STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

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TRANSCRIPT OF PROCEEDINGS

MANDATORY PRE-BID MEETING

San Francisco-Oakland Bay Bridge
East Span Replacement Skyway Project
Contract #04-012024

Thursday, December 6, 2001

Sacramento, California

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Reported By: DANIEL P. FELDHAUS
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A P P E A R A N C E S

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Continued

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I N D E X

* Present via telephone

I N D E X

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* Present via telephone

BE IT REMEMBERED that on Thursday, December 6, 2001, commencing at the hour of 1:10 p.m., at the Department of Transportation, 1120 N Street, Lower Level, Sacramento, California, before me, DANIEL P. FELDHAUS, CSR #6949, RDR and CRR, the following proceedings were held:

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MR. MARONEY: We'll go ahead and start the meeting now.

Good afternoon, everyone. I want to welcome you to this mandatory prebid meeting for San Francisco-Oakland Bay Bridge East Span Seismic Safety Project. Today's meeting is going to focus on the Skyway contract, which is actually Number 04-012024, for those of you that keep track of such things.

I'm the project manager. My name is Brian Maroney. And I do want to let everyone know -- I think you've probably figured that out by now -- the participants that are active in this meeting are not only those of you that are present, but we also have a number of participants via a bridge phone network.

We've got a number of things we want to do today, but the first thing I want to do is basically make sure I thank all of you. You've been very active. You've paid this project an awful lot of attention; and I

know it's been a few years. We've had a tremendous turn-out, a tremendous input from the construction industry, and I do want to make sure I remember to thank you.

I also want to recognize that you are making significant investments of your resources, your time, et cetera, in this, particularly as we move towards this bid opening. We recognize those investments, we know you're working hard, and we think about that when we take action. So we certainly recognize that and respect it.

We've got a number of objectives that we want to accomplish today; and we're going to be doing that through a series of presentations. I want to walk through the highlights of some of that.

First, we're going to start off with a presentation of reviewing the addenda that have been offered. Now, what I want to do is just share with you that there's value in that because this is going to be able to be downloaded. All of this presentation, all of this meeting is going to be recorded. Any slide shows or any slide PowerPoint presentation slides that are being presented here in Sacramento, are going to be available for anyone to download off the Internet. So those are something that you can use.

And this review of the addenda, it offers you,

if you can think of it as this, a table of contents. So instead of going through your binder of addenda, you can go to these PowerPoint presentations; and go through -- say, I'm looking for permits, you can spin down through these slides, and it will save you some time. So there's value in this, and I want to point that out.

Ms. Rachel Falsetti is going to walk us through those.

Then, as you know, we advertised this project without having all the permits, and that was because we have a need to essentially, if you will, race to seismic safety. We can't waste one day because we don't know when the next earthquake is going to hit. In 1994, we were surprised; and we were this close to retrofitting a couple of bridges. So here at Caltrans, we have learned that every day counts, so we went ahead and risked advertising this contract without permits.

We want to update you on those permits. Drafts have been made available and updates of those drafts have been made available; and I believe at this point we have all but one of them. So we will make sure we bring to you the latest information.

The third presentation, it's very important to the State of California, at the highest levels in the

State of California, as well as the entire community of the State of California, to make sure we have broad and rich participation by a healthy cross-section of our population. And there's going to be a presentation today on Business Enterprise participation. And that's literally from representatives from the Director's office.

Through some of the bidders' inquiries, there have been a few topics that we recognize that we needed to modify; perhaps clarify; or maybe even, at times, offer you some information that we've had. Again, we've been able to work on this project for two or three years, and we understand that you have not had that kind of time available to you. So there's some pieces of information that we want to share with you that we've developed or uncovered in that year's work; and we think that will help you in developing a good picture of how you may wish to construct this bridge; and, in turn, that's probably going to help us, perhaps, through the bid price.

And we'll have a series of presentations. Those presentations will cover: Mass concrete, a presentation by Mr. Ron Burg from CTL; cracking of concrete, by Dr. Sajid Abbas of T.Y. Lin, part of our design team; and a presentation on welding of the pile-to-pile-cap connections by Mr. Doug Williams of --

the company of that name.

We'll also be asking, or offering you an opportunity to make any comments or ask any questions to us about this project.

Now, because this is advertised, we have to be careful. We have to be extra cautious about how we answer that. So what we will be doing is we'll be taking those comments or questions in the form of bid inquiries; and what we'll do is we'll go through the BI process, and we'll be posting the responses to those on the Internet, as we usually do.

And when we get to that point, again, just like in the last couple of outreaches, I want to encourage you, if you're thinking about it, go ahead and please comment or ask the question. Somebody else is probably thinking about it, too. And, look, I work for the California Department of Transportation. I promise you, I have very thick skin. There is nothing wrong with constructive criticism. So, please, I've still got two weeks to improve this project; and if you give me a chance, I'm going to do it. So, please, go ahead, and we have thick skin and we're tough here, so please comment.

Okay, with that, what I'd like to do is introduce our first speaker, Ms. Falsetti.

MS. FALSETTI: Hi. I'm Rachel Falsetti, and I'm actually the Specification and Estimates Manager for the Oakland Bay Bridge Project.

The first thing I'd like to do is thank all the people that have been involved in this process in putting this meeting together, because this is a tremendous effort to do in a very short amount of time. So I want to thank all the people from the Office Engineer. I know I've put a few of these together, and it's really appreciated.

The other thing is, as far as addenda are concerned -- next slide -- we have had about -- we've had 11 addenda that have gone out today. You can find addenda in various ways: On the Internet. That tells how to go through basically on the DOT site.

Basically, you go on to "Doing Business with Caltrans," you go on to the "Toll Bridge Program," go to "Bridges," and then the "Bay Bridge Replacement Project." That actually has all the addenda.

The next way to do it also -- the next slide -- is to go to the Office Engineer Web site. Again, go on to the DOT, "Doing Business with Caltrans," "Office Engineer," and you can find the addenda there.

I'm sure that due to the fact that you're all bidding contractors or subs or suppliers, that you

probably all know that process.

As far as the addenda themselves, we've had a team that has been putting all these addenda out -- or addendum out, based on bid inquiries and other things that we have seen. I'd also like to thank Sarah Picker and her group, Rob Feather, and then the Office Engineer group: Jeff Defevere and Richard Figueroa and Rebecca for all their diligent work because it's been a lot of work to put all these together.

The first addendum was Addendum 1. It was issued -- next slide please -- on August 29th, 2001, and it clarified the bid open date of November 14th; and at the same time, it added Small Business and DVBE, an aspirational goal to those. And we'll be talking about those a little bit later in the presentation, or we'll have other people talking about those.

Next slide.

Addendum 2, which was issued on the 20th of September, basically notified the bidders that the project was fully funded, so that you knew to go ahead and get working on your estimate.

Addendum 3 -- next slide -- was issued on October 2nd, and it actually deleted specifications; and just so that you know, Brian did mention the fact that you can download there and it's got a table of contents.

Well, the table of contents is actually in the notes. The notes are attached to the file. You just have to go through PowerPoint and get up to "speakers' notes," and that will show you more specifics as to what Brian was saying.

There's relations with Bay Area Quality Management District and U.S. Fish and Wildlife Service that we deleted because we didn't need those.

We've revised various specifications, including working drawings, measurement and pave for concrete structures, and we added some plans: Substation architectural, seismic monitoring, which I believe is near and dear to the project manager, since that's kind of his area, is earthquakes and seismic. And then bike path and railings we added, as far as plans.

The next addendum, which is Addendum 4, was issued on the 16th of October, 14 days later, or two weeks later. We revised seven specs. Basically, the major ones in that, we revised the steel audit spec, temporary towers. We added or revised the modulator joint seal assembly specification, made some changes to polyester concrete and steel structures.

In addition, we've had some plan sheet changes for modular joint seal assembly and bike path, again, and then revised some engineer's estimate items.

Addendum 5 was then issued on the 24th of October. So you can see these people that I have mentioned have been pretty busy. That was not even ten days later. And the specifications, there were six specs that were revised and one that was added. We added language to the CRIP specification, requiring a seismic safety pier review panel to be enacted when it's of seismic concern, when the engineer decides that a CRIP has seismic issues.

We allowed plate steel to be paid for materials on hand when it's in California, and fabricated steel to be paid in the United States. Of course, there's language in there that it has to be within control or we have to have reviewed it. So I think the contractors are aware of what those two say.

Those are basically, because of requests from the contractors themselves, that we added that requirement, or added that specification.

We added a marine pile-driving energy attenuator specification, and that is to assist us with negotiations for permits.

And as far as plans are concerned, we changed some pier details, some pier tables. We added bike path traveler details, and we modified a few structure plans. And at the same time, to accommodate these various

changes, we changed four engineer's estimate items.

Addendum 6 came out on October 30th, which was six days later. It deleted three specs, revised eight specs and added two specifications. The highlights of those are, we deleted the specifications related to maintaining traffic closures and traffic control, because we decided that maybe with this bridge out in the middle of nowhere, you wouldn't have much traffic control.

We revised specifications related to cracking, some bearings, putting construction -- one of the welding -- one of the big ones is we added a CRIP spec to allow for the pile-driving template to be used, to CRIP that; and we had not allowed that before.

We also added cormorant nesting, so that we have cormorant nesting habitat now for the birds on our bridge.

We also had 71 plan sheet changes, and they all related to bearing details, drainage details, cormorant nesting, some more substation architectural, and some access dredging changes. And to accommodate all those, we, again, had to change some estimates. We revised four engineer's estimate items and added five and then deleted three.

At the same time, the supplemental to the specials for the circuit schedules, conduit and tray

schedules, we revised and added numerous sheets to that.

Addendum 7 was issued on November 2nd; and that replaced two specifications, revised eleven specifications, and added a specification. It replaced specifications related to environmental work restrictions, water pollution control and engineer's field office. Then it revised specifications on relations with the Regional Water Quality Control Board, relations with BCDC, relations with Coast Guard, order of work, dredging. It also added a CRIP precast specification. And that went along with the construction sequence drawings that we added, so that you would be allowed to CRIP the construction sequence drawings.

It also added a turbidity control specification, which is, again, part of the permit requirements.

And to do all those, we added plan sheets, construction sequence drawings, we changed some walkways, added some pole lighting, sign structures. And then we had to change three engineer's estimates because of all those changes in Addendum 7.

Addendum 8 was issued on November 7th, and that revised four specifications. It actually revised the DVBE goal to 12 percent, and, again, someone else will be talking about that. It changed the working days to

1,000. That was, again, based on a lot of comments that we had gotten from contractors.

And another one, it changes the contract bonds. The payment bond is now 100 percent and the performance bond is 50 percent, again, from inquiries from contractors or concerns. And in the process of doing that, we also had to change one estimate item.

Addendum 9, which was November 30th -- I'm sure you're all quite aware of Addendum 9, because that's what had you be at this mandatory bid meeting. So that was one sheet that went out.

Addendum 10 was issued on December 5th. It revised thirteen specs, added four specs, revised two engineer's estimates.

The highlights of that are, as far as specifications, the pre-award meeting was changed slightly; and we're still requiring the information to come to us. But we'll make a decision as to whether we will have the meeting or not and it tells when we will be informing the contractor of that.

It changed the liquidated damage amount to 80,000. It also requires the contractors to have certain badges because, I believe, it would be security reasons from the September 11th.

We changed the dredge quantity allowance; and

that was, again, an inquiry that had come in. So make sure you're aware of that.

There were changes to mass concrete and deck crack treatment or cracking. And those are things that you're going to, I believe, hear more about a little bit later.

And then the other key one on there, is the permits were issued on disk. So those permits that we have were actually issued on disk. And our next speaker will go into more on those.

Addendum 11 was the last one that we have issued, and that was issued on the 5th also. And it basically provided details for the meeting that you are at today.

So one of the key ones was the permits. And I'm going to go ahead and turn the meeting over to Steve Hulsebus -- next slide -- who is going to talk about permit issues.

Steve?

MR. HULSEBUS: Thank you, Rachel.

My name is Steve Hulsebus. I'm the Roadway Manager for the project in District 4 -- next slide -- and I'm going to give you an update on the permit status.

Essentially, we have all the permits for the project now, except for the Coast Guard permit. There are a

couple of authorizations and Regional Water Quality Control for waste discharge requirements that we still don't have yet. However, those things that we don't have, we've been negotiating very closely with those agencies. We know the requirements, and they are incorporated in the special provisions. So they are in the contract.

Just real briefly, as you can see here, I'm not going to go through all of dates; but you can see the dates we've got all the permits.

The Corps permit, we actually do have that. We received that on December 4th, so we have the Corps permit as well. And it's just the Coast Guard permit that's lacking and these authorizations and waste discharge requirements.

Next -- maybe go back a slide.

I want to touch upon the biological opinions for the National Marine Fishery Service and the U.S. Fish and Wildlife Service, as well for the California Department of Fish and Game. Essentially, what those authorize us to do, is to take fish, incidental to the construction of the project. It allows the taking of some fish, as long as you follow certain requirements. And those requirements are spelled out in special provisions.

The main thing that is being asked for us to do in the permits, is the installation of a bubble curtain around the pile-driving activities. So wherever a pile is to be driven, an installation of a bubble curtain will be required. And I'll talk a little bit about that in upcoming slides.

There are a few other things that that requires, restoration of eelgrass beds -- I'll talk about that in a second. And there are some things that Caltrans is required to do that's a little bit separate from contractor's work. So there are things that we need to do as part of those opinions as well.

The next slide.

This is just a visual representation of the permit status. It shows the various steps that we had to go through to get the various permits.

Next slide.

Essentially, the main point of all this is that we have most of the permits; and the ones we don't, we basically have the requirements in the special provisions, so all the information that you need to know is available in the special provisions.

Next.

This is a photo view of the eastern section of the project. We put this on here for context of the

upcoming slides. One thing I do want to point out here is access to the eastern part of the project is going to be via Burma Road. This is Burma Road here. And then as you come along Burma Road, you're going to cut into the Caltrans maintenance yard and use the Caltrans road, basically our Caltrans maintenance road, to get to the end of the job.

We'll point this out in subsequent slides, but there are some submarine utilities that you will need to be aware of.

Next slide.

Okay, this is the same view, although in this view you see the new bridge overlaid. And this is what I want to focus on, this special aquatic site. This is the eelgrass beds. A lot of the permits deal with protection of this resource in the bay, the eelgrass beds. And one thing that is indicated on the plans -- and you can see on this slide right here -- is a boundary, an environmentally-sensitive area boundary established around the eelgrass beds.

There is also one around these little wetland areas on land. Those will be marked in the field with markers, so that you will be able to see them; and what we're asking the contractors to do, is basically stay outside of those areas, so that the eelgrass beds are not

damaged.

We do have an area that -- these are eelgrass beds here that will be damaged. To facilitate the construction of the bridge, there's dredging activities that will need to go on there and other activities. And so that's part of our requirements to develop site mitigation, to mitigate the impacts to those eelgrass beds. But primarily, we'll have the bulk of the area marked, and we'll want the contractor to stay outside of those areas.

Next slide.

This is at the western end of the project, on Yerba Buena Island. Now, this isn't really affected by Skyway project, but there are environmentally-sensitive areas on this end of the project as well. Just real quickly I'll point out a couple of those.

There's an historic district of the buildings here that will be marked as an "ESA" and that will be off-limits. And there are also eelgrass beds both on the north side and the south side of Yerba Buena Island as well. Not as extensive as at the other end of the job.

Next slide.

We did have a pile-installation demonstration project. Most of you might be aware of that. And as part of that project, we did install various energy

attenuating systems to mitigate the impacts of energy waves that propagate through the water as a result of pile-driving. And in this picture, you can see the pile-driving template, and the crane is lowering into place an apparatus, which basically is the bubble curtain.

It's a very simple device, really. It's a series of tubing with holes in it. You force compressed air through that, and place that at the bottom of the bay; and when you force compressed air through there, it sends up a curtain of bubbles around the pile-driving activity. That acts as the energy attenuator to the energy in the bay. And that's what is a big part of the permits requirements for Caltrans in this project.

The goal there is to mitigate and reduce the harmful energy waves that propagate from the pile-driving, which tends to kill fish, and that's what we want to try to reduce.

But, again, the details for the apparatus as required in this project are in the special provisions, and so you should take a close look at those.

Next.

In the first slide I mentioned that one of the first things we don't have -- or I may not have mentioned it -- but the National Marine Fishery Service Incidental

Harassment Authorization is one of the authorizations we don't have yet. It's not a permit. And it deals primarily with impacts to marine mammals in the bay, both harbor seals and sea lions. But we do know the requirement that that IHA imposes upon us.

And essentially what it is, is the establishment of a safety zone around the pile-driving activity. A safety zone will be established. There will be monitors on the project, that will monitor for marine mammals within that safety zone. As soon as it's determined there are no marine mammals and so forth within that safety zone, pile-driving activities can commence.

This is a good time to point out that there will be many monitors on this project. There are many people monitoring various things, so that we are in compliance with all our permit requirements. They will monitor for the presence of marine mammals, they will be monitoring the noise -- the underwater noise; they'll take measurements of that. They will be measuring for turbidity in the water. So there's going to be a lot of monitoring going on.

One of the things that we would ask the contractors, is to cooperate with these monitors, allow these monitors to get what they need to do, so they can

do their monitoring and so that we can be compliant with our permits.

Next slide.

Double-crested cormorants currently nest on the existing bridge; and it's likely as the bridge is beginning to be built, they may try to nest on the new bridge as well. What we want you to do is when you see nest-building activities begin, we essentially want you guys to stop it. In other words, knock the nest down before they get going. Once the nests get established, the bird nests, they lay their eggs; you guys are kind of stuck.

There's a whole lot of laws that come into place that protects those birds at that point; and you need to work around the birds instead of you working according to your schedule. So the point is, don't let that activity really get going.

Next slide.

Another requirement is that some of the dredging activities will be time-dependent. In other words, there may be certain times during the year where that activity will be restricted in some way. And, again, the details of that are in the special provisions. And this is for the Pacific herring. So when the Pacific herring gets to that time of year when they're

spawning, there are conditions in the permits that address how to deal with that.

Next slide.

There are also raptors that make their nests on the bridges as well, primarily the peregrine falcon. They tend to want to build their nests at very high points; and this is similar to what I mentioned for the double-crested cormorants. If you see nest-building activities begin, essentially, stop it before it gets too far because then you run into a whole lot of restrictions.

And I point this slide out here, that even with the tops of your cranes, just be vigilant of what's going on; and if you see that kind of stuff happening, you know what to do.

Next slide.

One of the permit conditions for the BCDC permit is the construction of a bicycle-pedestrian path. This is just a computer simulation of what that looks like. Just real briefly, it's got a very unique railing design. It's got a polyester concrete overlay that will be a two-tone gray color. And, again, this is a permit condition for a BCDC permit.

Next slide.

Because the bay is very shallow for a lot of

the location of where we're building our new bridge, we'll need to do dredging to create access for your equipment, your barges and so forth, to get to the job site. In the contract plans, we have designated the access dredging area where that can take place, and it's bounded right here.

So this is a plan view of it. There's a cross-sectional view that indicates the depth and the width and the context of the new bridge. And, again, this is in the contract package, so you'll want to take a close look at this.

One thing I want to point out for you now -- and you'll probably note or observe it when you look at the plans -- is that we've got a couple of high-risk submarine utilities that cross through this dredging area. One is a Navy power cable; another is a high-pressure gas line. So when you start thinking about how you're going to do your access to the job site through this area and you are considering dredging to do that, you'll want to pay close attention to those utilities.

Next slide.

Sort of in the same area, we have a marine access plan in the contract. This is also in the contract plans. It identifies an area where the

contractor can get access to construct the bridge, both for the Skyway contract and for the next contract over here.

This essentially calls for the vacation of this area by the Skyway contractor after 410 working days. So for the construction of the piece of the bridge that you need to use this area to access to, the special provision currently identified 400 working days -- 410 working days to accomplish that, vacate that area; because this next contractor needs this area to access his job site.

Because, remember, you've got this environmentally-sensitive area for the eelgrass beds that you cannot cross over. So this is the only way for the next contractor to get to his job site via water.

Next slide.

The same area again. This is the eelgrass beds. This shows a little more detail of that boundary, the ESA. And what I want to point out in this slide is, there's this 100-meter zone west of the eelgrass and the ESA boundary; and any dredging activities that occur in that zone, the special provisions require turbidity control measures to be implemented. And then I'll talk about that in just a second.

Next slide.

This is what eelgrass looks like. We talk

about it a lot. It's something that's near and dear to a lot of the regulatory agencies; they want to protect it. And you may be curious of what it is. This is a couple of pictures that shows you what it looks like.

Next slide.

This is another view of the eastern end of the project. A lot of stuff in this slide that I want to point out: Again, the eelgrass beds in this area (indicating). Our boundary identifying the ESA, sort of schematic version of that. You can see our dredging limits, as we have identified in the contract plans; and the new westbound and new eastbound bridge.

And here again is that 100-meter zone into which any activities that cause turbidity in the water, in this area, needs turbidity control measures to be implemented. Again, the Navy power cable and the high-pressure gas line cross through this area. So you want to, again, pay special attention to those areas.

Next slide.

There's a lot more detail regarding the turbidity control measures. This is just a few notes from the special provisions. And essentially what it is saying, is that if you're working within 100 meters of that ESA, that zone that I showed you in the previous slides, you need to implement some sort of turbidity

control measure. A couple of the options identified are silt curtains, timing your work to take advantage of the tides, using equipment that reduces turbidity, water-tight clamshells for example. And you will be required to submit a turbidity control plan for review; and activities regarding dredging in this area will be highly monitored, to make sure that they're in compliance with the requirements, the turbidity requirements as identified in the permits.

And so, again, a lot more detail and specificity regarding this is in the special provisions.

And we have inserted the permits in the information handout materials that you have received as part of the bid packets. So you're encouraged to review the permits in that information handout, as well as what we put in the special provisions.

In conclusion, I just want to touch upon a couple of things. Again, carefully review the contract plans for where the ESAs are on this project and the special provisions for permit requirements.

We have an environmental work restriction special provision in there as well. It covers a lot of things I talked about; and one of the additional things it talks about is a sound-control requirement. So you will be restricted as far as the amount of noise you can

emanate from your activities from a certain distance; and that's also based on the time of day. All that is covered in the special provisions. So be sure you're aware of that.

We want you to lend your full cooperation to the various monitors that will be monitoring on little boats and things around the area. Sometimes they've got to get very close to the work site to do their job. We want you to cooperate with them and allow them to do that. And, again, pay special attention to those high-risk utilities. They are identified on the plans with coordinates and so forth; and plan your activities in accordance with those.

So I want to thank you. And at this point I want to introduce Deputy Directors Brent Felker and Algerine McCray. And they're going to talk to you a little bit about the Disabled Business, Small Business, and Disabled Veteran Business Enterprise participation.

MR. FELKER: We really just want to touch on a couple of things today relative to DBE participation, as well as the aspiration of Small Business and DVBE.

I point out your attention, the goal for Disadvantaged Business Enterprise participation on this project, 12 percent by the addendum. We have aspirational goals for both Small Business and DVBE.

They're strongly encouraging all bidders -- primes, subs, DBEs, small businesses and DBEs -- to make sure to reach out to each other, to maximize their participation on this project. Be it a first-tier, second-tier, suppliers, whatever combination helps get all of us towards achieving both the contractually-required goal and the aspirational goals.

MS. McCRAY: Good afternoon. I'm Algerine McCray. I'm the Deputy Director for Civil Rights for Caltrans; and unlike the other gentleman and the beautiful lady that have talked to you up-front, I'm not here just for this project. I'm the Deputy Director for Civil Rights for all the projects, all of the time. So what we're going to be talking about, although the emphasis is on this project, for those of you who bid with us on a normal and regular and continuous basis, the same thing applies.

One of the reasons why we are doing this is we want to make sure we send the same message and that you understand very clearly that the emphasis is on not only the participation itself, but a meeting of the goal.

Now, all of the particulars are in the bid specifications, so you can read it. You know what the rules say. But we want to be clear at this Department, we have one message for you that we are very serious

about this, and this comes at the very highest level, starting with your Governor, down, that we want to make sure you understand we want to meet the goal, we want to include -- so we're talking about two things: Opportunity and inclusion, to the maximum extent possible the business community around the state, okay.

To that end, I would like to offer also a service. And two things I'll tell you. I will differentiate between the DBE goal, which is there because this is a federal project; and the aspirational goals on the project.

But before I tell you specifically about that, I want to offer you a service. This packet that I'm holding in my hand is the DBE rules as it applies to the Disadvantaged Business Program, not for the State of California but for the nation. These rules apply to everybody who has contract opportunities. This is how you apply.

And what I'd like to offer the service is, let me -- any of you who need this service -- offer to talk to your management about the implementation of the DBE program in the State of California, for the California Department of Transportation. Because the second piece of it, not only does it apply to us and we administer, but we have oversight of all the cities and

counties as well. So the more you understand about the program itself and what the particulars are and how it impacts you, the better you will be able to then do what it is you need to do. That's open, and it's to you across the board.

Let's talk about the differences in the goal. The DBE goal for this project, which is a federal project, was established at 20 percent initially. As Rachel went through, she told you in the addendum that that has been changed to 12. So officially, as we speak, the goal for this project is 12 percent. And the reason for the change is the magnitude of the project, which says in the breakout, when you look at subcontractable opportunities, some of those pieces were so big, it's not reasonable to believe that there would be that many DBEs that could do it.

So we're also talking about goals and reasonableness of those goals. So here we are.

I also want you to understand there are no options on the table. One of the things, when you talk about a federal project, is that if we are a recipient -- and we're the major recipient of federal highway funds in the State of California -- we are mandated to have a Disadvantaged Business Enterprise Program. They go together.

When you read the rules, there are three things you pay attention to: "Must," "shall," and "directed to." Neither one of those three things give you an option. It says, "We'll be doing this." So you understand, this is not the way California decided. This is all 50 states, and everybody who is a recipient of these funds in this country. It's only when you see in the rules that you see "may" or "consider" that you have options; and you can be innovative or creative. Otherwise, we are going to be doing this. That's where the seriousness comes in.

We also have committed that we will be in compliance; and part of that compliance is meeting the goal. That's part of the approval of the plan. What U.S. DOT is telling all the states, is if you have no program, no goals, you will receive no money. And since I'm assuming all of you are in the business to make money, you understand that. Okay, that's the federal piece.

There's also an aspirational goal of 25 percent for Small Business and three percent for Disabled Veteran Business. In the State of California, we're talking about, typically, state monies. But in this instance, because this project is so big, an opportunity very well may not lend itself to all of the DBE participation,

we're encouraging you strongly to look at the Small Business and Disabled Veteran Business. The Governor in our state, at the end of May, started with an executive order that said all state agencies -- and, of course, we're a state agency -- will spend 25 percent of their contract dollars with Small Business. He followed it up a few weeks later with one -- and both of these, incidentally, were state laws before the executive order: Small Business since 1983, and Disabled Veterans since the late eighties, okay.

So he's just placing an emphasis on it. This is a priority for the Secretary of Business, Transportation and Housing; so this is a priority for her as well.

Our Director, Jeff Morales, says if we're going to lead the pack, Caltrans, we can't meet the goal. We must exceed the goal, or they're going to run over us, okay.

So I'm saying this to you, so you understand: We're serious.

But you're not in this alone, we're in this together. We're partnering. This is our project. You're going to build it for us. So to that end, if we can help you in any way, if there are questions where you don't understand what's expected and how you go about it,

that's what we're here for. Because not only am I involved in the front side, before it's awarded, we're looking at the evaluation of it; but my staff is also involved in the compliance side, which means once you've received that contract, we want to ensure that you also are meeting that commitment. That's the second piece.

So to that end, let me offer you again: It's comprehensive. It involves all the states, not just California. 49 CFR, Part 26, talks about the DBE program as it applies to transportation. And that's all three modes: FTA, which is transit; FAA, which is aviation; and FHWA, which is the highway. These are the rules. I'd be more than happy to sit down with any firm that would like that, with your management, and talk about how this impacts you and how you can meet those needs.

Thank you.

MR. ABBAS: Good afternoon. My name is Sajid Abbas, with T.Y. Lin and Moffatt & Nichol, joint venture.

A quick update on the crack criteria. First off, precast elements. We divided these into two categories: The Superstructure, which has precast segments; and the lightweight concrete panels on the side.

These are subject to American Segmental Bridge Institute criteria for repairing damaged or defective

segments. And we'll touch upon this in a little bit. Then the precast elements in the substructure, which are fender elements and precast footing walls.

These are in the splash zone, in contact with the seawater. So in accordance with ACI 224, we have this crack threshold. If the crash width exceeds .15 millimeter and the crack length is greater than 300 millimeters, then we will repair it by epoxy injection. If the crack width exceeds .15 millimeter, we'll repair it, and if it's greater than 300 millimeters, we'll repair it by epoxy injection.

Next slide, please.

Okay, ASBI criteria for damaged and defective segments. Though the fundamental aim of the ASBI criteria is that we prevent these defects from recurring, so the segments are inspected at seven points during their life: When the form work is removed, when they are moved, when they are erected at the bridge, joint inspection is done by the contractor and the engineer. All defects or damage is cataloged.

The contractor prepares a report to prevent any recurring defects; and it suggests matters of repair of defects, and submits it for approval of the engineer.

If recurring defects continue, the contractor shall suspend the work, and make sure that the operations

which are causing these recurring defects are corrected.

Next, please.

ASBI has three defective categories: Cosmetic, structural and rejectable. Cosmetic cracks are hairline cracks, which do not cross the centerline of rebar, which do not impair the load-carrying capability of a load segment, which do not reduce the life expectancy of a structure, do not impact durability.

Structural cracks impair the load-carrying ability of the segment, impair the durability of the segment.

Rejectable, essentially those segments which have structural defects and which cannot be repaired.

And this is very nicely laid out in the specifications.

Next slide, please.

Okay, I want to touch briefly with you on the crack criteria in the mass concrete.

Mr. Ron Burg from CTL will discuss mass concrete in a bit more detail.

For the permit control plan, the design calculations shall be based on no cracking -- on the assumption of no cracking. After the concrete temperature has become stabilized, that is, the temperature distance between the inside of the concrete

and outside is less than five degrees centigrade, the surface will be inspected for crack intensity.

Now, in any two-meter-by-two-meter area, if the crack width is exceeding .15 millimeter and the cumulative length is more than one meter, that is considered excessive cracking.

If there are individual cracks, .15 millimeters wide, longer than 300 millimeters, that is also excessive cracking. In that case, the contractor will suspend work on elements of similar size and configuration, will prepare a report explaining why thermal cracking is happening. And once the engineer approves the report and approves the steps which will be taken in the future to prevent such cracking, work can proceed.

These cracks will be repaired by epoxy injection if they are longer in length than 300 millimeters.

Thank you very much.

MR. BURG: Good afternoon. I'm Ron Burg. I'm with Construction Technology Laboratories; and I'm working as a consultant with the design team.

Over the next few minutes, I'd like to take the opportunity to talk a little bit about some of the mass concrete issues, and in particular, address a couple of different things.

First, some changes in one of the addenda that were mentioned, and go into some of those specifics and how you might want to integrate that into your thinking and how you're going to approach the problem of mass concrete.

Second, I'd like to talk a little about something that's mentioned in the specifications -- Sajid mentioned it a bit, too -- and that's the thermal control plan.

And third, I want to take a look at two of the elements that have been designated as mass concrete elements -- in particular, the piles and the pile caps, and give you a little bit of insight in some thinking that went into looking at the feasibility of coming up with solutions that would address the mass concrete issues.

So with that, can I have the next slide first?

First, let's talk about Addendum 10, which came out, I think, fairly recently in the last few weeks, or the last few days, maybe. First, I want to talk about some impact relative to piles. There's a couple of things in there.

The next bullet point, I guess.

One of the things that that addendum does, is changes the maximum cementitious content in the concrete

used to make the piles; and that goes from 350 kilograms per cubic meter, to 300 kilograms per cubic meter.

You might ask yourself, what does that do for us? Well, that does a couple of things, or it does one primary thing for you: It gives you the opportunity to design the concrete mix that has a potentially lower heat development. In other words, develop less heat as the cement hydrates and that can be quite beneficial relative to some of the mass concrete issues.

The next point.

Secondly, Addendum 10 changes the cement content for the pile concrete from 262 kilograms per cubic meter, down to 195 kilograms per cubic meter.

And these two criteria somewhat go hand in hand. But when the maximum -- or when the cement content, rather, is reduced any amount, the potential for generating heat in the concrete is reduced, roughly, a proportional amount. So I think we've got two very important items here that will be helpful with respect to dealing with some of the mass concrete issues, because we're dealing with the side of the problem which says "Let's control how much heat we're going to actually generate."

The next bullet point, please.

And finally, on the piles, another change has

been introduced in Amendment 10 that I think is relatively important and might influence your thinking; and that is the acceptance age at which the concrete is judged to have met compressive strength requirements of 25 megapascals, is moved from 28 days to 56 days. That's an important change -- or that may be an important change to you because that may drive your thinking relative to mix materials selection, which in turn will have some influence on, again, heat that's generated.

So these three items with respect to piles that are in Addendum 10 are very important items for you to consider because I think they offer you some more flexibility, relative to some of the mass concrete issues.

The next bullet point, please.

Addendum 10 also had an item in there that applies to the pile caps; and the pile caps, as a point of reference, I think you might recall, requires a concrete strength of 50 megapascals.

Addendum 10 changed the acceptance age for strength evaluation for the pile cap contract from 28 days to 56 days. This, in effect, gives you some more flexibility when you consider what kind of mix design you want to use for the pile caps, it gives you the flexibility to do some things that might be

beneficial with respect to how much heat might be generated by the concrete that you choose to use in the pile caps.

And the next whole slide, I guess.

That kind of covers what I wanted to talk about with respect to Amendment 10; and I suggest that you take a close look at it because there's some good things in there that you need to be aware of.

The other point I wanted to talk about was the thermal control plan. This is mentioned a number of times in the specifications, as I'm sure you're all aware. And I think if you read the specifications, you can come away fairly easily with saying the thermal control plan has to have this item, this item, this item and this item. And you kind of look at it as a checklist. And, of course, when you go through the thermal control plan, yes, you do have to have all those items that the specifications require; but I urge you to look at it a little bit differently. Really, the thermal control plan is the opportunity for the contractor to apply experience and judgment to develop an innovative and cost-effective means and methods for construction of mass concrete elements.

Remember, this portion of the contract, anyway, is not a prescriptive contract. We're not telling the

contractors exactly how to build this. You guys know that better than the owner knows that, I think we can argue -- or you might certainly want to argue that.

We're saying, "You tell us how you want to do it." So it's a performance contract.

But part of what the performance contract is, you've got to give the owner a degree of comfort that what you recommend is going to work; and that's effectively what this thermal control plan is.

So you should view the thermal control plan, I think, as your ability to bring in your expertise, your past history, your knowledge that you might gain from your material suppliers, to develop a cost-effective means and method for construction of mass concrete elements.

And I think if you think about it that way, you may really kind of surprise yourself what you might develop and come up with solutions.

With that in mind, I'd like to take a look at two of the mass concrete elements. And what we did, in essence, as part of the design team -- and I will be perfectly candid with you, we didn't do it to the extent I expect you folks will do it -- but we, in essence, ran through that idea of "Let's do a thermal control plan for two of these elements and see, could we come up with a

solution; could we come up with a way to construct these elements that seemed reasonable to us?"

So when we looked at the piles, there was a couple of things that we noticed and we think are somewhat important. And, first of all, some of the piles are exposed to open bay water; and I'm saying it that way, kind of carefully. And what I'm really trying to get the point across, is not all of the piles are exposed to open bay water. And it turns out, for those piles that are exposed to open bay water, they're probably the most difficult to deal with, with respect to some of the mass concrete issues and the controlling of cracking issues.

So if we can solve the problem for the number of piles that are exposed to open bay water, we really have the problem solved for all of those piles that are not exposed to the open bay water; and in addition, thinking about, we've got a lot of pile depth that's actually below the water. So, really, from the standpoint of a thermal control plan, we're not talking about every last inch of pile that's out there.

When we considered that, we said, "Okay, what kind of solutions might we have to apply here?" And it turns out, when we kind of did our pseudo-thermal control plan, we basically said, "If we came in there and took

the approach of designing a compliant and optimized concrete mix" -- and by "compliant," I mean we said, "Okay, what are the specification requirements?" And remember, Addendum 10 listed a few of those requirements, and I think there's some more if you look at the specifications. But there are certain requirements with respect to the proportion of cement-to-fly-ash, strength requirements. But the specifications also give you quite a bit of latitude in the specific materials you might select to make the concrete. You could go out and use different constituent aggregates, you could buy different cement, you could buy different fly ash. And if you optimize those things, if you made a concrete mix that was optimized, yet compliant with the requirements, we believe -- next point here -- our quick and dirty, if you will, thermal control plan basically said that we could meet the intent of the specifications by essentially using an optimized concrete mix that was compliant with the specification, and holding the concrete placement temperature less than or equal to the bay water temperature.

That's kind of what we did, as one approach to it. Is it the best approach? Who knows. But it's certainly one approach. It's an approach that we believe you might want to look at, and I'm sure you probably have

other approaches you would want to look at.

The thing to remember here is, I've said early on, on that first point, is that some piles are exposed to open bay water, and those are the critical ones. So we've actually come up with an approach here that handles the critical ones. So you can come up in your own mind what that means for the ones that aren't critical. Not as much of a challenge.

Let's go ahead and take a look at one of the other mass elements that might be something you're scratching your head about and in a little bit of a quandary, and those are the pile caps, or I think sometimes they're referred to on the drawings as "footings."

Again, when we look at those, we see something interesting, that only some of the pile caps are exposed to open bay water. And when you go through the thought process, those are the ones the mass concrete issues are a little more critical for, and those are the ones that temperature gradients might be a little more difficult to control. But the important thing is only some of the pile caps are exposed for open bay water, not all; and you guys can make the decision how many may or may not be truly exposed to open bay water.

Next point.

Certainly, because of the geometry, the size of the pile caps, they are -- it's a more complex challenge. There's no doubt in our mind that it's a little tougher, probably -- at least we think it's a little tougher than the piles themselves. It's a more complex challenge. Because of that, when we said, "Okay, how would we approach it? How would we do a thermal control plan," we actually decided that we might have to look at two different things.

Can I get the first point?

The first point is we would say, "Well, if we were going to do this, we might want to optimize our concrete mix." Again, this comes back to some of the same things we've talked about for the pile caps -- or the piles themselves, rather. We want to be judicious in our selection of constituent materials that go in the concrete. We'd want to be judicious in balancing the need to meet the specified concrete strength with the need to design a concrete that didn't generate too much heat. So, in essence, we would want to start with an optimized concrete mix design.

Next point.

And because this is a more complex challenge with the pile caps, we said in what would our approach be, we'd probably want to tie it into construction

methodology. In other words, our approach would be we can't just do this simply by picking the right concrete mix; we probably have to tie that with a specific construction methodology.

Carrying that out to kind of completion, as we looked at this, and ran some thermal models and said, "Can we make this work?" Essentially, we come up that, yes, we can. If we use a limited number of horizontal lifts in the pile cap, we can, for ourselves, anyway, develop a thermal control plan that meets the intent of the performance specifications that have been explained to you earlier.

And the final point.

And just to give you an idea that there is flexibility in these things, as we looked at it, we said, "You know, yes, a number of lifts certainly is an option, but are these guys talking about 300 lifts each, an inch thick?" Well, you know, clearly, that would be a ridiculous solution. We're not up here to tell you exactly how many lifts you need. But as we looked at the thermal modeling, we said -- and I think this is important -- that the number of the lifts can be varied by concrete placement temperature.

So I think you see here kind of the integration of the construction methodology with concrete mix. If

you would choose to go down this path -- and who knows whether you want to -- you might say, "Okay, maybe we're going to pay a little more attention to the concrete temperatures so we can use thicker lifts, or perhaps we might go the other way around and say, "We're going to be a little more lenient with our concrete placement temperatures and use a little bit thinner lifts."

So in summary, I guess what I'd like to say is, when it comes to the mass concrete, I think you ought to keep a couple of things in mind, and that's pretty much what we had on the slides, look carefully at Addendum 10, I think there's some important things in there for you, that I think may make your life a little easier; number two, think hard about that thermal control plan. Don't look at it as a burden, look at it as an opportunity. Because it's really your chance to say, "Hey, this is how we're going to do it." It's your chance to say this is what the allowable temperature gradients are going to be, so it's really your chance to exercise your ingenuity.

And finally, I think what I've hopefully explained in the few minutes I have available, or hopefully made you feel a little more comfortable about, is that even us group of folks here that went through this exercise without near the construction experience that you guys have at your fingertips, we were able to

come up with at least an approach or two that we think is a very valid approach. Is it the best approach? I'm sure it's not. I'm sure with the expertise out there, I'm sure you folks will come up with better things. But hopefully, this puts you in the position to feel like you can move forward with this, with some comfort.

So with that, I guess next slide and next speaker.

MR. WILLIAMS: Hi, my name is Doug Williams; and I'm the welding and metallurgical consultant to the joint venture, for the steel part.

Go ahead.

I want to just review a little bit. There have been a number of questions about the installation of the piles and the pile caps, the footings. And so I just wanted to spend a few minutes to kind of go over some of these aspects of it, maybe the way we've seen it in design, and emphasize on the welding and that part of it.

First off, if we just look at the structure, there's a couple of, I think, important things to see here.

Number one is on the Skyway, all the piles are battered piles. We're talking about piles that are put in at an angle to the vertical. This is important, we'll see later, in terms of how we put this together.

The other thing is that one of the basic assumptions of the design, was that we wanted to decouple fabrication of the footing, which, as you can see, is a very large structure, it's a massive steel structure with a lot of fabrication in it. We wanted to decouple that from the installation of the piles themselves. So the design allows the piles to be placed in the footing to be put in place over that.

Again, this is a large structure. The steel part of it represents a sizable amount of work; and, of course, after that, we have the rebar and the concrete fill.

Go ahead.

I just want to quickly run through one view of putting in, installing the footing. I want to talk specifically about Piers E7 through E16, because that's below the water line, which is a little bit more complicated than Piers E3 through E6, which are not.

Go ahead.

So we'll drive the piles. And this is a template. I think when you see how these piles will fit, inside the template -- the footing, as you drop it down, the tolerance on these piles is really, really important. I see a template as being absolutely essential, personally.

Go ahead.

So then we go ahead and put them in -- go ahead, next slide -- and then we'll take the footing here and transport it to the site with the cofferdam around it, drop it on -- go ahead -- install and then, let's see, we'll finish the installation after we dewater.

Go ahead.

And this Number 12 here, "Complete pile to footing connections," I want to expand on that in just a minute here. But basically, once we've made all the welded connections, then we'll remove the temporary support and place all the concrete.

Go ahead.

And then finish with the pier and the access casing.

Go ahead.

Just to look at this, we have twelve pairs of six-pile footings and two pairs of four-pile footings. That makes 160 of these piles. These are big piles; and each pile has eight connection plates, we'll see, to get welded to it on-site.

So they go through this in a little more detail. First, we've driven the pile, we've put on a cowler.

Go ahead.

And then we put the footing on. So we've got to dewater the annulus here. We've got to dewater the pile.

It's a good time now to stack rebar hoops in the bottom of the annulus for later; and then we need to scaffold up to the heights we're going to put the connection plates in, and then drill those pilot holes for the bottom of the connection plates, cut the slots for the connection plates. This is a significant height, and scaffolding is definitely required.

This is just a footprint, if you like, of the sleeve here on the top of the footing; and over here, the big circle that's dashed is the sleeve in the bottom of the footing; and I'm looking vertically straight down now.

Here's the pile at the top of the footing and a pile at the bottom of the footing. So I'm looking directly vertically down on it.

You can see that the way we've sized the footing, in particular, the sleeve, is such to allow us some tolerance there, so that the piles can be fully installed with some tolerance, and then the footing placed onto this.

Again, the addendum was issued that said that if you want to figure out a way to use the footing as a

template and drive them, we'll listen to that.

Go ahead.

So now these are the connection plates. There are eight of these guys per pile and they have various orientations. In other words, there's one -- this is the batter, so there's one above it, one below it, and then four more on either side, to make up the eight. And these guys are pretty hefty: 3,600 pounds for the bigger ones. You're not going to manhandle these guys.

And one of the themes I'm going to come back to again and again, is this operation is going to take a lot of planning. It's an offshore operation, it's a field operation, and yet there's a lot of basically heavy manipulation of steel and welding. As I'll show, we've tried to minimize what that effort is.

And one of the ways we did that is, we slotted the piles. Well, this is extra work offshore. You can't do it until you've cut the pile and you've dewatered and everything. But what it allows me, is to prefabricate these plates, so I can make a pile of these guys, and then bring them out and just insert them in. And because, remember, I've shown a nice drawing here where the pile is exactly parallel to the sleeve; it's not going to be like that. You know, we've got tolerances on the batter, we've got tolerances on the positioning,

we've got tolerances on the location and so on.

And because it's slotted, all we've got to do is fit them down in, get them snug on this side, and away we go. We're done.

Go ahead.

The other thing I want to point out, here's the heaviest of the plates, which is Pier E15-E16. This is the 3,600-pound guy, and still the center of gravity is within the vertical access of the opening in the top. I think this is important to understand for handling. Now, that's great maybe for the top and the bottom. On the sides, gravity is not working for us; and clearly, some kind of guide system or something would have to be developed to allow those plates to be slotted in.

Go ahead.

The welds themselves, there's no CJP welds, no complete joint penetration welds on these connections. They're all partial joint penetrations plus a fillet. The weld length is the full length, and that's is 3.7 meters, which is 12 feet. And I think, clearly, no manual welder can do that without at least staging maybe three times to get that vertical height.

An automated welding process, though, I think, to me, looks very good because I can set up a track and have that guy go all the way up that 12-foot in one pass.

So, to me, that's something definitely to look at.

The preheat is maybe a little bit complicated the way the spec read it, in the special provisions; but basically, for the heaviest ones, it's up to 300 degrees Fahrenheit, 140 Centigrade. And this is a pretty high preheat temperature to be working in. We'll look at the size of the space. It's not that great in some places. But I think we need to keep in mind that there's a pretty enormous heat sink of the steel. There's a lot of steel. These piles are three inches and two-and-a-half, three inches thick. The rest of the steel out here is pretty massive. We've got a lot of heat sink. We've got the whole San Francisco Bay down there, if that wasn't enough heat sink already.

Go ahead.

Okay, looking down now, we've got the pile and the sleeve; and here are the slots, with our connection plates. The space here is about three foot by three foot, at the small dimensions. And I think -- oh, I wanted to point out, too, that this is a partial penetration weld with an effective throat of 11 millimeters, which is about seven-sixteenths of an inch, with the same size fillet on it. It's not a huge weld, considering the thickness of the parts. But we can do that because we've got actually four of those welds

there. On the other side, we only have two welds. So these are 18, or a little shy of three-quarters of an inch. So it's a pretty good-sized weld; but considering the size plates we're dealing with, I think we've got it down as good as we could.

Another thing to look at is maybe the access in here is tight; and one of the things I also want to point out is I've cleared out this space on the drawing; but in reality, I don't have to shoot the studs, I don't have to put the vertical rebar in, I don't have to put the gauges in until I'm all done. So I can make use of that whole space.

And maybe it is a little bit tight in there; but it's not very tight at all out here. And things for my heaters -- the spec mandates electric-resistance heaters, which is the only practical way to deal with this sort of situation, anyway. And those -- notice that, say, I'm welding in here, I could put the heaters on the inside of the pile and avoid having to be next to them; or even if I did have heaters here, I could do most of the heat from the other side of the pile. In other words, there's a lot of ways to avoid heating this cavity up, to a large extent.

I personally don't think -- I mean, I've been involved in a number of structures that were much more

congested with this and higher preheats yet; and I know this is doable. I'll tell you right now, it's not going to be the most comfortable thing for a welder; and for my money, that's why I'd go with automated.

But, anyway, the heat sink, I think, will tend to cool this space down; and also the ventilation is really good.

Go ahead, next slide.

These plates do not go all the way down to the bottom, and they are open at the top. So, by definition, this is not a confined space. And we have the possibility of getting a nice amount of ventilation and cooling air through there.

So the inspection on it is visual, magparticle and, yes, UT. I do want to make sure that they do have my full section throat in there.

And then after the welds have been accepted, that's when I can come back in and shoot the studs, connect the vertical bars, and place the hoops that I put on the bottom, bring them up, install them where they need to be, put in the cages, and get ready otherwise for the concrete.

Just a couple of notes about the special provisions. There's a whole section in the special provisions about this; and it starts off saying

"Difficult access and working conditions are anticipated." We don't expect this to be a walk in the park. And our reaction to that is to say, we really want you to plan, and we want you to spend enough time planning that we're all really comfortable that when we get offshore, we know what's going to happen. That's why we have a full-scale wood mock-up, so we can kind of go through the preliminary of how are you going to put these almost two-ton plates in, in a safe manner, that won't bind and so on; so how are you going to get access to a welder, and those sorts of issues. That's what we're really concerned about.

And once we've all agreed that it's feasible doing it in a proposed way, then a full-scale steel mock-up is required; and it may not be the whole, entire thing all welded out. But what we want to know is with your method of installing them, does it work with the steel, number one; and number two, when you made those welds, are we really getting the soundness? And this is, I think, probably some of you have issues about the ultrasonics for a partial pen weld. I know I do, too.

But with the steel mock-up, we've made those welds with whatever process you're going to do, whether it's manual or part-manual/part-automatic, I don't care, whatever it is. And then we're going to cut them up.

And we're going to take those macros in places where maybe the ultrasonic was a little bit vague, maybe ambiguous, maybe two different operators got two different opinions. So we can get to the bottom of that by cutting the steel and looking at it, and so we all understand what the real answer is, in terms of the method.

The bottom line here, is we get to a written installation procedure and a welding sequence; and that's our agreed method of saying, "Okay, this, we feel, is going to work. Let's go do it."

Go ahead.

Finally, about the qualification tests, there's two of them here that are primarily related to the mock-up. And this, we want to demonstrate the proposed installation procedure works for each orientation of connection plate. Because with the pile in a batter, the one on top is going to be a little different than the one on the bottom, and certainly the ones around the side are going to be different as well, just in terms of dealing with gravity and trying to slot these things in. So we want to know that it works before we get offshore.

We also want to demonstrate the welding sequence, and just verify the inspectability of each weld is what I'm telling you about the UT going back and

cutting those sections in those areas, so we can really understand what the UT is telling us.

And then finally, there's the possibility, if the pile sleeve may have seawater or something inside of it. And in any case, with the massive amount of steel sitting in the bay, we've got a big heat sink. And so what are the properties? How's that going to affect the properties of our welds? Well, there's an additional weld procedure qualification test plate that is basically the same one that's described in the Bridge Code. It's called "Minimum Heat Input," where we attempt to use the minimum preheat temperature, the minimum heat input, and those kind of details that are in here. And basically, then we'll cut this up, do our tensiles and "sharpies," in particular, and get confidence that the as-fabricated properties are what we expect.

Okay, Brian, that's all I have.

MR. MARONEY: Thank you.

Now, with that, what we'd like to do -- and I think we can go ahead and turn that off, if that's possible, John. What I'd like to do is, if we can right now move into the question phase of this meeting.

And I'd like to verify that our participants on the phone are still there.

Debra, can you hear us?

MCI OPERATOR: Sir, yes, you still do have the parties still on the phone.

MR. MARONEY: Can you give me a count now?

MCI OPERATOR: We currently have 37 parties on line, sir.

MR. MARONEY: Okay, so we've grown. We've become popular.

Rachel, perhaps what we can do is take a raise of hands, and you can point those out.

What we'd like to do, is make sure we share any responses that are going to be developed with everyone.

MS. FALSETTI: Okay, what we're going to do is first take some of the questions that are actually in this conference room, and then I will tell the person that -- the MCI operator -- to go ahead and take other -- we'll open it up to other calls.

Now, as people come up to the podium, if you could please state your name and spell it, and then your company and spell it, and then ask the question, so that the court reporter can get all this down.

Again, all these questions are going to be recorded. We will put them onto our Web site and basically treat it as a normal bid inquiry.

So the first question, the gentleman here, if you want to come up to the speaker.

MR. MARONEY: Because we actually have a list, all we need is a name and the company, because we've already got written names.

MS. FALSETTI: Okay, so you don't have to spell the name and company then.

MR. HALE: Good afternoon, my name is Gene Hale, President of G & C Equipment Corporation.

The question is, if contractors are unable to find the DBE small businesses like myself, is the Caltrans outreach program in a position to refer companies that they know that might be able to participate in this project to the contractors?

MS. FALSETTI: We'll let Algerine answer that.

MS. McCRAY: The answer is yes and no.

The "yes" part is, we have a list of potential DBEs who already said that they want to bid on this project; and we will share that list with anybody who is interested.

The second part is, the "no" piece is, we won't do it; but we have a consultant who has offices statewide; who's there to provide service to prime contractors in relation to every contract that we let. And they will match you up with contractors who say they are willing to bid on this project specifically by bid item. And that's Tri-Axle Management [phonetic]. And

that should also be listed in the specification. So you should have the name, phone number and contact and all of that right in the package.

MR. HALE: Thank you.

I have to leave, but I want to leave my card on the back table for everyone.

MS. FALSETTI: Is there anyone else in the room here that would like to ask a question?

MR. MARONEY: Excuse me, sir, before you go, if I could make sure I get a copy of that because there are many participants elsewhere, and I want to make sure they have access to that card, too.

If you could leave two back there. Thank you.

MR. HALE: How about ten?

MR. MARONEY: Great.

MR. GAROVI: Johann Garovi representing Modern Continental Construction. We asked on numerous occasions for a bid postponement; and unless we see a significant postponement, we are unable to bid on the 19th of December.

MS. FALSETTI: Okay.

Yes, sir?

MR. SKORO: My name is Tom Skoro. I'm with Kiewit Pacific Company, and I represent the joint venture Kiewit, FCI and Manson. I'd like to make a comment

rather than a question, and address the presentations on welding.

And no offense, Doug, okay; but that's baloney. The facts are the man is going to be down there within six inches of 300-degree-heated steel, in an automatic situation or a stick-welded situation or wire-beaded situation, whichever you want to do. And we don't believe that the ventilation is good. And we do believe that it's confined space to work in this type of situation all the time; and we don't think that it's possible.

It still remains as a no-bid issue for our team. We need more than what we were given today. And specifically, we need the preheat reduced. We need this to be termed as non-fracture/fracture critical with the preheat dropped to the 150 degrees Fahrenheit. Then we think it's doable. We do not think that it's possible right now.

MS. FALSETTI: Yes?

MR. WEBSTER: David Webster with Twin Brothers Marine.

MR. MARONEY: If I could ask if everyone could convert or switch over their pagers or telephones to vibrate, we'd all appreciate that.

MS. FALSETTI: Thank you.

MR. MARONEY: Thanks.

MR. WEBSTER: Anyway, I have a question for the DBE. We're trying to submit a bid for the steel caissons for the piling. And we're limited in what we can do. We're out of Louisiana. We have very few things that we can offer for disadvantaged people. We have wire influx. Steel is a big purchase. Transportation, possibly. We're bidding as a subcontractor. I do not think that they're going to put that burden on us. I think that the major contractor will take care of the transportation, possibly not, and barges would be involved. We're out of Louisiana; and I'm not sure where we could go for the DBEs.

We do have a lady with -- we're putting up a new facility. This project has been part of a decision for us to do this. It's a woman-owned company, a five million-dollar project. She's doing 1.5 million dollars of it; and I'd like to know if she would be considered as far as the DBE. She's not certified or registered. I'm not sure how this goes.

MS. McCRAY: And one of the reasons why I offered the service to talk about the rules, so that you will know exactly what's involved, is that that is an issue. Because in order for us to count any DBE towards the participation in the contract, they must be certified

and they must be certified at bid opening. And that's 20 minutes from now.

MR. WEBSTER: Twenty minutes?

MS. FALSETTI: Twenty minutes?

MS. McCRAY: For all intents and purposes.

One of the things that we have to offer is for any firms that were interested in bidding on this project who weren't certified, we ask them to put that on the application; and to the extent possible, we'll expedite it. But you're talking bringing somebody that -- I don't know.

MR. WEBSTER: Yes, ma'am.

When I came into San Francisco at the last meeting, I asked about this, and they wanted to know what our dollar value is. I have two letters, one, she just said she was a woman-owned business. Thirty days later, I got another letter saying she was 50 percent owner in the business, 1.5 to 3 million-dollar capacity. These are questions that I did not -- could not answer, and no one else seemed to be able to answer them at the time, either, at the last meeting.

MS. McCRAY: I can answer all your questions, but a firm must be certified at bid opening.

MR. WEBSTER: The other side of the coin is if we're limited in this and we cannot produce the

DBE 12 percent, where do we go from here? Do we just withdraw our bid, not bid, or is this going to be a problem for the prime contractor?

MS. McCRAY: That's not something I can answer, in that setting. I have to see particulars.

MR. MARONEY: We need to take that as a bidder's inquiry.

MS. FALSETTI: We need to take that as a bid inquiry, yes.

MR. WEBSTER: I need to know something about it as soon as I can. I've been trying to get answers and haven't been able to get exactly what I need here.

MS. FALSETTI: So your question is, if you cannot meet the 12 percent --

MR. WEBSTER: Yes, ma'am.

MS. FALSETTI: -- will you be considered a -- what is the term -- I can't remember, "a qualified bidder" or --

MR. MARONEY: Non-responsive.

MR. WEBSTER: My question is, does the prime contractor have to do this or is it mandatory as a subcontractor, we make the 12 percent DBE?

MS. McCRAY: The 12 percent is on the project; and that's all the participation, not just one individual.

MR. WEBSTER: Well, we're talking about significant dollars in these pilings. The question we got -- or statement we got yesterday, that they would be looking for us to do something or whatever we can. We're sitting here trying to say, well, what can we do? We're talking about fifty, sixty thousand tons of steel. Do we have a DBE that can fit into this category?

MS. McCRAY: If, in fact -- remember, as I said, it's cumulative, not just one bidder, not you as a subcontractor, but all of the participation.

MR. WEBSTER: Yes, ma'am.

MS. McCRAY: And we're talking about any tier. So we need to know where that comes in, and we encourage them to use all that they can. But you and I can talk, separate from this.

MR. WEBSTER: Please, ma'am. I'd like to.

MS. McCRAY: Okay.

MR. WEBSTER: Thank you.

MS. FALSETTI: And we had another gentleman over here that had a question.

MR. SNYDER: My name is Steve Snyder *[phonetic]*, a welding engineer consultant with the group of Kiewit. And just to continue on a few other issues in regards to the welding, particularly starting with the preheat and the D15, typically the procedure -- I know

we've talked about 60 degrees Celsius in there, that being given as the preheat before the job's even started and before the procedures are even qualified. I think the reasoning for that is due to the large heat sink. But we've also made a requirement in there to qualify the welding procedure using artificial cooling.

So I guess my point there is that typically the weld procedure is based upon the procedure qualification. So if, in fact, a contractor can demonstrate that a lower preheat, that he's achieved the mechanicals -- the sharpies, the tensiles, et cetera, then why should he not be able to use the lower preheat and interpass temperature? That's one issue.

The next issue is we talked about automatic welding. The spec currently does not permit gas metal arc welding, which lends itself to automatic welding very well.

Now, also, I don't know how many people in Caltrans are familiar with electroslag welding and the narrow-gap improved method, which is also not disregarded in this spec -- and also the moratorium has been used to lift that process by AASHTO. Those are some issues that really aren't addressed in here.

And additionally, no offense, but the specification does seem to bounce a little bit. In

regards to the UT, for example. I have UT'ed thousands of welds myself. There's no acceptance criteria in this spec or in a D15 for a partial joint penetration weld, UT. We called out here that we want to UT them 100 percent, even though it's PJP. Understandably, if we're just verifying effective throat, that's one thing. But if we're evaluating the remainder of the effective throat to the tension requirements of D-15, then that's what probably should be stated, because you could be talking about a significant difference in repair.

Again, going back to automatic, if you don't consider MG and you don't -- or gas metal arc and you don't let us consider narrow-gap improved electroslag, well, then you're left with trying to automate the metal core, flux core, or stick, which you're not going to automate the stick process and you're going to have difficulty with the flux core due to the confined areas.

Again, the preheat and interpass temperature, you know, I don't see how we can say this is what it has to be before we even do the procedure, and then in the same spec say, "Well, you've got to do a procedure and cool the plate." So I don't understand that.

Thank you.

MS. FALSETTI: Yes, sir?

MR. ERMAN: I'm John Erman *[phonetic]* with

Harris Salinas Rebar. A couple of questions regarding rebar.

The extents of the epoxy coating in the footing, the pile reinforcing comes up and penetrates just out of the steel shell for just a couple of inches, into that area that requires epoxy coating. If those bars do, in fact, need to be epoxy-coated, they would need to be coated down to the first joint, which would be a significant amount of coating.

And also, again, in the footing structure, the socket for the pile calls for Number 9 ties in that area. And in another section, it requires for all reinforcing in that area to be ultimate-coupled, which would create that -- make that a hoop. Just a clarification on those two points.

MS. FALSETTI: Okay.

Is there anyone else in the auditorium here?

Okay, it looks like there's no one else here. So the gentleman doing the conference call with MCI, if you could start putting the people in from your side.

MCI OPERATOR: Thank you.

To ask a question, please press "*1." You'll be announced prior to asking your question. To begin to ask the question, please press "*1."

The first question comes from Tom Hickman.

If you'd also announce your company name, please, Mr. Hickman.

MR. HICKMAN: My name is Tom Hickman, that's H-I-C-K-M-A-N; and the company is Oregon Iron Works.

And our question has to do when we're following on with the gentleman from Kiewit, with a requirement for the PJP welds, the partial joint penetration, and the UT requirement.

There currently is no established criteria for UT'ing that partial joint penetration weld; and that's going to become an issue. What is it we're trying to achieve there? Is it just simply that we've achieved 80 percent or is that weld going to be held to tension code?

The other issue, again, with regard to that same thing that the gentleman from Kiewit mentioned, was the preheat temperature. And we were curious if we have to establish a procedure, or are we going to be held to a given preheat?

MR. DUNCAN: Tom, another portion of that question is all of the configurations required by the pile caps cannot be UT'ed to establish even the dimension of 80 percent throat dimension. We have in the room with us from Oregon Iron Works an SMTC Level-3-certified UT examiner; and he cannot assure us that we can even

calculate properly the dimensions of a UT.

MS. FALSETTI: Can I ask for the name of the last person that was speaking?

MR. DUNCAN: My name is Brad Duncan. I'm with Oregon Iron Works as well. Also in the room is Vince Archibald, our SMTC Level-3 UT examiner.

MS. FALSETTI: Thank you, Brad.

Okay, so the next question, I believe?

MR. DUNCAN: The next question is with regards to Amendment 6, the note on the drawings that required joint interfaces as partial pen welds; joint interfaces are not properly defined. For example, the top plate of the pile cap will certainly not be one continuous plate that's 60 feet by 68 feet wide. That will be made of several different plates welded together. As those plates are welded together, is that weld a plate interface, is that a partial pen weld, or is it a full pen weld? It's not defined.

MS. FALSETTI: Okay, can I ask one question or make one statement? As the people are finishing your questions, if you could just tell us that you're done with your question, so that the person running the call can go to the next person.

MR. DUNCAN: Sure.

MS. FALSETTI: Sure.

MR. HICKMAN: Is that it, guys?

MR. DUNCAN: That's it for us.

MS. FALSETTI: Okay.

MCI OPERATOR: Our next question comes from Jim Miner.

Sir, ask your question.

MR. MINER: This is Jim Miner with Gunderboom, Incorporated.

I specifically wanted to find if there had been a response to contractor's Question 191 that talked about bubble-ring technology and the volume of air that was required to be put into the system and the amount of compressors that would be required to provide that amount of air.

MS. FALSETTI: You know, to be honest, I don't have that answer with me right here. All the bid inquiry answers, as we have them posted, actually are posted on the Internet. So you would need to go look on the Internet with our --

MR. MINER: As of 48 hours ago, there was not any answer posted; and I'm curious if anyone has a response to the question. Given the amount of air that's required by the current specification to be placed in the concentric rings of the bubble-ring, it appears that there is a number of compressors that would be required

in excess of 20 or 30.

If that is the case, the amount of barge space required, the amount of emissions into the atmosphere and several other concerns relative to that volume of air have come up, and I wanted to see if there was any type of response or if there were any answers that could be given relative to those problems.

MS. FALSETTI: Any answers that we have at this point would be posted during our bid inquiry -- in our normal bid-inquiry process, so we can't give you answers in this forum right now. So we'll take your question down and you can look on the Internet to see what kind of response there is.

MR. MINER: All right, thank you.

MCI OPERATOR: Our next question comes from Michelle Hartmann.

You may ask your question.

MS. HARTMANN: Yes, hello.

My name is Michelle Hartmann, and I'm with Advanced Technical Fabrications Company out of Los Angeles, California; and I would like to address my question to Ms. Algerine McCray regarding the list that was circulated that I received by fax yesterday concerning DVBE firms expressing an interest on bidding on this project. And I was just wondering, will there be

any other lists concerning DVBEs or other disadvantaged businesses being a small business or -- we're actually a disabled veteran-owned business, certified by the State of California. I'm interested in maybe contacting some prime contractors or some other subcontractors.

We're a metal supplier and also a metal fabricator, a sheet metal fabricator; and we're just interested in getting contact with the people that we need to in order to facilitate this bid.

MS. McCRAY: As I said before, in the bid specification, there is a company listed, Tri-Axle Management, that will work with you to match prime contractor and subcontractor together on this project by bid item.

MS. HARTMANN: Ma'am, I have been in contact with a representative from Tri-Axle Management in West Los Angeles.

MS. McCRAY: Okay.

MS. HARTMANN: And they're more interested in the DBE process. And as I understand it, as the rules are stated, I don't qualify as a disabled business or a disadvantaged business. We are a disabled veteran business; and I've just been having a little bit of difficulty contacting and finding the right contacts in prime contractors or subcontractors that I can meet up

with and maybe establish a relationship and establish their needs for this contract.

MS. McCRAY: Well, the lists that you were faxed are all of the ones that we know that are interested in actually bidding on this particular project right now. As more come on line, we will send that to you as well, if you will let us know that.

MS. HARTMANN: Yes, because if there's any way possible, I would like our company to be put on the list and to be represented as a disabled veteran business.

MS. McCRAY: I would think that as this recording is done -- you have listed your name and company and all of that, that will be picked up.

MS. HARTMANN: Yes, ma'am.

Thank you very much.

MCI OPERATOR: Our next question comes from Barry Levin.

You may answer the question.

MR. LEVIN: This is Barry Levin with The Imagery Group in Hayward. We would be a subcontractor on this project. And we note that there is mention of construction and aerial photography of the project as it progresses; but there is no specifications as to when, where, how much, how often, or any particulars, really, other than that the costs would be in addition, or

additional to what is allocated. I'm wondering if there's any clarification that can be offered, so that we could make an intelligent bid.

Thank you.

MS. FALSETTI: Next question?

MCI OPERATOR: Our next question comes from Vince Krause.

Sir, you may ask your question. Mr. Krause, your line is open.

If you would like to ask a question, please press "*1."

Mr. Krause, your line is open, sir.

Hold the line.

You may ask your question.

MR. LEVIN: I'm sorry, I did not hear your response to my earlier question. My phone must have cut out.

Could you repeat your response, please?

MS. FALSETTI: What was his question?

MR. MARONEY: Aerial photography.

MS. FALSETTI: Oh, aerial photography?

Barry, we will answer that through our normal bid inquiry process, or we will post that through the normal bid inquiry process. We would have to research that and give you an answer.

MR. LEVIN: When might that possibly be?

MR. MARONEY: As promptly as we possibly can.

MS. FALSETTI: Yes, as promptly as we can.

MCI OPERATOR: Our next question comes from Mr. Warren Brown.

Sir, you may ask your question.

MR. BROWN: Yes, I'm with the company, Techstar, and I'm calling regarding a question that is currently on your Web site, Question 210, and it pertains to the unusual circumstances surrounding the bid item, modular joint seal assemblies.

Will that question be answered prior to the letting?

MS. FALSETTI: Sir, I'm not completely familiar with that question. That must be a question that we've just received recently, knowing that number 210, and I think I've seen up to 208. So I can't -- I will state that we attempt to answer all and as many questions as we can before the job lets.

MR. BROWN: Well, the best attempt is all we can ask. I think that's fair.

MS. FALSETTI: Oh, okay.

MCI OPERATOR: Once again, to ask a question, please press "*1."

At this time I have no further -- oh, I guess,

Mr. Krause -- one moment.

Mr. Krause, you may ask your question, sir.

MR. KRAUSE: This is Vince Krause with Slattery Skanska. I have a question about the questionnaire information. How many copies of Caltrans can I receive?

MS. FALSETTI: At this point, the answer is just one copy. We'll post that on the bid inquiry.

MR. KRAUSE: I have a second question.

We asked a previous question about bonding, and at the performance bond, at least 50 percent. Will you please clarify that it will be 50 percent? Because "at least 50 percent" could mean up to 100 percent.

MS. FALSETTI: Kevin, do you want to -- that's in the standard.

MR. THOMPSON: What was the question?

MS. FALSETTI: The performance bond.

MR. THOMPSON: The performance bond is 50 percent.

MS. FALSETTI: It's as stated in the standard specifications.

MR. THOMPSON: Yes. Initially, it was 100 percent, but that was reduced. That's the statutory requirement, 50 percent, is what the performance bond is.

MS. FALSETTI: Right, the statutory requirement is 50 percent.

Are you saying that the standard specifications say "at least"?

MR. KRAUSE: It says "at least."

MR. THOMPSON: Yes, it's "at least equal to or greater than 50 percent." So 50 percent is what we require. Equal to or greater.

MS. FALSETTI: 50 percent is what is required.

MR. KRAUSE: Okay. Thank you.

Again, we're also requesting the answers to the previous questions that were submitted.

MS. FALSETTI: Okay, thank you.

MCI OPERATOR: At this time, I have no further questions.

MS. FALSETTI: Are there any other questions in the -- yes, another gentleman in the room here.

MR. SUTTON: I'm Todd Sutton with Koch Skanska.

Regarding all of these questions, you've got 210 or so posted on the site and about 80 of them are not answered. How do you plan on answering them in some kind of a timely manner so that we can properly incorporate them into the bid?

MS. FALSETTI: Well, we are attempting to answer them in as expeditious of a manner as we can. And we recognize, too, in order for you to be able to incorporate them into your bid, we need to do that

quickly.

MR. SUTTON: Like this lady pointed out, it's 20 minutes until bid time.

MS. FALSETTI: Well, for those questions that aren't answered, you would have to bid the job as currently out in the specifications and in the plans.

MR. SUTTON: Do you plan on making the questionnaire -- or not the questionnaire -- but the inquiry responses as part of the bid, by addendum?

MS. FALSETTI: No, the inquiry responses are not part of the job from an addendum standpoint. Anything that actually requires an addendum goes into the addendum.

MR. SUTTON: On some of the previous jobs, you've made it an addendum before the job bid. Do you plan on doing that here?

MS. FALSETTI: I don't believe so.

But, Kevin, were there plans to do that? Because our philosophy in this case was anytime an answer required an addendum, it was actually to put it in an addendum. So anything that was just a clarification -- or, I'm sorry, any bid inquiry that was already in the specs or in the plans, we could answer because it's already in the specs or plans. Anything that required some change actually went into an addendum. So at this

point, we had not planned to put an addendum out that had the bid inquiries as part of it.

MR. SUTTON: So it's quite possible that, you know, eighty-some questions may not get answered before the job bids?

MS. FALSETTI: That's not our desire at this point. I can't --

MR. SUTTON: The special provisions require that DBE information, if not submitted with the bid, be submitted on the fourth day following the bid.

Is December 24th counted as a working day?

MS. FALSETTI: I believe we have the exact date in there, is that correct, Kevin?

MR. SUTTON: I don't think for the DBEs.

MS. FALSETTI: No? Okay.

MR. THOMPSON: Right. It's specified in the contract, in the time line; and I would rather you refer to that.

MR. SUTTON: I think it says the fourth day, not including Saturdays, Sundays and legal holidays, following bid opening.

Is the 24th of December a legal holiday?

MR. THOMPSON: No.

MR. MARONEY: An answer. That's good.

MR. SUTTON: Again, just our concern. We've

submitted a lot of questions, Slattery Skanska and Koch Skanska, on behalf of our joint venture, that we feel are important issues that remain unopened -- or remain unanswered, and we feel that you need to address these and answer them in a timely fashion.

That's it.

MS. FALSETTI: Thank you.

I just want to check. There are people in Oakland. I don't know if there are contractors actually in Oakland. I don't know if they've had a chance to call in, if they need to.

MR. BURG: I think he hung up.

MS. FALSETTI: I guess they would have.

So I'm going to turn it back over to Brian Maroney, the project manager, at this time.

MR. MARONEY: What I do want to say is thank you, all of you, for coming and participating. I know there's a lot of complexity here. We've tried to cover several fronts.

As usual, I leave these with some more work. And that's good. That's good. I like to say, I take the opportunity, I will grab it, to improve the project all the way through, even construction. And then I just delegate it to maintenance.

So I've got some very good assignments; and I

can tell you right now we're going to leave this and we've got some work to do. And we're going to address every gentleman from -- that just came up and asked the question. Every question that you posed to us, it's an uncertainty that hangs out there, and we don't like that, as much as anyone else; and we need to address those. And at some level, there's a certain amount of uncertainty that is unacceptable. What we're trying to do is take all those and we try to address those just as fast as we can. We recognize that it's not acceptable to have those hanging out there, and we go as fast as we can to respond to those.

So thank you for the time.

I do want to ask Kevin Thompson, Chief of Office Engineer, if there were other things that you would like to add?

MR. THOMPSON: No. All I would mention is that the bid opening that is currently scheduled for December 19th, the bids will be open right here, physically in this room. So since you're all here, that's a jump on that.

And I'd also like to mention that who we had connected by phone and in person, is a total of 75 representatives of contractors, suppliers, manufacturers and so forth. And it's almost a 50/50

split.

The last I remember hearing was, I think, 38 physically here, 10 in Oakland and 28 here; and then the others were connected by phone. So I can only imagine the expense and time it takes to prepare a bid. So my thanks to all of you for the efforts you're doing.

So we'll try to get our responses as best we can to get your questions answered. I hope to see you here, sharpen your pencils, and show up on the 19th.

UNIDENTIFIED SPEAKER: It is going to be on the 19th?

MR. THOMPSON: That's our current plan right now. I don't know of anything different.

MR. MARONEY: I'll see some of you on the 19th.

(The proceedings concluded at 3:00 p.m.)

--oOo--

REPORTER'S CERTIFICATE

I hereby certify that the foregoing proceedings were reported by me at the time and place therein named; that the proceedings were reported by me, a duly certified shorthand reporter and a disinterested person, and was thereafter transcribed into typewriting by computer.

I further certify that I am not of counsel or attorney for any of the parties to said proceedings, nor in any way interested in the outcome of the cause named in said matter.

In witness whereof, I have hereunto set my hand this 7th day of December 2001.

_____

DANIEL P. FELDHAUS
CSR #6949, RDR, CRR