Sampling for Debris Containment**

In areas without exposed soil, the concentrations of heavy metals in the work area must not increase when the existing paint system is disturbed. Any visible increase in the concentrations of heavy metals must be removed.

#### **14-11.08E Debris Management**

##### **14-11.08E(1) Debris Storage**

Debris produced when the existing paint system is disturbed must not be temporarily stored on the ground. Before the end of each work shift, remove accumulated debris from the containment system. Store the debris as a hazardous waste.

##### **14-11.08E(2) Debris Waste Characterization**

Perform waste characterization testing on the debris as required by the disposal facility including:

1. Total lead and zinc by US EPA Method 6010B
2. Soluble lead and zinc by California Waste Extraction Test (CA WET)
3. Soluble lead and zinc by Toxicity Characteristic Leaching Procedure (TCLP)

From the first 220 gal of hazardous waste or portion thereof, if less than 220 gal of hazardous waste are produced, a minimum of 4 randomly selected samples must be taken and analyzed individually. Samples must not be composited. From each additional 880 gal of hazardous waste or portion thereof, if less than 880 gal are produced, a minimum of 1 additional random sample must be taken and analyzed.

Use chain of custody procedures consistent with chapter 9 of US EPA Test Methods for Evaluating Solid Waste, Physical/Chemical Methods (SW-846) while transporting samples from the job site to the analytical laboratory. The laboratory must be certified by the CDPH's Environmental Laboratory Accreditation Program (ELAP) for all analyses to be performed.

Before performing the analyses, the laboratory must homogenize each sample. The homogenization process must not include grinding of the samples. A sample aliquot must be:

1. Obtained in an amount large enough for all analyses to be performed
2. Homogenized a 2nd time
3. Used for the total and soluble analyses after the 2nd homogenization

### **14-11.08E(3) Debris Transport and Disposal**

#### **14-11.08E(3)(a) General**

For bidding purposes, assume the debris is a hazardous waste.

#### **14-11.08E(3)(b) Hazardous Waste Debris**

After the Engineer accepts the waste-characterization test results, dispose of the debris:

1. Within 90 days after accumulating 220 lb of debris
2. At an appropriately permitted Class I facility located in California

Make all arrangements with the operator of the disposal facility.

If less than 220 lb of hazardous waste is generated in total, dispose of it within 90 days after the start of accumulation of the debris.

Use a hazardous waste manifest and a transporter using vehicles with current DTSC registration certificate when transporting hazardous waste. The Engineer provides the generator's EPA Identification Number and signs all manifests as the hazardous waste generator within 2 business days of accepting the waste-characterization test results and receiving your request for the generator's EPA Identification Number.

#### **14-11.08E(3)(c) Nonhazardous Waste Debris**

If waste characterization test results demonstrate that the debris is a nonhazardous waste and the Engineer accepts the results, dispose of the debris at an appropriately permitted CA Class II or CA Class III facility or recycle it. Make all arrangements with the operator of the disposal facility and comply with the facility's requirements.

You may dispose of nonhazardous debris at a facility equipped to recycle the debris if:

1. Copper slag abrasive blended by the supplier with a calcium silicate compound is used for blast cleaning.
2. You make all arrangements with the recycling facility's operator and perform any facility-required testing of the debris

The Department does not adjust payment for disposal of nonhazardous debris at a recycling facility.

## 15 EXISTING FACILITIES

### Replace section 15-2.03D with:

#### **15-2.03D Salvage Bridge Elements**

Section 15-2.03D includes specifications for removing, cleaning, testing, preparing, marking, bundling, packaging, tagging, hauling, and stockpiling bridge elements as shown.

Salvaged material and items remain the property of the Department.

#### **15-2.03D(2) Materials**

##### **15-2.03D(2)(a) General**

Clean all earth, foreign materials, and concrete and blast clean all steel surfaces, including inside surfaces of rivet holes, handholes or other voids, under SSPC-SP 10. After blast cleaning, surfaces must have a dense, uniform, angular anchor pattern of at least 1.5 mills when measured under ASTM D 4417. Remove sharp edges. Flame cut edges must be trimmed. Comply with section 14-11.08.

Perform analysis for lead of at least 3 samples per bridge element. Use United States Environmental Protection Agency SW-846 Test Method 6010B (Toxicity Characteristic Leaching Procedure-TCLP) for the analysis for lead. Analytical results must be reported in ppm. Prepare a report for all test results corresponding to each element tested. Present these results in tabulated format. The tabulated results must show the bridge element sample identification, corresponding analytical results, date of sample, date of analysis and name of sampler. All test results that are below the detection limit must be reported as non-detect. Provide in the report all chain of custody documents, laboratory reports and applicable certifications of the testing laboratory. Analysis must be performed on a standard 5-day turn-around time. The report must be provided no more than 5 days after completion of the laboratory analysis. Submit 2 copies of the test results to the Engineer prior to shipping elements to the storage locations. A final summary document must be submitted that includes a compilation of all reports. Submit 3 copies and one CD of the summary document to the Engineer within 10 days of completion of all sampling.

Bundle like components to facilitate handling, transporting and storage.

Tag bundles and show the quantity contained.

Tag all material and items using Department-furnished tags, and show the following information as applicable:

1. Name or description of material or item
2. Dimensions
3. Quantity if more than one

Salvaged material and items must be hauled directly to the specified salvage storage location and stockpiled. If authorized, you may temporarily store salvaged materials at your location and later haul to and stockpile at the specified location. You must replace any material or items that are lost before they are stockpiled at the specified location. The Department does not pay for replacement of lost material or items.

##### **15-2.03D(2)(b) Department Salvage Location**

A minimum of 15 business days before hauling salvaged material to the Department salvage storage location, notify:

1. Engineer
2. District coordinator at telephone number (415) 330-6509

The Department salvage storage location is within 25 miles of the job site. The Engineer will provide the address of the salvage location.

##### **15-2.03D(3) Construction**

If you damage material or items to be salvaged, repair, or replace them at your expense. Replacements for lost or damaged materials must be of the same kind and condition as the lost or damaged materials

prior to removal. If authorized, the cost of replacement will be deducted in lieu of you providing a replacement.

**15-2.03D(4) Payment**

Payment for lead testing and preparing and submitting test reports is included in the payment for salvage bridge elements.

DRAFT

**Replace 2nd paragraph of section 15-4.01A(1) with:**

Design and construct temporary support shoring, temporary bracing, debris containment system, and protective covers under section 48.

Comply with the provisions under Section 13-4.01.

**Replace section 15-4.01A(2) with:**

**15-4.01A(2) Submittals**

If required, submit a daily inspection report.

For removal of the 504 and 288 steel truss spans, submit a bridge removal work plan under section 5-1.23B(2). Allow 60 days for the Engineer's review and comment. Engineer approval of the bridge removal work plan for the 504 and 288 trusses will not be required. Include details for the following:

1. Removal sequence that complies with the removal sequence as shown on plan sheet titled "General Notes" including staging of removal operations and equipment locations
2. The drawings must clearly illustrate the vertical, lateral and longitudinal structural load paths at each stage of removal.
3. Complete 3-D structural computer analysis and evaluation of the bridge for the removal procedure to be used. The analysis must include 3-D erection analysis to determine locked-in forces in truss members and 3-D dismantling analysis.
4. Report with a summary of input and output files, including a table showing demand/capacity ratios for all stages of bridge removal and all associated calculations.
5. Methods and details for member or connection strengthening including installation of new members on existing structure
6. Methods and details for supporting or stiffening requirements
7. Temporary supports including lifting apparatus and temporary support shoring or bracing
8. Locations where work is performed over waterway. Methods and description of shipment plan for removed bridge
10. Independent check calculations
11. Certifications by the Contractor's engineer and check engineer

The bridge removal work plan for the steel trusses must be sealed and signed by an engineer who is registered as a civil engineer in the State. All plan sheets must be sealed and signed. The engineer must have at least 5 years experience as a registered civil engineer. The engineer must (1) have performed sequential erection analysis and must have prepared, sealed and signed approved erection plans for at least three completed bridge erection projects or (2) have performed sequential dismantling analysis and have prepared, sealed and signed approved dismantling plans for at least three completed bridge removal projects. Any combination of a total of three bridge erection and dismantling projects is acceptable qualifying experience. At least one of the projects must be a continuous steel truss bridge with a length of at least 80 meters. Alternatively, acceptable qualifying experience for one of the three required bridge projects may be met by having performed sequential seismic retrofit analysis and prepared, sealed and signed approved plans for a completed continuous steel truss bridge with a main span length of at least 80 meters. Sequential analysis performed for the three specified projects must have shown state of the structure, including stress and displacement and stability evaluation for each stage of construction or removal, considering locked-in forces from previous stages. The bridges in the above bridge erection, dismantling or retrofit projects must carry or have carried highway truck traffic or railroad traffic or equivalent loading. Blasting must not have been used as a removal method for the above projects. The above qualifying experience may have been performed as a civil engineer or under the supervision of a licensed civil engineer who sealed and signed the approved erection, dismantling or retrofit plans.

The removal plan must be independently checked, sealed and signed by another registered civil engineer with at least the same experience and qualifications as the Contractor's engineer as specified above. All plan sheets must be sealed and signed. The independent check must include all analysis and calculations necessary to independently check all aspects of the removal plan. The check engineer must

not be an employee of the Contractor and must not be employed by the same firm as the design engineer.

Prior to preparation of the bridge removal plan, the Contractor's engineer and the check engineer must provide documentation that verify their qualifications for the Engineer's approval. Documentation must include resumes with qualifying project information including the name of each project, project owner's name, address and telephone number. At the Engineer's request, additional documentation must be provided including copies of complete set of approved, sealed plans used for the construction of the qualifying erection, dismantling or retrofit projects. The requirement for documentation submittal will be waived if the engineer and the check engineer who will prepare the bridge removal plan are the same persons who submitted documentation and have been previously approved as specified under section 2-1.08.

The Contractor's engineer and the check engineer must provide certification that the removal plan complies with all contract requirements and is adequate for the purpose intended. If the Contractor replaces the engineer or the check engineer, the replacement engineer must meet the above qualifications, must submit documentation to verify qualifications and must be approved as specified above prior to preparation of the bridge removal plan.

For removal work other than steel truss span removal, submit a bridge removal work plan under section 5-1.23B(2). Allow 60 days for the Engineer's review. Include details for the following:

1. Removal sequence including staging of removal operations and equipment locations
2. Temporary supports including lifting apparatus and temporary support shoring or bracing
3. Locations where work is performed over waterway
4. Locations and types of protective covers and debris containment systems
5. Protection of people, property, utilities, and improvements
6. Methods for preventing material, equipment, and debris from falling onto the waterway
7. Methods for disposing electrical equipment requiring special handling under section 14-11.10.

If protective covers are required or superstructure removal work is performed, bridge removal work plans must be (1) accompanied by substantiating calculations and (2) signed by an engineer who is registered as a civil engineer in the State.

Calculations for bridge removal work plans must demonstrate the stability of the structure during each stage of removal. A stage is removal of (1) the deck, deck framing, or any truss members in any span; or (2) pier framing, or steel towers at support locations. Include dead and live loads used in the design of protective covers.

Submit shop drawings for debris containment system at least 60 days before beginning bridge removal work. Allow 60 days for the Engineer's review. Include details of the following:

1. Description of the containment system and materials to be used
2. Locations, and types of containment systems to be used
3. Complete details including section and elevation views of the containment system
4. Details of connections to the existing structure
5. Detailed erection and removal methods including erection and removal sequences
6. Dead and live load values assumed for designing the containment system
7. Description of bridge removal methods supported by calculations with sufficient details to substantiate live loads used in the containment system design
8. Methods and description of debris removal methods
9. Methods of hazardous paint removal to ensure that allowable threshold limits for air quality are not exceeded
10. Protection of people, property, utilities, and improvements
11. Methods for preventing material, equipment, and debris from falling onto the waterway
12. Methods for disposing electrical equipment requiring special handling under section 14-11.10.

**Replace section 15-4.01A(3)(b) with:**

**15-4.01A(3)(b) Design Criteria**

For removal activities, the horizontal load to be resisted in any direction for temporary support shoring and temporary bracing must be (1) the sum of actual horizontal loads due to equipment, construction sequence, or other causes, and the wind load shown on the plans and (2) not less than 5 percent of the total dead load of the structure being removed.

Member stresses must not exceed operating allowable stress limits during application of temporary construction loads and during all phases of demolition.

**Replace section 15-4.01C(2)(a) with:**

**15-4.01C(2)(a) General**

The Engineer may require you to perform additional exploratory work of bridge members for unforeseen damage. This is change order work.

Temporary support shoring, temporary bracing, debris containment system, and protective covers must not encroach within 8 feet horizontally or 15 feet vertically of traffic lanes or shoulders open to public traffic.

**Add section 15-4.01C(2)(c) with:**

**15-4.01C(2)(c) Debris Containment System**

Provide debris containment system for steel truss removal work. Debris containment system must:

1. Be constructed before starting removal activities
2. Prevent any materials, equipment, or debris from falling onto the waterway or the ground below
3. Be supported using shoring, falsework, or the existing structure
4. Be made with a bottom of a non-flammable material that will contain burning metal debris
5. Extend vertically from the bottom of the containment system along the sides of the bridge a sufficient height above the point of removal to contain all debris
6. Extend longitudinally beyond the point of removal a sufficient length to contain all debris
7. Extend beyond the outside face of the truss as necessary to accommodate bridge removal and containment of all debris
8. Provide required navigational clearances
9. Be cleaned of debris and fines before being removed

Design and construct debris containment system, shoring, and falsework with sufficient strength and rigidity to support all imposed loads. Debris containment system must be at least equal to 2-inch Douglas fir planking. Furnish additional layers of material as necessary to prevent fine materials or debris from sifting down onto the waterway. Seal or double layer the seams or joints of the containment system to prevent fine material from sifting through the cracks.

During bridge removal work, the lower deck may be used as the bottom surface of the debris containment system if it satisfies the requirements for debris containment system.

**Replace section 15-4.01C(3) with:**

**15-4.01C(3) Construction**

**15-4.01C(3)(a) General**

Before removing portions of monolithic concrete elements visible in the completed work, make a 1-inch deep saw cut along neat lines around the perimeter of the concrete to be removed.

Remove piling, piers, abutments, and pedestals to the dimensions or elevations as shown.

You may use flame and saw cutting for removing, widening, or modifying bridges.

You may use expansive cracking agents for concrete removal, as authorized.

Do not weld to existing bridge members.

Do not use existing fenders for temporary support of the existing bridge, equipment or material loading.

Do not use explosives.

Do not use the following for breaking or removing concrete attached to or supported by bridges:

1. Tools with a manufacturer's-rated striking energy of more than 1,200 ft-lb per blow
2. Freely falling mass
3. Falling mass attached to a cable, rope, or chain

Do not use a freely falling mass or a falling mass attached to a cable, rope, or chain above any public space. Do not use falling masses within 30 feet horizontally of any public space without protective shields. Design protective shields as required by the equipment and activities being performed. Protective shields must be at least equal to 2-inch Douglas fir planking on posts at 5-foot centers.

Remove and stockpile salvaged materials under section 15-2.03.

The Engineer may require you to remove existing footing concrete that is below ground and outside of the footing limits. This is change order work.

Delete section 15-4.01C(3)(b)

## 48 TEMPORARY STRUCTURES

Replace "Reserved" in section 48-3 with:

### 48-3.01 GENERAL

#### 48-3.01A Summary

Section 48-3 includes specifications for providing temporary supports for existing structures during retrofit, reconstruction, and removal activities.

Temporary supports must be steel bolted braced frames.

Temporary supports must include jacking assemblies and required accessories to jack and support structures.

Comply with the piling provisions under Section 48-6.

#### 48-3.01B Definitions

**frame:** the portion of a bridge between expansion joints.

#### 48-3.01C Submittals

##### 48-3.01C(1) General

Submit 2 copies of the initial location survey signed by an engineer who is registered as a civil engineer in the State.

Submit a copy of the monitoring record after completing reconstruction of each bent.

##### 48-3.01C(2) Shop Drawings

Submit shop drawings with design calculations for the temporary support system. Submit 6 copies of shop drawings and 2 copies of design calculations. Include the following:

1. Descriptions and values of all loads, including construction equipment loads.
2. Descriptions of equipment to be used.
3. Details and calculations for jacking and supporting the existing structure.
4. Stress sheets, anchor bolt layouts, shop details, and erection and removal plans for the temporary supports.

5. Assumed soil bearing values and design stresses for temporary support footings, including anticipated foundation settlement.
6. Maximum distance temporary support piles may be pulled for placement under footing caps.
7. Maximum deviation of temporary support piles from a vertical line through the point of fixity.
8. Details for temporary support piles
9. Details for additional bracing required during erection and removal of temporary supports.
10. Details of the displacement monitoring system, including equipment, location of control points, and methods and schedule of taking measurements.
11. Details for jacking the structure if settlement occurs in the temporary supports.

Calculations must show a summary of computed stresses in (1) temporary supports, (2) connections between temporary supports and the existing structure, and (3) existing load-supporting members. The computed stresses must include the effect of the jacking sequence. Calculations must include a lateral stiffness assessment of the temporary support system.

Shop drawings and calculations must be sealed and signed by an engineer who is registered as a civil engineer in the State and must be independently checked, sealed and signed by another registered civil engineer. All plan sheets must be sealed and signed. The independent check must include all analysis and calculations necessary to independently check temporary support shop drawings. The engineer and the check engineer must have at least the same experience and qualifications as the engineers who prepared the bridge removal plan under section 15-4-01A(2). The check engineer must not be an employee of the Contractor and must be employed by an independent firm. Allow 60 days for the Engineer's review and comment. The Engineer's approval of temporary support shop drawings is not required.

#### **48-3.01D Quality Control and Assurance**

##### **48-3.01D(1) General**

Welding, welder qualification and welding inspection for temporary supports must comply with AWS D1.1.

Calibrate each jack within 6 months of use and after each repair. Each jack and its gage must (1) be calibrated as a unit with the cylinder extension in the approximate position that it will be at the final jacking force and (2) accompanied by a certified calibration chart. Each load cell must be calibrated. Calibration must be performed by an authorized laboratory.

Before starting bridge removal activities, an engineer who is registered as a civil engineer in the State must inspect and certify that (1) the temporary supports, jacking system, and displacement monitoring system comply with the authorized shop drawings and (2) the materials and workmanship are satisfactory for the work. A copy of this certification must be available at the job site at all times.

An engineer who is registered as a civil engineer in the State must:

1. Be present during jacking activities or adjustments and during bridge removal activities.
2. Inspect jacking and removal activities and report daily on the progress of the operation and the status of the remaining structure. The daily report must be available at the job site at all times. A copy of the daily report must be furnished to the Engineer on a weekly basis.
3. Immediately submit proposed procedures to correct or remedy unplanned occurrences.

##### **48-3.01D(2) Displacement Monitoring**

Monitor and record vertical and horizontal displacements of the temporary supports and the existing structure. Use vandal-resistant displacement monitoring equipment. Perform monitoring continuously during jacking activities and monitor and record displacements daily for a week after load transfer and weekly thereafter during removal activities. Make monitoring records available at the job site during normal work hours and deliver a copy of the record to the Engineer at the completion of each work day. Monitoring records must be signed by an engineer who is registered as a civil engineer in the State.

As a minimum, monitor the existing structure at the supported bent and at the midspan of both adjoining spans. Locate control points at each location near the center and at both edges of the superstructure. As a minimum, take elevations at the following times:

1. Before starting jacking activities
2. Immediately after completing jacking

Perform an initial survey to record the location of the existing structure before starting work.

#### **48-3.01D(3) Design Criteria**

The Engineer does not authorize temporary support designs based on allowable stresses greater than those specified in section 48-2.01D(3)(c).

If falsework loads are imposed on temporary supports, the temporary supports must also satisfy the deflection criteria in section 48-2.01D(3)(c).

The temporary support system must support the initial jacking loads and the minimum temporary support design loads determined by the Contractor. Adjust vertical design loads for the weight of the temporary supports and jacking system, construction equipment loads, and additional loads imposed by jacking activities. Construction equipment loads must be at least 20 psf of deck surface area of the frame involved.

Design temporary support footings to carry the loads imposed without exceeding the estimated soil bearing values or anticipated settlements. You must determine soil bearing values.

Provide additional bracing as required to withstand all imposed loads during bridge demolition and each phase of temporary supports erection and removal. Include wind loads as shown.

Mechanically connect the temporary supports to their foundations. Mechanical connections must be capable of resisting the lateral design forces. Design mechanical connections to accommodate adjustments to the temporary support frame during use.

Temporary supports must comply with section 48-2.01D(3)(d).

#### **48-3.02 MATERIALS**

Manufactured assemblies must comply with section 48-2.01D(3)(c)(iv).

#### **48-3.03 CONSTRUCTION**

Where described, install temporary crash cushion modules under section 12-3.15 before starting temporary support activities. Remove crash cushion modules when authorized.

Construct temporary supports under section 48-2.03C.

Equip each jack with a pressure gage or load cell for determining the jacking force. Each pressure gage must have an accurately reading dial at least 6 inches in diameter. Each load cell must be provided with an indicator to determine the jacking force.

Provide a redundant system of supports during jacking activities. The redundant system must include stacks of steel plates added as necessary to maintain the redundant supports at each jack location within 1/4 inch of the jacking sill or corbels.

Before starting bridge removal work at a location being supported, the temporary support system must (1) apply a force to the structure that is equal to the initial jacking load or the dead load shown and (2) hold that load until all initial compression and settlement of the system is completed.

Apply jacking loads simultaneously. Control and monitor jacking operations to prevent distortion and stresses that would cause instability in the structure being removed. Stop jacking activities if unanticipated displacements, cracking, or instability in the structure occurs. Apply corrective measures satisfactory to the Engineer before resuming jacking activities.

Remove temporary supports under section 48-2.03D. **48-3.04 PAYMENT**

Not Used

**Replace section 48-6 with:**  
**48-6 ESTABLISH MARINE ACCESS**

**48-6.01 GENERAL**

**48-6.01A Summary**

Section 48-6 includes specifications for furnishing, erecting, maintaining and removing barges, trestles and other facilities to establish marine access to the job site.

Comply with the specifications under:

1. Section 2-1.06B including Information Handouts regarding PLACs
2. Section 5-1.20B
3. Section 14-6.02
4. Section 48-8
5. Section 48-7

Work in section 48-6 is separate from and in addition to the work specified in section 9-1.16D.

**48-6.01B Submittals**

Submit shop drawings of any access trestle and other temporary facilities. Shop drawings must include design calculations. All design calculations must be independently checked by another registered civil engineer. The shop drawing submittal must include certifications by the Contractor's engineer and the check engineer that the working drawings comply with all contract requirements and are adequate for the purpose intended.

Allow 30 days for the Engineer's review. The Engineer's approval will not be required for working drawings of temporary access facilities.

Within 45 days after contract approval, submit a work plan for marine pile installation piles for the Engineer's review. Include schedule and methods for pile installation in compliance with project permits issued by the United States Coast Guard (USCG) in section 2-1.06B. Allow 30 days for the Engineer's review.

**48-6.02 MATERIALS**

Use hollow steel shell piles less than or equal to 36 inches in diameter.

**48-6.03 CONSTRUCTION**

Use vibratory hammer to install steel shell piles not less than 50 percent of the pile length.

No more than ten percent of the steel shell piles installed with a vibratory hammer may be proof tested with an impact hammer without the use of a marine pile driving energy attenuator.

No more than two steel shell piles per day may be proof tested with an impact hammer. Proof testing of steel shell piles will be limited to less than 1 minute per pile, administering a maximum of twenty blows per pile.

All pile driving that is below the Mean High Water Line or within 100-feet above the Mean High Water Line will be restricted to the period between June 1st and November 30th, except for pile proof testing.

Use marine pile driving energy attenuator during all impact driving of steel shell piles, except for pile proof testing.

Stop pile driving when underwater sound pressure levels exceed:

1. A 206 dB peak referenced to 1 micro Pascal at a distance greater than 33 feet from the pile being impact driven or proof tested.
2. A 187 dB cumulative sound exposure level referenced to 1 micro Pascal at a distance greater than 112 feet from the pile being impact driven.
3. A 187 dB cumulative sound exposure level referenced to 1 micro Pascal at a distance greater than 62 feet from the pile being proof tested.

4. A 150 dB root mean square referenced to 1 micro Pascal at a distance greater than 1305 feet from the pile being impact driven.
5. A 150 dB root mean square referenced to 1 micro Pascal at a distance greater than 13061 feet from the pile being proof tested.

No more than 20 hollow steel shell piles may be installed per day with the use of an impact hammer.

Notify the Engineer at least 30 days before activities start below the Mean High Water Line or within 100-feet above the Mean High Water Line. Provide the estimated start time and duration the day before the activities start.

#### **48-6.03A Removal**

Comply with the specifications under section 5-1.36 and section 5-1.20F.

#### **48-6.04 PAYMENT**

Progress payments for establish marine access will be based on the authorized schedule of values. The Department will not adjust payments for this bid item.

Submit schedule of values including the following:

1. Quantities required to complete the work
2. Materials and installation method, and a minimum initial mobilization for establish marine access
3. Marine pile driving energy attenuators, if required





# QUESTIONS / COMMENTS

*Caltrans Outreach Meeting*

**date** \_\_\_\_\_ **Project** \_\_\_\_\_

*(Please Print)* \_\_\_\_\_ **Phone/Fax** \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_ **city** \_\_\_\_\_ **state** \_\_\_\_\_ **zip code** \_\_\_\_\_

**Questions/Comments:**

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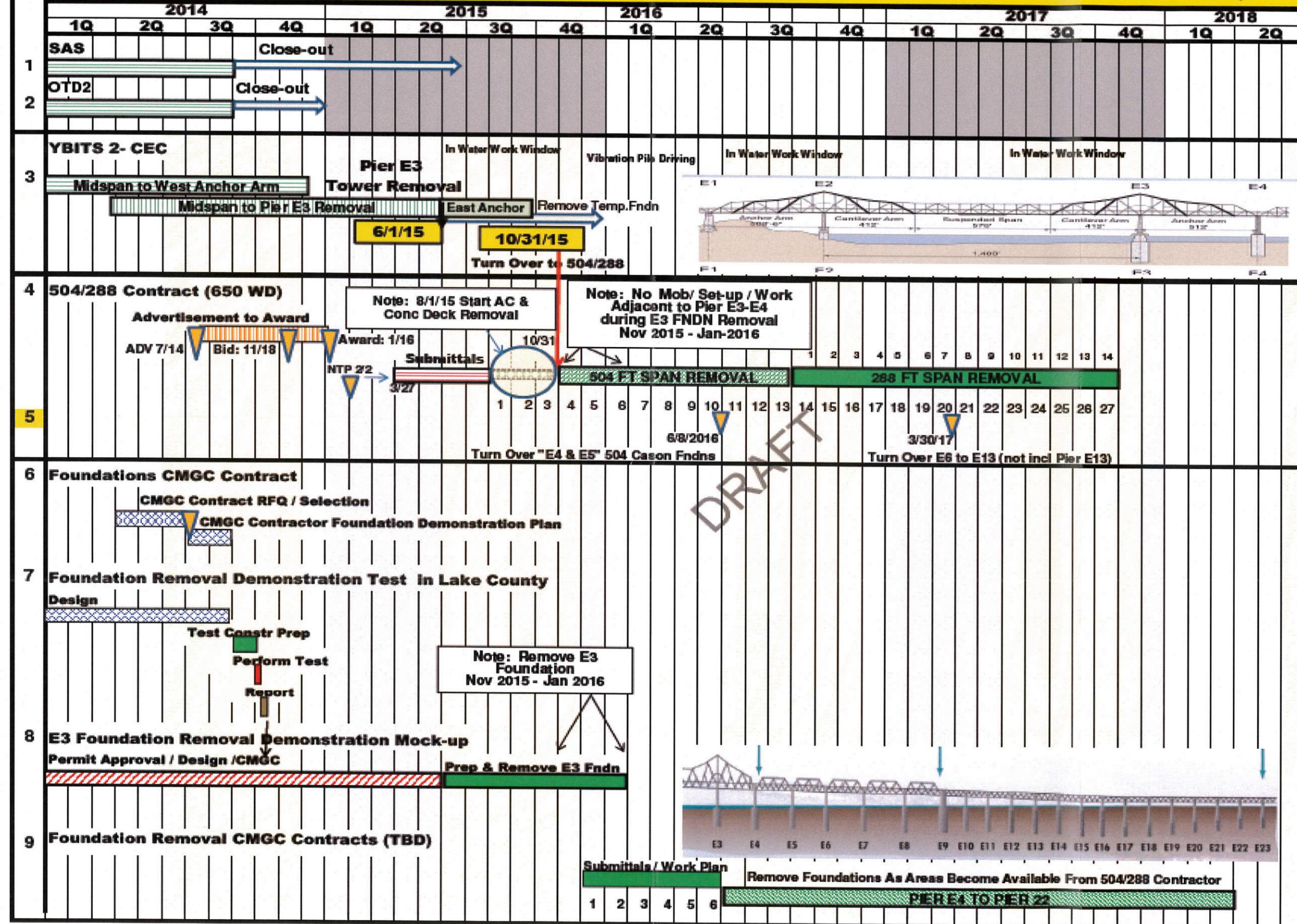


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For additional comments use reverse side.

# "DRAFT" Dismantling Contracts- Summary Schedule

as of 9-May-2014





# THE SAN FRANCISCO-OAKLAND BAY BRIDGE SEISMIC SAFETY PROJECTS

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Dear Workshop Participant:

Welcome to today's Contractor Constructability Workshop for the removal of the original San Francisco-Oakland Bay Bridge east span superstructure.

There are significant environmental and dismantling challenges, but the work must be performed using the safest possible methods in order to protect the waters of San Francisco Bay, wildlife and the traveling public. At the same time, the work must be completed using most cost-effective methods available in order to complete work on schedule and within budget.

The purpose of this workshop is to present preliminary design, specification and environmental considerations to industry subject matter experts in order to receive additional feedback in regard to design and construction, in consideration of the many challenges. It is also important we provide information to the local business community regarding potential contract opportunities.

There are also several important local projects planned that will provide better access to the new San Francisco-Oakland Bay Bridge east span and public areas for pedestrians and motorists, so we have invited our local partners to participate in the workshop in order to provide information regarding their projects.

This workshop and future Bidder's Conference (following contract advertisement), represent Caltrans' continuing effort to involve industry experts and the community in this historic bridge project. The comments provided to Caltrans by workshop participants are very important to the success of this construction contract. The Bidder's Conference for this construction contract is planned for summer 2014 and will include a review of the final contract design and specifications, and will provide an additional opportunity for small businesses to meet and discuss contract opportunities with prime contractors. The Toll Bridge Program is committed to working with prime contractors to maximize local business participation during construction.

I want to thank all of you that have responded to Caltrans' request for your attendance and participation in this process.

Sincerely,

TONY ANZIANO  
Toll Bridge Program Manager



# THE SAN FRANCISCO-OAKLAND BAY BRIDGE SEISMIC SAFETY PROJECTS

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

## **Contract Information and Constructability Workshop Removal of Original SFOBB East-Span Superstructure**

### **Participant Packet Contents**

The Participant Packet includes:

1. A set draft preliminary contract plans
2. A participant folder which includes the following:
  - Welcome Letter from the Toll Bridge Program Manager
  - Event Information
  - Program Agenda
  - Workshop presentation
  - Preliminary Contract Schedule
  - Draft Specifications
  - Environmental Handout –SFOBB Bird Deterrence Project Scope of Work and Minimum Qualifications
  - Feedback Instructions
  - Comment Cards

**Attention California Certified Small Businesses and Disabled Veteran Business Enterprises (DVBE)**

**Constructability and Informational Workshop and Networking Event  
San Francisco-Oakland Bay Bridge Seismic Safety Project**

On Thursday, May 22, 2014, the California Department of Transportation (Caltrans) will host a Constructability and Informational Workshop for the removal of the superstructure of the original San Francisco-Oakland Bay Bridge east span.

**This is a pre-contract advertisement event and the purpose of the event is to:**

1. Present preliminary design, specification and environmental considerations to industry experts in order to receive additional feedback in regard to the many design and construction challenges
2. Provide information to local businesses regarding the remaining work to complete the SFOBB Seismic Safety Project
3. Provide information to local businesses regarding the many local projects adjacent to the new SFOBB east span

**The Workshop will include:**

- Contract descriptions and schedule information regarding all remaining Caltrans work related to the construction of the new east span
- Scope, schedule and contact information related to the many local projects adjacent to the new SFOBB east span
- A presentation on the environmental and design constraints, and the related constructability challenges
- An informal networking session during event registration

**Potential sub-contracting opportunities found within this contract MAY include, but are not limited to the following items:**

*Crane Services*

*Cables and Rigging*

*Welding Services*

*Establish Marine Access*

*Barge Services*

*Diving Services and Supply*

*Biological Monitoring*

*Storm Water Management*

*Site Maintenance*

*Security Services*

*Environmental Monitoring*

*Vibration Monitoring*

*Material Salvage/Recycling Services*

*Dredging Services*

*Trucking Services*

*Traffic Control/Management*

*Hazardous Waste Removal and Containment*

*Electricians, Welders and Carpenters will also be needed on this construction contract*

**Date:** Thursday, May 22, 2014  
8:00 A.M. – 9:00 A.M. (Registration/Networking)  
9:00 A.M. – 12:30 P.M. (Program)

**Location:** Caltrans' District 4 Auditorium  
111 Grand Avenue  
Oakland, CA 94612

This event is NOT mandatory for prospective bidders, however, their attendance at the Bidder's Conference following the July 14, 2014 contract advertisement will be mandatory (August 2014). A more formal networking session and more details regarding contract opportunities for small businesses will be discussed during the Bidder's Conference.

If you have questions regarding the event, please call 510-286-0974 or send your inquiry to [smallbizconstruction@dot.ca.gov](mailto:smallbizconstruction@dot.ca.gov)



# THE SAN FRANCISCO-OAKLAND BAY BRIDGE SEISMIC SAFETY PROJECTS

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

## Contract Information and Constructability Workshop Removal of Original SFOBB East Span Superstructure State Contract Number 04-013524

Thursday, May 22, 2014  
Caltrans District 4 Auditorium  
111 Grand Ave., Oakland, CA  
Time: 8:00 A.M. – 12:30 P.M.  
Program Agenda

- |   |                                |
|---|--------------------------------|
| <b>I. Registration and Networking</b>   | <b>8:00 A.M. – 9:00 A.M.</b>   |
| <b>II. Welcome</b><br><i>Derek J. Pool, P.E., Small Business Manager,<br/>Toll Bridge Program</i>   | <b>9:00 A.M. – 9:10 A.M.</b>   |
| <b>III. Workshop Description and Purpose</b><br><i>Steven Hulsebus, P.E., Design Manager<br/>Toll Bridge Design</i>                                 | <b>9:10 A.M. – 9:15 A.M.</b>   |
| <b>IV. Review of Local Facility Improvement Projects</b><br><i>James M. Heilbronner, President<br/>Architectural Dimensions</i>                     | <b>9:15 A.M. – 9:30 A.M.</b>   |
| <b>V. Design</b><br><i>Toll Bridge Design</i>   | <b>9:30 A.M. – 10:15 P.M.</b>  |
| <b>VI. Break</b>  | <b>10:15 A.M. – 10:30 A.M.</b> |
| <b>VII. Proposed Contract Award and Stipend Provisions</b><br><i>Steve Margaris, P.E., Structures Specifications Manager<br/>Toll Bridge Design</i> | <b>10:30 A.M. – 11:00 A.M.</b> |
| <b>VIII. Environmental Considerations and Permits</b><br><i>Office of Environmental Engineering</i>   | <b>11:00 A.M. – 11:30 A.M.</b> |
| <b>IX. Break</b>  | <b>11:30 A.M. – 11:45 A.M.</b> |
| <b>X. Open Forum</b>  | <b>11:45 A.M. – 12:15 P.M.</b> |
| <b>XI. Wrap-up</b>  | <b>12:15 P.M. – 12:30 P.M.</b> |

# **SFOBB Bird Deterrence Project Scope of Work and Minimum Qualifications**

## **Purpose and Description of Services**

Caltrans is seeking a deterrence consultant to perform the following activities:

- (1) Prepare a Nesting Bird Deterrence Plan for bridge dismantling,
- (2) Establish safe access plans and procedures for the installation and maintenance of bird deterrents,
- (3) Install, maintain, and remove nesting bird deterrents,
- (4) Haze and harass birds that are exhibiting nesting behavior to deter birds from nesting on the bridge and remove and transport occupied nest contents for all nesting birds within the SFOBB Project area with the exception of the peregrine falcon (*Falco Peregrines*).
- (5) Evaluate the effectiveness of deterrence measures through weekly inspections and make necessary adjustments to deterrents to optimize effectiveness,
- (6) Submit reports to Caltrans,
- (7) Coordinate with Caltrans' biologists and contractor supplied biologists, and
- (8) Install, maintain, and remove cormorant enticements on the SFOBB new east span.

Per authorization from the United States Fish and Wildlife Service (USFWS), the Deterrence Consultant must supply a qualified biologist to remove occupied nest contents (i.e., chicks and/or eggs) and transport to a foster care facility identified by the Contract Manager at the time of removal. Nest removal must occur under the supervision of a Caltrans biologist with valid collection permits from the USFWS and the California Department of Fish and Wildlife (CDFW).

The contract will not include the handling and removal of the peregrine falcon. As the peregrine falcon is a fully protected species, only individuals with the appropriate CDFW and USFWS permits can remove peregrine falcon nestlings.

## **Minimum Qualifications for Proposers**

1. Prime Contractor or Subcontractor(s) must provide two (2) qualified Biologists that have a Bachelor's degree in Biology (submit copy of diploma or official transcripts).
2. Prime Contractor must demonstrate a minimum of two (2) years of relevant experience monitoring birds during construction activities including handling and removing occupied nest contents.
3. Prime Contractor must demonstrate a minimum of two (2) years of field experience working with species that exist in the SFOBB project area. Field experience may have occurred outside the SFOBB project area.



# THE SAN FRANCISCO-OAKLAND BAY BRIDGE SEISMIC SAFETY PROJECTS

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Constructability and Informational Workshop  
Dismantling of the Original SFOBB East Span Superstructure

## **Feedback Instructions**

Contractors have three (3) options to choose from in order to provide feedback to Caltrans. The options are as follows:

1. There will be a drop box located at the rear of the auditorium. Please use the Caltrans comment cards provided to workshop participants.
2. Email comments/questions to [smallbizconstruction.dot.ca.gov](mailto:smallbizconstruction.dot.ca.gov). In the subject line, please write, "Submittal"
3. Mail comments/questions to:  
Toll Bridge Program, Caltrans, District 4  
Attention: Mr. Derek Pool  
355 Burma Rd.  
Oakland, CA 94607



SMALL  
BUSINESS  
PROGRAM

THE SAN FRANCISCO-OAKLAND

**BAY BRIDGE**

SEISMIC SAFETY PROJECTS

## **TOLL BRIDGE PROGRAM**

**Constructability & Information  
Workshop and Networking Event  
for Contract No. 04-013524**

**Thursday, May 22, 2014**

*Caltrans, District 4 - Auditorium  
111 Grand Ave., Oakland, CA 94612*

