

SBE TODAY

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When Are Planes, Trains and Automobiles Fast Enough?



By Alex Marshal

Fast is relative. Sometimes I take either the Amtrak regional train or a bus from New York City to Philadelphia. When I do, I whine nonstop about how long it takes -- generally an hour and a half on the train, two hours by bus. If I were in France, I always say to myself, I could be there in 45 minutes on a high-speed TGV train.

But if I were living in 1800, it would have taken me two days traveling by stagecoach. I learned this recently in reading an abridged edition of Henry Adams' History of the United States of America During the Administrations of Thomas Jefferson and James Madison, first published in 1889. It set me off thinking about the nature of fast and slow.

Adams was making the point that life changed dramatically in this country in those 17 short years between the start of Jefferson's presidency and the end of Madison's. In 1800, "even the lightly equipped traveler found a short journey no slight

effort," Adams wrote. "In the Northern states, four miles an hour was the average speed for any coach between Baltimore and Bangor." That meant Boston was a four-day journey from New York. A trip to Nashville took three weeks.

By 1817, it took only a tad more than a day to travel from the Big Apple to the City of Brotherly Love. In those days, that qualified as superfast. Just as now, cities, states and nations were constantly trying to enable people and products to get to places faster, and each jump was revolutionary at the time.

Adams, who lived from 1838 to 1918, was an eyewitness to the most dramatic changes. As an adult he experienced both the Civil War and World War I, and saw America go from a society of wagons and horses to one of planes, trains and automobiles.

I'm usually a big fan of progress. But reading Adams, I was prompted to think about how relative it all is. Today's fast is tomorrow's slow. Which to me, when I'm in a reflective mood, makes trans-

portation improvements seem pointless. Why labor so hard to build a TGV-style line along the Northeast Corridor if it will seem as slow as molasses in a generation? And speaking of high-speed trains, shouldn't a more accurate title be chosen? TGV stands for train à grande vitesse -- "train of great speed." But great speed today is not great speed tomorrow.

This principle is on display in Japan and other points to the east. The Central Japan Railway Company is actively at work on a line between Tokyo and Nagoya that will go more than 300 mph. The existing Shinkansen "bullet train" travels at between 150 and nearly 200 mph, but is old now -- it opened in 1964. Railway officials think there's a market for a train that travels the 220 miles to Nagoya in 40 minutes.

The Japanese are doing this in part to keep up with the Chinese. In addition to constructing the world's

■ Continued on page 3

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California Sub-Bid Request Ads

ATKINSON CONTRACTORS, LP

Sub-bids from All Qualified & Certified DBE Subcontractors/Suppliers for:

BART Contract 15PB-120

BART Earthquake Safety Program

A Line Lake Merritt to Coliseum
in Oakland, Alameda County

Bids Tuesday, July 28, 2015

Description of Work (but not limited to):

Administrative Services, Asphalt Paving, Cast-in-Place Concrete. Cast-in-Place Concrete (Foundation), Chain Link Fences and Gates, 4" Column Drain Outfall, Concrete Curbs, Gutters, and Walks, Concrete Paving, Concrete Reinforcing, Concrete Reinforcing (Foundation), Decorative Brick Pavement, Demolition, Drill and Bond Dowels, Drill and Bond Dowels (Chemical Adhesive), Elastomeric Bearing Pads, Electrical and Fiber Optic Cable Modifications, Excavation Support and Protection (UPRR), Grounding and Bonding for Traction Power, Janitorial Services, Planting Irrigation, Planting, Precast Concrete Splash Blocks, Prestressed Concrete, QA/QC, Selective Structure Demolition, Shoring and Underpinning for Safeguarding Structures, Signage and Pavement Markings, Slope Protection, Hydroseeding and Turf Installation, Storm Drainage Utilities 12-in.-diameter, Structural Backfill, Structural Excavation, Support and Protection of Service Utilities, Temporary Traffic Signal Systems, Traffic Maintenance and Control, Traffic Signal System Modifications - City of Oakland.

Atkinson Contractors, LP

18201 Von Karman Ave, Suite 800. Irvine, CA 92612

norcal.estimating@atkn.com

Phone: 949-382-7145 • Fax: 949-855-9923 / 949-553-0252

Contact: Andrew Nelson

Atkinson is a union contractor and an Equal Opportunity Employer. 100% Performance & Payment Bonds from an approved surety company will be required for subcontractors greater than \$500,000. Atkinson will pay the cost of bonds up to 1.5%. Atkinson will assist in obtaining necessary equipment, supplies, materials or related services. We will split items of work (refer to project specs for full list of bid items) and provide assistance for bonding, LOC and insurance where needed. Subcontractors will be expected to sign Atkinson's standard subcontract and to comply with our company's standard insurance requirements which include a waiver of subrogation. This is a BART OCIP project. Subcontractors must provide contractor's license number and Department of Industrial Relations (DIR) registration number with their quote.

Plans and specs are available for viewing in our San Francisco office located at 450 Mission Street, Suite 402, San Francisco, CA 94105. Please call 949-204-7594 to schedule a visit. In Southern California please call 949-382-7145 to schedule an appointment to view plans and specs in our Irvine (Orange County) office.

Gallagher and Burk, Inc. is soliciting for DBEs for the following project:

VARIOUS STREETS REHABILITATION

City Project No. C476510

Federal Project No. STPL-5012(125)

OWNER:

CITY OF OAKLAND

1 Frank H. Ogawa Plaza, Room #101, Oakland, CA 94612

BID DATE: JULY 16, 2015 @ 2:00 P.M.

We hereby encourage responsible participation of local Disadvantaged Business Enterprises, and solicit their subcontractor or materials and/or suppliers quotation for the following types of work including but not limited to:

ADJUST IRON, COLD PLANE, CONSTRUCTION SITE MANAGEMENT, ELECTRICAL, MINOR CONCRETE, ROADSIDE SIGNS, STRIPING, SURVEY/STAKING, TRUCKING, WATER TRUCKS, STREET SWEEPING, HOT MIX ASPHALT (TYPE A) MATERIAL.

100% Performance and Payment Bonds may be required for full amounts of the subcontract price. Surety company will have to be approved by Gallagher and Burk, Inc. Gallagher and Burk, Inc. will pay bond premium up to 2%. Subcontractors must possess current insurance and worker's compensation coverage meeting Gallagher and Burk, Inc.'s requirements. Please call if you need assistance in obtaining bonding, insurance, equipment, materials and/or supplies. Plans and specifications are available for review at our Dublin office.

Gallagher & Burk, Inc.

344 High Street • Oakland, CA 94601

Phone: (510) 261-0466 • FAX (510) 261-0478

Estimator: Alan McKean

Website: www.gallagherandburk.com

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Project Name: Transbay Block 8

Project Location: San Francisco, CA

Bid Due Date: July 22, 2015

For Concrete Structures
and Testing & Inspection

Related California and Tenderloin Neighborhood Development Corporation are currently requesting bid proposals from qualified subcontractors and material suppliers based in San Francisco. This project is administered by the Office of Community Investment and Infrastructure (OCII) for the construction of the Transbay Block 8 Project. The OCII has established a subcontractor goal for this project at 50% SBE participation. With first consideration will be given to SF-based SBEs/LBEs/WBEs and MBEs; Non-SF-based SBEs shall be used to satisfy the goal only if SF-based SBEs are not available, qualified, or if their bids or fees are significantly higher. To count towards the SBE goal, a business must be certified as a LBE with the City and County of San Francisco. There is also a 50% SBE goal for suppliers. For more information on the LBE certification process, please visit the following site: <http://sfgsa.org/index.aspx?page=5364>

The Project is comprised of approximately 546 residential units and 18,000 square feet of neighborhood retail over a 3-level subterranean parking structure. The design features a 55-story tower, 65' and 85' podium buildings, townhomes and a publicly accessible mid-block paseo. The Project's residential program includes 116 for-sale condominiums, 280 market rate rental units and 150 below market rate rental units.

For more information please email TB8@related.com. A member of the team will be able to provide clarifications and answers to any questions. Please do not send your bids via email to this email address. Electronic bid submittals will not be reviewed.

Bid proposals shall be submitted no later than 3pm on July 22, 2015 via hardcopy delivery to:

Transbay 8 Urban Housing, LLC

44 Montgomery, Suite 1050

San Francisco, CA 94104

Phone: 415-677-4406 • Fax: 888-371-8739

Contact: Jeff Lucas

Email: TB8@related.com

Sub Bids Requested From Qualified
WBE, MBE, DBE

Subcontractors & Suppliers for

Sacramento Regional County

Sanitation District

Recycled Water Pipeline - Phase 1A

Location: Sacramento, CA

Project No. 4289

Bid Date: August 6, 2015 @ 2:00 PM

McGuire and Hester is seeking qualified subcontractors in the following trades: directional drilling; trucking; SWPPP; surveying; QC manager; and compaction testing.

We will pay up to and including one and one-half percent (1-1/2%) of your bonding cost. Certification assistance is available, as well as viewing plans and specs.

McGuire and Hester

9009 Railroad Avenue • Oakland, CA 94603

Phone: (510) 632-7676 • Fax: (510) 562-5209

Contact: Duane Schulze

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California Sub-Bid Request Ads

ATKINSON CONTRACTORS, LP

Requests

Sub-bids from All Qualified & Certified DBE Subcontractors/Suppliers for:

Caltrans Contract No. 08-3555V4

Construction on Rte 5 in San Bernardino County in Victorville

from 0.5 Mile North of Mojave Drive to 1.5 Mile North of Stoddard Wells Road Overcrossing

Bids Wednesday, August 5, 2015

Description of Work and Material Supply (but not limited to):

Aggregate Base, Architectural Treatment, Asphalt Paving, Biologist, Clear & Grub, Concrete Barrier, Concrete Paving, Construction Area Signs, Demolition, Drainage, Earthwork, Drilled Piling, Driven Piling, Electrical, Environmental Services, Erosion Control, Fencing & Railing, Flatwork, Guardrail, Imported Borrow, Irrigation, Joint Seal, Landscaping, Pavement Marking, Maintenance of Traffic, Minor Concrete, Misc Iron & Steel, Overhead Sign Structures, Painting, Pipe Supply, Precast Prestressed Concrete Girders, Rebar, Retaining Wall, Road Barrier, Roadway Joint Seal, Roadway Sign, Rock Slope Protection, Sewer, Shotcrete, Signal and Lighting, Soil Nail Wall, Soundwall (Masonry Block), Street Sweeping, Structural Concrete, Structural Steel, Survey, SWPPP, Traffic Control System, Traffic Monitoring Stations, Trucking, Wireless Vehicle Detection System (Refer to project specs for complete bid item list). **This project has a 12% DBE Goal.**

Atkinson Contractors, LP

18201 Von Karman Ave, Suite 800. Irvine, CA 92612

socal.estimating@atkn.com

Phone: 949-855-9755 • Fax: 949-855-9920 • www.governing.com

Contact: Andrew Nelson

Atkinson is a union contractor and an Equal Opportunity Employer. 100% Performance & Payment Bonds from an approved surety company will be required for subcontractors greater than \$100,000. Atkinson will pay the cost of bonds up to 1.5%. Atkinson will assist in obtaining necessary equipment, supplies, materials or related services. We will split items of work (refer to project specs for full list of bid items) and provide assistance for bonding, LOC and insurance where needed. Subcontractors will be expected to sign Atkinson's standard subcontract and to comply with our company's standard insurance requirements which include a waiver of subrogation. **Subcontractors must provide contractor's license number and Department of Industrial Relations (DIR) registration number with their quote.**

TO DOWNLOAD PLANS, SPECS AND SUPPLEMENTAL INFORMATION:
Please go to http://www.dot.ca.gov/hq/esc/oe/project_ads_addenda/08/08-3555V4/

Shimmick Construction Company, Inc.

DBE Subcontractor/Supplier Bids Requested For:

San Francisco Bay Area Rapid Transit District

Earthquake Safety Program Aerial Structures - A Line Lake Merritt to Coliseum

Contract No. 15PB-120

Bid Date: July 28, 2015 at 2:00PM

Fax all quotes to 510-777-5099

Requesting certified DBE Subcontractor and Supplier Quotes on: **Landscaping, Sand & Gravel, Asphalt, Concrete & Cement Supplier, Staking Supplier, Signs, Traffic Control, Earthwork, Erosion Control, Concrete Curb & Sidewalk, Fencing, Bottom Dump Trucking, Coring, Construction & Heavy Equipment Rental**

Bid Documents may be obtained from the District Secretary's office, San Francisco Bay Area Rapid Transit District, in person on the 23rd Floor at 300 Lakeside Drive, Oakland, California 94612, or by mail at P.O. Box 12688, Oakland, California 94604-2688. Bid documents are also available for viewing by appointment only at Shimmick Construction's Office: 8201 Edgewater Drive, Suite 202, Oakland, CA 94621.

Subcontractors and Suppliers interested in this project may contact Cu Mai by phone at (510) 777-5005.

100% Performance and Payment bonds with a surety company subject to approval of Shimmick Construction Company, Inc. are required of subcontractors for this project. Shimmick Construction will pay bond premium up to 1.5%. Subcontractors will be required to abide by terms and conditions of the AGC Master Labor Agreements and to execute an agreement utilizing the latest SCCI Long Form Standard Subcontract incorporating prime contract terms and conditions, including payment provisions. Shimmick Construction's listing of a Subcontractor is not to be construed as an acceptance of all of the Subcontractor's conditions or exceptions included with the Subcontractor's price quote. Shimmick Construction requires that Subcontractors and Suppliers price quotes be provided at a reasonable time prior to the bid deadline to enable a complete evaluation. For assistance with bonding, insurance or lines of credit contact Scott Fairgrieve at (510) 777-5000.

Shimmick Construction Company Inc.

8201 Edgewater Drive, Suite 202 • Oakland, CA 94621

Phone (510) 777-5000 • Fax (510) 777-5099

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When Are Planes, Trains and Automobiles Fast Enough?

Continued from page 1

largest network of high-speed trains, the Chinese are also reportedly researching a super maglev train that would travel inside a vacuum tube at something like 1,850 mph. So my journey to Philly might one day take ... four minutes?

Now let's look at the United States. Amtrak's fastest trains aren't much faster on average than the best trains of the 1920s. And with the loss of the supersonic Concorde, the top end of passenger air travel is slower than it used to be as well.

Then there's outer space. Virgin Galactic, Sir Richard Branson's commercial space company, says it's studying passenger service that would carry travelers from London to Australia in two and a half hours. The prison transport ships that made the same voyage in the 18th and 19th centuries took nine months.

In the Star Trek TV shows and movies, the characters use the ship's teleporter to instantly beam to the surface of a planet and back again. If such a thing existed in real life, the idea of place as we know it might disappear. That's not a rosy scenario: If anyone could go anywhere at once, then wouldn't the distinct agglomerations of places like New York City gradually dissolve?

That's already happened in communications. Because of the Internet and the cellphone, we can now access both one another and almost any piece of information instantly, often at no appreciable cost. That's cool, but something is disappearing.

So when is fast fast enough? When we enjoy the ride, I would say. As Confucius put it, "Roads were made for journeys, not destinations."

Tell that to a transportation planner. But seriously, what helps us enjoy a ride is not only a clean train compartment and good conversation. It is the experience of traveling from one place to another. This is something that we should consider when we make transportation improvements.

Consider the interstate highways. If steps had been taken to limit the number of off-ramps, they would have become what they were originally envisioned as -- high-speed travel corridors between distant cities. But with ramps every few miles, the interstates, like I-35 that stretches from Laredo, Texas, up to Minneapolis, have become long, linear cities with a near-constant movie screen of roadside homes and businesses.

I'd like to say more, but I'm hungry. I'm going to take a walk to a lunch spot I like. It will only take me about 10 minutes, or, say, the travel time in a hundred years from New York to Philly.

Source: <http://www.governing.com>

California Sub-Bid Request Ads

Shimmick Construction Company, Inc.
SBE Subcontractor/Supplier Bids Requested For:
City and County of San Francisco
Municipal Transportation Agency
Twin Peaks Tunnel Trackway Improvement Project
Contract No. 1282

Bid Date: August 20, 2015 at 3:00PM
Fax all quotes to 510-777-5099

Requesting certified DBE Subcontractor and Supplier Quotes on: **Concrete, Demolition, Electrical, Flatwork, Grinding, Instrumentation, Mechanical, Paving, Railroad, Rebar, Survey, Trackwork, Traffic Control, Trucking, Utility Work, Waterproof, Aggregate Supplier, Expansion Joints Supplier, Lumber Supplier, Mechanical Equipment Supplier, Railroad Products, Ready Mix Supplier, Utility Pipe Supplier**

Bid documents may be obtained from the SFMTA on the 3rd Floor, One South Van Ness Ave., San Francisco, California 94103, by emailing a request to Mr. Allan Andaya at allan.andaya@sfmta.com, or faxing a request to (415) 701-4300. Bid documents are also available for viewing by appointment only at Shimmick Construction's Office: 8201 Edgewater Drive, Suite 202, Oakland, CA 94621.

Subcontractors and Suppliers interested in this project may contact Clay Cochran by phone at (510) 777-5078.

100% Performance and Payment bonds with a surety company subject to approval of Shimmick Construction Company, Inc. are required of subcontractors for this project. Shimmick Construction will pay bond premium up to 1.5%. Subcontractors will be required to abide by terms and conditions of the AGC Master Labor Agreements and to execute an agreement utilizing the latest SCCI Long Form Standard Subcontract incorporating prime contract terms and conditions, including payment provisions. Shimmick Construction's listing of a Subcontractor is not to be construed as an acceptance of all of the Subcontractor's conditions or exceptions included with the Subcontractor's price quote. Shimmick Construction requires that Subcontractors and Suppliers price quotes be provided at a reasonable time prior to the bid deadline to enable a complete evaluation. For assistance with bonding, insurance or lines of credit contact Scott Fairgrieve at (510) 777-5000.

Shimmick Construction Company Inc.

8201 Edgewater Drive, Suite 202 • Oakland, CA 94621
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DeSilva Gates Construction, L.P. is soliciting for DBE for the following project:

**CALTRANS ROUTE 99 – CONSTRUCTION ON
STATE HIGHWAY IN SAN JOAQUIN COUNTY IN
STOCKTON FROM 0.1 MILE SOUTH OF MARSH STREET PEDESTRIAN OVERCROSSING
TO 0.1 MILE NORTH OF HAMMER LANE OVERCROSSING,**
Contract No. 10-0Y90U4,
Federal Aid Project ACNHP-P099(588)E

OWNER:

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
1727 30th Street, Bidder's Exchange, MS 26,
Sacramento, CA 95816

BID DATE: JULY 22, 2015 @ 2:00 P.M.

We hereby encourage responsible participation of local Disadvantaged Business Enterprises, and solicit their subcontractor or materials and/or suppliers quotation for the following types of work including but not limited to:

CLEARING AND GRUBBING/DEMOLITION, CONSTRUCTION AREA SIGNS, ELECTRICAL, EROSION CONTROL, FENCING, IRRIGATION, MINOR CONCRETE, MINOR CONCRETE STRUCTURE, PCC PAVING, ROADSIDE SIGNS, RUMBLE STRIP, STRIPING, SWPPP AND LEAD PLANS, UNDERGROUND, TRUCKING, WATER TRUCKS, STREET SWEEPING, CLASS 2 AGGREGATE BASE MATERIAL, HOT MIX ASPHALT (TYPE A) MATERIAL.

100% Performance and Payment Bonds may be required for full amounts of the subcontract price. Surety company will have to be approved by DeSilva Gates Construction. DeSilva Gates Construction will pay bond premium up to 2%. Subcontractors must possess current insurance and worker's compensation coverage meeting DeSilva Gates Construction's requirements. Please call if you need assistance in obtaining bonding, insurance, equipment, materials and/or supplies. Plans and specifications are available for review at our Dublin office.

DeSilva Gates Construction

11555 Dublin Boulevard
P.O. Box 2909
Dublin, CA 94568-2909
(925) 829-9220 / FAX (925) 803-4263
Estimator: STEVE LIPPIS
Website: www.desilvagates.com
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Kiewit

Requests sub-bids from qualified Subcontractors and/or Suppliers seeking to participate in the City of Fresno Recycled Water Transmission Main, Southwest Quadrant, SW1A Project in Fresno, CA.

<http://www.epa.gov/>
<http://www.sba.gov/> www.californiaucp.org

Subcontractors and Suppliers
for the following project:

**Recycled Water Transmission Main,
Southwest Quadrant, Project SW1A–
Bid File No. 3410**

Owner: City of Fresno

Bid Date: August 7, 2015 @ 3:00 P.M.

Disadvantaged Business Enterprises (DBEs)

Minority Business Enterprise (MBE), Women Business Enterprise (WBE), Small Business Enterprise (SBE), Small Business in a Rural Area (SBRA), Labor Surplus Area Firm (LSAF), or Historically Underutilized Business (HUB) Zone Business Concern or a concern under a successor program wanted for the following scopes, including, but not limited to:

AC Paving, Striping, Aggregates, Jack & Bore, Conduits & Vaults Supply, Concrete, Precast Concrete, Clearing & Grubbing, Metals, Cathodic Protection, Earthwork, Traffic Control, Thermal and Moisture Protection, Piping & Valves Supply, Shoring, Storm Water Pollution Prevention (SWPPP) and Fugitive Dust Control Plan (FDPC), Sweeping, Grading, Landscaping, Pollution Control Equipment, Striping, Water Equipment & Water Truck.

Bonding, insurance, and any technical assistance or information related to the plans or specification and requirements for the work will be made available to interested CUCP, MBE, SBE, SBRA, LSAF or HUB Certified DBE business suppliers and subcontractors. Assistance with obtaining necessary equipment, supplies, materials, or services for this project will be offered to interested certified suppliers and subcontractors.

Subcontractor and Supplier Quotes are due NO LATER THAN August 5, 2015 at 5 PM.

Plans are available for viewing at our office at our address below and through SmartBidNet (SBN).

All subcontractors that are registered in our SBN database will receive an invitation to bid. Please visit <http://www.kiewit.com/districts/northern-california/overview.aspx> to register your company to be able to receive bidding information.

**Subcontractor and Supplier Quotes are due
NO LATER THAN August 5, 2015 at 5 PM.**

Plans are available for viewing at our office at our address below and through SmartBidNet (SBN).

All subcontractors that are registered in our SBN database will receive an invitation to bid. Please visit <http://www.kiewit.com/districts/northern-california/overview.aspx> to register your company to be able to receive bidding information.

Kiewit Infrastructure West Co.

4650 Business Center Drive Fairfield, CA 94534
Attn: Victor Molina victor.molina@kiewit.com

You can view the plans in our office during regular business hours by appointment.
100% Performance Bond and Payment Bonds are required for this project.

Cost of bond will be reimbursable.

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CA Lic. #433176