



SULLY-MILLER CONTRACTING CO.  
License 747812A

135 S. STATE COLLEGE BLVD., SUITE 400 ♦ BREA, CA 92821 ♦ PHONE 714-578-9600

March 10, 2016

Via Facsimile (916-227-6282) and U.S. Mail

Department of Transportation  
Division of Engineering Services  
P.O. Box 168041, MS-43  
Sacramento, CA 95816-8041  
Attention: Office Engineer

Re: Sully-Miller Contracting Company's Protest of Bid Submitted by Griffith Company on Caltrans Contract Number 08-0G9004

Dear Office Engineer:

Sully-Miller Contracting Company ("Sully-Miller") hereby submits its formal protest of the apparent low bid submitted by Griffith Company ("Griffith") on the above-referenced California Department of Transportation ("Caltrans") project.

Caltrans opened bids for the project on February 24, 2016. Griffith submitted the apparent low bid in the amount of \$9,285,582, and Sully-Miller submitted the apparent second low bid in the amount of \$9,618,000, or 3% higher than Griffith's bid. For the reasons stated herein, Griffith's bid should be declared non-responsive and the contract should be awarded to Sully-Miller, the actual lowest responsive bidder.

1. Griffith's Bid Establishes That Griffith Will Not Be Performing At Least 30% of The Work As Required By Section 5-1.13A Of The Caltrans Specifications

Caltrans Standard Specification Section 5, Control of the Work, paragraph 5-1.13A requires the prime contractor to perform at least 30% of the work with its own employees and with equipment it owns or rents. The purpose of this requirement is to ensure that the prime contractor is sufficiently involved with the work to enable it to control and guarantee the progress and quality of the work. In other words, the provisions of Section 5 are meant to exclude "paper contractors" - those that assign all work to subcontractors and simply administer the contract.

On its face, and without any further analysis, Griffith's bid shows that it intends to subcontract more than 76% of the contract work, leaving less than 24% to be performed by Griffith. Specifically, the total value of the bid items that will be performed by Griffith's listed subcontractors is \$7,018,175, which is 76% of Griffith's total bid price of \$9,285,582.

**A. Griffith listed subcontractors for 90% or 95% of bid items when it appears that those subcontractors will be performing all of the work under those bid items.**

Griffith's indicates in the "description of work subcontracted" section of its proposal that each listed subcontractor will perform 90% or 95% of each bid item. However, Griffith's bid does not identify the portion of work that is being subcontracted, or the portion that Griffith will self-performed. Sully-Miller submits that Griffith can only establish that it is performing at least 30% of the work by proving that it will actually perform, with its own employees and equipment, a portion of the work that is being subcontracted.

A review of the scope of the subcontracted bid items and the subcontractor proposals Griffith submitted with its DBE submission reveals that Griffith's subcontractors will be performing 100% of the bid items for which they were listed, and the total value of Griffith's subcontracted work is 72% of Griffith's bid price. Copies of Griffith's subcontractors' proposals are attached hereto as **Exhibit A**.

For example, Griffith listed Matich Corporation as performing 90% of Bid Item 40, Hot Mix Asphalt. It is clear that Matich Corporation is performing 100% of the hot mix asphalt work on the project, and there is no evidence, or even reason to believe, that there is any other work associated with this bid item that Griffith would perform with its own labor and equipment. Rather, given the nature of this work, and the absence of any description of a discreet portion of such work, it is logical to conclude that 100% of the actual work associated with Bid Item 40 will be performed by the subcontractor. Furthermore, Matich's proposal to Griffith reveals that Matich will perform all of the work associated with placing 33,900 tons of Hot Mix Asphalt Type A under Bid Item 40, just as it will be performing all of the work required for the other three bid items it quoted. In other words, Matich didn't submit a proposal to Griffith to perform only 90% of these bid items, it proposed to perform each of the bid items in their entirety.

Another example is Cal Stripe, which Griffith listed for Bid Items 1, 15 and 17. Cal Stripe's proposal to Griffith confirms that Cal Stripe quoted entire bid items, consisting entirely of removing pavement markings. There is no other work under these bid items which Griffith could self-perform. Perhaps the best example is Fine Grade Equipment, which Griffith listed to perform 90% of Bid Item 30, Roadway Excavation. Griffith's price for Bid Item 30 is \$781,300. However, Fine Grade Equipment's proposal to Griffith to perform this entire bid item is \$961,600, more than Griffith's bid price. Therefore, it is *impossible* for Griffith to self-perform any of this bid item. The proposals of Griffith's other listed subcontractors also reveal that they are performing all of the work associated with the listed bid items (see Exhibit A).

In summary, the proposals submitted by Griffith's listed subcontractors establish that they will be performing 100% of the work required under the bid items for which they were listed, notwithstanding the fact that Griffith's bid represents that they will be performing only 90% or 95% of such work. As such, Griffith will not be self-performing 30% of the work, as required by Section 5.1-13A.

**B. The total value of the proposals submitted by Griffith's listed subcontractors represents at least 72% of Griffith's total bid price**

Griffith's bid listed Matich Corporation, Pavement Recycling Systems, DC Hubbs, Cal Stripes and Fine Grade Equipment, Inc. as subcontractors who will perform work on the project. According to the proposals these subcontractors submitted to Griffith at bid time, the total value of the work they will perform is \$6,723,065.10, which represents 72% of Griffith's bid price. Based on these proposals alone, Griffith cannot meet the 30% self-performance requirement of Section 5-1.13A.

In addition to its listed subcontractors, Griffith submitted additional subcontractor proposals with its DBE submission, including KRC Safety Co., Inc., Acacia Environmental, and A.C. Dike. The total value of the work to be performed by these subcontractors is \$50,722.45 and, when added to Griffith's listed subcontractors, increases the amount of subcontracted work to 73% of Griffith's bid price. Copies of these additional proposals are attached hereto as **Exhibit B**.

Finally, because Griffith was not required to list subcontractors who will perform work with a value of less than  $\frac{1}{2}$  of 1 percent of the bid price (\$46,427.91 in this case), there may be additional work which Griffith intends to subcontract which will reduce even further the percentage of work Griffith will self-perform on this project.

An analysis of Griffith's bid and the subcontractor proposals submitted with Griffith's DBE documentation compels the conclusion that Griffith will not self-perform at least 30% of the work, and will effectively relinquish the performance and control of the work to its subcontractors, in violation of 5-1.13A. Thus, because Griffith will fail to fulfill the control and performance requirements of the contract, its bid should be declared non-responsive.

**C. When time-related overhead and mobilization are excluded, Griffith is only self-performing 16% of the actual project work**

For purposes of interpreting and applying Section 5-1.13A, which is appropriately entitled "Control of Work" and is based on *performance* of work, time-related overhead and mobilization should not be considered part of the work. Time-related overhead is intended to encompass field and home office overhead expenses, which typically relate to the costs incurred to administer the contract, not to perform that work (See Standard Specification Section 9-1.11). Similarly, mobilization costs refer to preparatory actions that must be undertaken, or costs incurred, before starting actual work on the project (See Public Contract Code §10104). As such, time-related overhead and mobilization are only tenuously connected to the work of the project, and do not constitute performance of the work itself.

Griffith's prices for Bid Item 2, Time Related Overhead, and Bid Item 57, Mobilization, total \$888,447. When these administrative and overhead items are removed from Griffith's bid, the value of the actual work to be performed under the contract becomes \$8,397,135. The value of the work being performed by Griffith's listed subcontractors is \$7,018,175.00, or 84% of the actual work to be performed, and the work being performed by Griffith is only \$1,378,960, or 16%. In other words, the actual work of the contract will be performed almost exclusively by

subcontractors, while Griffith will be responsible for contract administration, overhead, and profit.

**D. Griffith's DBE submission attempts to change the scope of work of a listed subcontractor**

Griffith listed Fine Grade Equipment, Inc. as performing 90% of Bid Item 37, Class 2 Aggregate Base. Griffith's price for Bid Item 37 is \$734,400, making the value of Fine Grade Equipment's work \$660,960. Fine Grade Equipment's proposal to Griffith at bid time included a price of \$694,440 for Bid Item 37. However, Griffith's DBE submission to Caltrans changes Fine Grade Equipment's scope of work and the value of its subcontract. Specifically, Griffith's DBE submission does not list Fine Grade Equipment for Bid Item 37. Rather, it refers to bid item "Alt 37" and includes a price of only \$265,680. Additionally, Griffith has reduced Fine Grade Equipment's proposal price from \$2,014,140 to \$1,585,380. The proposal price for Bid Item 37 has been crossed out and replaced with "Alt 37," with a price of \$265,680.

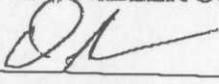
Based on these post-bid revisions, it appears that, after the bid was submitted, Griffith eliminated the Class 2 Aggregate Base material from Fine Grade Equipment's scope of work. This is problematic in two ways. First, if Griffith is permitted to make such a post-bid revision to a listed subcontractor's scope of work Griffith would gain an advantage that other bidders did not have. Second, it renders Griffith's bid incorrect in that Fine Grade Equipment is not performing 90% of Bid Item 37, as Griffith's bid represented. Rather, Fine Grade Equipment is performing only 36% of this bid item.

**2. Conclusion**

Griffith's bid fails to comply with Section 5-1.13A, which requires that the prime contractor *perform* at least 30% of the work with its own employees and equipment. Additionally, in an attempt to create more self-performed work, Griffith's post bid DBE submission improperly revises the scope or work and subcontract value of one of its listed subcontractors. As a result, Griffith's bid should be declared non-responsive, and the contract should be awarded to Sully-Miller. Thank you in advance for your prompt attention to this matter.

Respectfully Submitted,

SULLY-MILLER CONTRACTING CO.

  
\_\_\_\_\_  
Dennis Gansen  
Vice President

**Exhibit A****Summary**

Matich Corporation	\$	4,371,000.00
Pavement Recycling Systems, Inc.	\$	217,073.10
D.C. Hubbs Construction	\$	39,680.00
Calstripe	\$	80,272.00
Fine Grade Equipment, Inc.	\$	2,014,140.00
Sub-Total of the Listed Subcontractors	\$	6,722,165.10
Griffith Company's Total Bid Price	\$	9,285,852.00
Percentage Subcontracted based on Contract Value		72%

Reference: The attached subcontractor quotes are found between sheets 1371 and 1397 in Griffith Company's post bid file titled DBE Submittal.



PROPOSAL

*Match@Matchcorp.com*

Company: Griffith Company  
Attention: Scott McLure  
Re: 08-069004  
Bid Date: 2/24/2016  
From: Robert Malich

Item No.	Description	Quantity	Unit	Unit Price	Total
39	Prepaving Inertial Profiler	1	LS	\$9,000.00	\$9,000.00
40	Hot Mix Asphalt Type A	33,900	TN	\$77.50	\$2,630,840.00
41	RHMA (Open Graded)	18,000	TN	\$82.90	\$1,486,400.00
47	Teck Coat	96	TN	\$470.00	\$45,120.00
55	Mobilization	1	LS	\$199,840.00	\$199,840.00
<i>SPREAD ALL ITEMS</i> TOTAL					\$4,321,000.00

DO NOT OPT OUT OF THE AC INDEX

This quote includes \$888,000 towards DBE Goal

NOTES:

- Addendums Noted: 1,2,3,4
- This quote will be part of any subcontract agreement between Match Corp and prime contractor
- Shoulder paving to be completed in 16 shifts, cap to be completed in 13 shifts
- If this work is not performed by December 31, 2019, this proposal is subject to a price adjustment.
- Payment to be made within 10 days of prime contractor receiving payment
- GC/QA included for Match work only
- Paving subgrade to be provided by others.
- This proposal is bid as a package.
- This proposal is based on four move-ins, additional move-ins will be billed at \$5,500.00 each.
- Prime contractor to supply water at paving rollers
- Shoulder and roadway areas need to be swept clean prior to RHMA paving
- Excludes sweeping and cleanup of trackout
- Excludes traffic control
- Excludes striping
- Excludes the cost of bonds, Add. 7% if needed

Material Only (includes tax and delivery)

NMA	\$76/TN
RHMA	\$83/TN
Bermulk	\$94/TN

The Road To Smart Solutions

Proposal and Contract

*SM* ✓



An Employee Owned Company

**Pavement Recycling Systems, Inc.**

CA License# 569352  
OR License# 185556

DIR# 100003369  
UT License# 8962390-5501

NV License# 0036228  
AZ License# 169900

10290 San Savanna Way, Jurupa Valley, CA 91752

Phone: (951) 682-1091 Fax: (951) 682-1094

From: Don Sante

Email: dsante@pavementrecycling.com

To:

GRIFFITH COMPANY-SPS  
4756 W. MISSION BLVD.  
MONTCLAIR, CA 91762  
smd@griffithcompany.net

Quote No: 1600142  
Phone: (909) 270-5040  
Fax: (909) 270-5042  
Bid Date: 1/20/2016

We propose to furnish you with labor and material per your representation of job requirements as follows:

08-069004/ Rte. 247 (In Landers)

Item No	Description	Quantity	Unit	Unit Price	Total Price
<b>Schedule 1</b>					
26	Cold Plane AC	133,000	SY	0.720 <i>1.735</i>	\$95,760.00
42	Shoulder Rumble Strip	1,140	STA	9.900 <i>22.11</i>	\$11,286.00
43	Centerline Rumble Strip	570	STA	9.900	\$5,643.00
				<b>Total:</b>	<b>\$112,689.00</b>
<b>Schedule 2</b>					
OP1	Clean Behind Rumble Strip	1,710	STA	9.218	\$15,749.10
OP2	Add: Haul Grindings To Stockpile	133,000	SY	0.350	\$46,550.00
OP3	Add: Initial Sweeping Behind Milling	133,000	SY	0.285	\$37,905.00
OP4	Add: Fog Seal Rumble Strip	1,710	STA	4.000	\$6,840.00
				<b>Total:</b>	<b>\$106,424.10</b>
<b>Total Proposal Price:</b>					<b>\$217,073.10</b>

**Special Conditions**

- NOTE: Cold Plane pricing includes 2 days of micro-milling for smoothness prior to Cold Planing. Micro-Milling includes cut, load, haul, sweep, and inertial profiler data upon completion of the micro-milling.
- Item #26 includes: Cut, initial loading, 1 move on/off the project.
- Item #42 & #43 includes: Grind, rumble strip and leave the grindings in-place; 1 move on/off the project.
- Additive OP1 is for loading the rumble strip grindings, hauling them off site and initial sweeping behind the grind operation.
- Additive OP2 is for hauling the milled material to a Contractor provided stockpile location within 2 miles of the project. Excludes stockpile maintenance.
- Additive OP3 is for initial sweeping behind the milling operation. Includes 2 sweepers to allow for paving behind the milling operation.
- Additive OP4 is for furnishing and applying fog seal over the rumble strip.
- Item #26 Excludes: Hauling, sweeping, mini-planer, hand work, removal of PCC, survey/project layout, grading, compaction, maintenance and protection of the project.
- Item #42, #43, OP1, and OP4 Excludes: Traffic control, water/water source, line or stripe for rumble strip placement, marking out start and stopping points, maintenance of the project.
- Production: Item #26 @ 2 shifts + 2 shifts for Micro-Milling prior to Cold Planing, Rumble Strip @ 5 shifts.

**General Conditions**

ACCEPTANCE of this bid/proposal/submittal (BID) from PAVEMENT RECYCLING SYSTEMS, INC. (PRS) requires that the PRISONS, SPECIAL CONDITIONS and the GENERAL CONDITIONS of this BID be included in any subcontract or purchase order agreement (Contract) and that the terms and conditions take precedence over any conflicting terms. PRS will not assume any portion of any work or force account mark-ups, except those assumed by the owner for the General Contract.

Unless otherwise defined in the SPECIAL CONDITIONS of this bid PRS excludes from the prices quoted her all MAINTENANCE AND PROTECTION OF THE MILLED SURFACE, TRAFFIC CONTROL, SURVEYING, LAYOUT, SAWCUTTING AND TEMPORARY SIGNS. Upon completion of each segment of the designated work by PRS the work shall be cleaned, scraped and approved and the Customer shall assume maintenance and protection of the work. All utilities, electrical and foreign objects in the work zone must be marked and located by the Customer prior to PRS's work. PRS excludes any damage to unmarked or improperly located obstructions in the work zone. PRS excludes pollution to any underground alert service, marking or location of underground utilities. By accepting this bid the Customer accepts sole responsibility for, and all subsequent liabilities consistent with the following requirements of the regional regulation cannot be pursued to Article 2 Commencing with Section 43260 of Chapter 3.5 of Division 5 of Title 1 of the California Government Code.

(Continued on next page)

02/24/2016 12:27PM 9097975875

DC HUBBS

PAGE 01/02

Danny C. Hubbs Construction, Inc., dba

# D. C. Hubbs Construction

SBE certified #043500-exp. 01/31/2018

General Engineering  
Contractor  
License No.: 509249A  
DIR#1000013296

37306 Vista View Dr., Yucaipa, Ca 92399  
Union Signatory  
Fence-Guardrail-Rip rap  
Rock Fall Barrier Fence

TEL: 909-790-2215  
FAX: 909-797-5875  
Cell: 909-771-6832

## PROPOSAL

February 24, 2016

D. C. HUBBS CONSTRUCTION PROPOSES TO FURNISH AND INSTALL THE FOLLOWING WORK OF IMPROVEMENTS FOR:

GRIFFITH COMPANY

FAX NO.: (909) 270-5042

OWNER: CALIF. DEPT. OF TRANSPORTATION  
PROJECT: WIDENING SHOULDERS-LANDERS  
PROJECT NO.: 09-0G9004  
BID DATE: FEBRUARY 24, 2016 AT 2:00 PM

NOTE: THIS PROPOSAL IS FOR ALL ITEMS LISTED. THIS PROPOSAL MUST BE ACCEPTED AS A PACKAGE AND CANNOT BE ACCEPTED PIECEMEAL UNLESS DISCUSSED BEFORE BID.

THIS PROPOSAL INCLUDES THE FOLLOWING:

ITEM	DESCRIPTION	QUANTITY	PRICE	TOTAL
14	Temp. tattle-tail fence	1,500 LF	\$ 8.40	\$ 12,600.00
50	Midwest guardrail system (steel)	660 LF	27.00	17,820.00
52	Alternative flared terminal system	4 EA	2,315.00	9,260.00

54  
29 80 SE 83

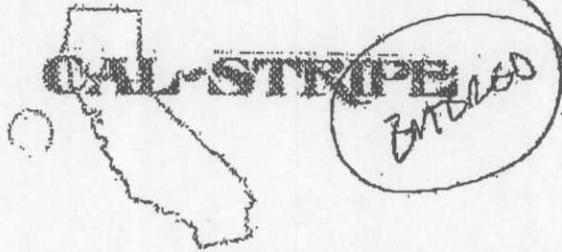
TOTAL

\$ 39,680.00

FEB/23/2016/TUE 03:28 PM Cal Stripe

FAX No. 909 884 7106

P. 001/002



2040 East Steel Road, Colton Ca 92324  
Phone: (909) 884-7170 Fax (909) 884-7106  
Cell: (909) 841-8038  
General Engineering Class A CA # 685387  
DIR # 1000001100  
Signatory to Labprofs Union Local 1184

SM  
LDM

ESTIMATOR: Steve Works

SUBCONTRACT QUOTATION:

"REVISED QUOTE"

February 23, 2016

BIDS ON - 2/24/2016

PROJECT DESCRIPTION: Widen Shoulders - Rte. 247 near Landers, Ca.

CONTRACT / PROJECT NO: Caltrans # UB-009004 08-SB# 247-9.6/20.3

ADDENDA ACKNOWLEDGED: 1, 2, 3, 4

1. Cal Stripe Inc.'s subcontract proposal is good for 60 days only. Prices are based on Plans & Specifications available at bid time including all addenda.
2. If this proposal is accepted, it is to be incorporated as an exhibit to the Contract or purchase order. A signed purchase order, or subcontract is required prior to commencement of any work assigned with this proposal. A baseline schedule, complete set of plans and specs (including special provisions) will be provided with the subcontract agreement.
3. Contractor to provide monthly progress payments for all completed work in accordance with the bid pricing schedule. Monthly progress payments must be received in full by Cal Stripe no later than 10 calendar days after the Contractor receives payment from Owner. Retention percentage on monthly progress payments to be no greater than the percentage retained by the Owner on its payments to the Contractor. If Owner reduces the retention percentage on payments to the Contractor, the Contractor shall likewise reduce the retention percentage on payments to Cal Stripe. All retention to be released no later than thirty (30) days after completion of Cal Stripe's stage, phase or permanent work.
4. All changes to the original scope of work or proposed extra work must be directed by the Contractor in writing prior to Cal Stripe performing this work. No extra work or additional work will be performed without written authorization.
5. Any required Testing, Engineering, Design, Permits, Licenses or Applications, and the like to be provided by the Prime, or Owner.
6. If the Prime Contractor requires a bond, the Prime Contractor shall pay for the cost of the bond. Cal Stripe's bond rate is 1.5%. Cal Stripe carries \$5,000,000.00 of insurance coverage only. Additional coverages required by the Prime to be paid by the Prime. Cal Stripe does not carry railroad insurance.
7. For the purpose of this Subcontract Quotation one (1) move-in is considered to be a period of consecutive eight (8) hour days of continuous work, not including weekends and holidays. Any discontinuities in this period, other than weekends and holidays, or fire or own convenience, will be charged as an additional move-in at the additional move-in charge stated below.
8. Traffic control plans are not included. All lane closure requests are to be submitted by the Prime contractor.
9. Cal Stripe requires the work area to be unobstructed by other operations while stripe removal and stripe installation is being performed.
10. A baseline schedule and written notification is required a minimum of 30 calendar days prior to the commencement of work and for each additional move-in.
11. CHANGES OR DELETIONS OF ANY ITEM MUST BE APPROVED PRIOR TO BID TIME.

Additional Terms

A. The following materials and services are included in this quote:

Pavement Markers [YES]	Temporary Striping [Option]	Thermoplastic [YES]	Permanent Paint Stripe [NO]
Removal of Temporary Markers (tabs/floppys) [NO]	Lead Compliance Plan for Stripe Removal [YES]	Decorative Removal [YES]	Marker Removal [YES]
Furnish PCMS Boards [NO]	Survey [NO]	Placement of Temporary Markers (tabs/floppys) -- [NO]	Lead Compliance Classes [NO]

B. [ 1 ] Total move-ins included in this quote for Permanent Delineation. Additional move-in charge @ \$5,500.00ea

D. [ 1 ] Total move-ins included in this quote for Stripe & Marker Removals. Additional move-in charge @ \$5,500.00ea

E. Traffic control IS included in this quote. (# of shifts required to complete this work approx. 4). Traffic control when included is for Cal Stripe operations only. All advance posting, detour signage, special advance ramps, lane closure signing, and post & notify for no parking, CMS boards are to be furnished and placed by the Prime Contractor.

F. Prime Contractor to provide ETW, casteline and stenciling on center every 100 LF prior to move in.

H. Prime Contractor to provide on-site fenced area within the job limits for yellow stripe removal debris. Prime Contractor to provide an on-site dumpsite within the job limits for all excessed dot grind debris ( approx. 4 tons ), Disposal by The Prime.

I. Removal of temporary markers or tabs/floppys is NOT included in this quote.  
J. Prime Contractor to provide a clean surface swept free from all debris prior to stripe installation.

\* \* \* COMMUNICATION RESULT REPORT ( MAR. 14. 2016 11:07AM ) \* \* \*

FAX HEADER 1:  
FAX HEADER 2:

TRANSMITTED/STORED : MAR. 14. 2016 11:04AM  
FILE MODE OPTION

ADDRESS

RESULT

PAGE

1510 MEMORY TX

19162276282

OK

16/16

REASON FOR ERROR  
E-1) HANG UP OR LINE FAIL  
E-3) NO ANSWER

E-2) BUSY  
E-4) NO FACSIMILE CONNECTION

135 S. State College Blvd., Suite 400  
Brea, CA 92821  
Main (714) 578-9600  
Fax (714) 578-9672



# Fax

**To:** Office Engineer  
State of California, Dept. of Transportation Division of Engineering Services  
**Fax:** 916-227-6282  
**Phone:**

**From:** Dennis Gansen, Vice President-Operations  
Sully Miller Contracting  
**Pages:** 1 of 16  
**Date:** 3/14/16

Updated Bid Protest of Caltrans Contract Number 08-069004

Urgent     For Review     Please Comment     Please Reply     Please Recycle

Attached please find the following bid protest for Caltrans contract number 08-069004.

Updated to Include Exhibit A & B.

Respectfully,  
Dennis Gansen

*Resent  
3/24/16  
The State has not included  
Exhibit A+B. sent on 3/14/16.*

135 S. State College Blvd., Suite 400  
Brea, CA 92821  
Main (714) 578-9600  
Fax (714) 578-9672



# Fax

**To:** Office Engineer **From:** Dennis Gansen, Vice President- Operations

State of California, Dept. of Transportation Division of **Sully Miller Contracting**  
Engineering Services

**Fax:** 916-227-6282 **Pages:** 1 of 16

**Phone:** **Date:** 3/14/16

Updated Bid Protest of Caltrans Contract Number 08-0G9004

- Urgent  For Review  Please Comment  Please Reply  Please Recycle

Attached please find the following bid protest for Caltrans contract number 08-0G9004.

Updated to include Exhibit A & B.

Respectfully,

Dennis Gansen

*Resent 3/24/16*