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Infrastructure Lessons From Venice

How a city built on water handled its infrastructure gives America much to think about.



One of Venice's many cisterns (Shutterstock)

By Alex Marshall

I had the good fortune to travel this winter to Venice, that serene collection of islands filled with grand homes and set on avenues of water in a lagoon on Italy's Adriatic Sea. And like most visitors, I was smitten with the lovely stone plazas, or "campi," sprinkled amid its network of small alley-like streets.

Given that Venetians in centuries past had to dredge up and fortify each square meter of buildable land, I was surprised at how many of these plazas there were, and wondered if Venetians simply loved their public spaces that much. I learned that there was a more practical and essential reason for so many campi: drinkable water.

Venice has no fresh groundwater underneath it, so it initially had to rely on rainwater for drinking. At the center of each campi is what looks like a stone well but is actually a cistern. In addition, each square has four drains. The rain that falls into them enters a filtration system made of rock and sand that ends at the cistern.

The campi and its cisterns reminded me of the larger story of infrastructure that plays out in America and everywhere else -- that it is about much more than serving a specific need for, say, roads to convey us from place to place. The complex interplay of infrastructure, commerce and government determines not only how our societies

function but also reflects how -- and if -- we govern ourselves.

For Venice, the water system was just one of many factors that enabled a city lacking natural resources to climb and stay at the top of the hierarchy of wealth and status in Europe for at least half a millennium. This city, which during its heyday was really a nation and empire of its own, was motivated to trade and cooperate with other cities and nations because of its natural environment. Some scholars believe it was because Venice had to dredge land, sink pilings, build bulkheads and so on that pushed its residents to govern themselves, a rare feat for the time, rather than descending into the bloody wars of kings and aristocracy.

While kings fought over the rest of Europe, Venice was a republic from 697 to 1797. That last year, Napoleon conquered it with nary a shot, thus ending the Venetian republic and the reign of the last doge, its elected leader. Having won, the short Corsican handed the city, to its horror, over to Austria, which it remained part of for most of the 19th century.

Under its new overlords, the elaborate infrastructure systems Venice had in place declined. The Austrians did improve its transport to the mainland by building a bridge. But it came at a price because it ended the city's sacred physical independence. Other systems were neglected as well. By the mid-19th century, only a minority of the cisterns still functioned, and the city's sewer system, which fun-

neled waste from houses and streets into canals, was barely working. Venice began to suffer episodes of disease and a reputation for foul-smelling canals. This was the background of Thomas Mann's 1912 masterpiece, *Death in Venice*, in which the novella's main character is stricken during an outbreak of cholera. Mann presents the epidemic as an act of God. But it was really the product -- at least in part -- of a dysfunctional political system.

In recent decades, our own fragmented infrastructure systems have decayed physically as well. Is this because we, like Venice in the 19th century, are decaying politically and unable to govern ourselves? It's clear that our roads, bridges, water and other systems are generally considered to be in the worst state of repair in our republic's history. And we are spending less than ever on infrastructure. What's unclear is whether we can pull it back together.

Perhaps we can. When I look around our country, it's not hard to find big, bold infrastructure projects. In Manhattan, it was national news when the first leg of the Second Avenue subway opened this New Year's Day. As one of the initial riders, I can attest to the joy New Yorkers expressed as they walked through the stations, gleaming with public art, and rode the new

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California Sub-Bid Request Ads



BROSAMER & WALL, INC.

An Equal Opportunity Employer
is requesting quotations from all qualified
DBE

Professional services, sub-contractors, material suppliers and trucking for the following project:

**BART EARTHQUAKE SAFETY PROGRAM AERIAL STRUCTURES
FRUITVALE STATION AND COLISEUM STATION**

Contract No. 15PJ-130B

Bid Closing Date: JUNE 6, 2017 @ 2:00 PM

DBE GOAL: 12%

CONTACT:

Robert Rosas

Brosamer & Wall Inc.

1777 Oakland Blvd, Suite 300

Walnut Creek, California 94596

PH: 925-932-7900 FAX: 925-279-2269

PROJECT SCOPE:

The work in this Contract includes but is not limited to providing structural retrofit of pier foundations, columns and pier caps; demolition of selected existing facilities; shoring for excavation support; excavation; steel and concrete structure retrofit at girders, and stairs; drilling and bonding dowels in concrete; electrical work at piers and the main concourse, defined as the covered area between station entrances; architectural work at stairs and curtain walls, retrofit of escalator trusses, restoration of paving, striping, sidewalks, signage, traffic control, utilities. Optional Work: Breakrooms improvements at Coliseum station and/or Fruitvale station may be included at the discretion of the District as described in the Contract Documents. Duration of Project is 1200 Calendar Days.

Note: This project includes a Buy America Clause and Owner Controlled Insurance Program (OCIP)

Subcontractors and Suppliers being solicited include but not limited to:

Construction Staking, Traffic Control System, Project Signs, Construction Area Signs, Construction Site Mgmt., Prepare SWPPP, Rain Event Action Plan, Storm Water Annual Report, Temporary SWPPP Devices, Street Sweeping, Temporary Concrete Washout, Temporary Fence (Type ESA), Abatement (Asbestos/Lead) & Demolition, Select Structure Concrete Removal, Pre-Stressing/Post Tensioning, Concrete Reinforcing, Concrete Reinforcing (Foundation), Cast-in-Place Concrete, Cast-in-Place Concrete (Foundation), Drill and Bond Dowels, Drill and Bond Dowels (Chemical Adhesive), Fiber Reinforced Polymer Column Casing, Structural Steel Framing, Architectural Work (Aluminum Walls, Glazing and Storefronts), Fire Suppression, Plumbing & HVAC, Electrical and Communication, Earthwork, Shoring and Underpinning for Safeguarding Structures, Asphalt Paving, Concrete Paving, Minor Concrete (Concrete Curbs, Gutters, and Walks), Signage and Pavement Markings, Chain Link Fences and Gates, Utilities, Building General Contractors for Breakroom(s) Optional Improvements, Temporary Fence, Trucking, Portable Toilets, Concrete Supply and Placement.

Requirements: Brosamer & Wall, Inc. will work with interested subcontractors/suppliers to identify opportunities to break down items into economically feasible packages to facilitate DBE Participation. Brosamer & Wall, Inc. is a union signatory contractor. Subcontractors must possess a current contractor's license, insurance coverage and worker's compensation for the entire length of the contract.

All subcontractors will be required to sign our standard Subcontract Agreement. 100% payment and performance bonds may be required. If you have any questions regarding this project or need assistance in obtaining/waiving insurance, bonding, equipment, materials and/or supplies please call or email Robert Rosas contact information below.

Plans and specifications can be viewed at our office located at 1777 Oakland Blvd Suite 300, Walnut Creek, Ca. 94596 or at the Districts Offices for plan room locations please call BART at 510-851-3174. B&W will also make plans electronically please email rrosas@brosamerwall.com for free online link. Brosamer & Wall INC., intends to work cooperatively with all qualified firms seeking work on this project. If you are interested in submitting a subcontractor bid for this project, you may contact Robert Rosas Chief Estimator at 925-932-7900 or fax us your quote at 925-279-2269. PLEASE SUBMIT A COPY OF YOUR CURRENT DBE CERTIFICATION WITH YOUR BID. Subcontractors, Dealers/Suppliers and Brokers please provide your designation code to us on or before the bid date. B&W, INC., IS AN EQUAL OPPORTUNITY EMPLOYER.

**Mission Bay – Blocks 29-32 and Blocks 33-34
Public Improvements Project
SCOPE 1 (Third St)**

Mission Bay Development Group, LLC is actively seeking General Contractors for the upcoming Mission Bay Blocks 29-32 and Blocks 33-34 Public Improvements Scope 1 (Third St) project.

The project is subject to the Office of Community Investment and Infrastructure (OCII's) 50% SBE/LBE participation goal for construction subcontracting, suppliers and truckers with first consideration given in the following order: 1) SBEs located in the project area. 2) San Francisco-based SBEs/LBEs. 3) Non-San Francisco-based SBEs which should be used to satisfy the 50% SBE participation goal only if San Francisco-based SBEs are not available, qualified, or if their bids or fees are significantly higher.

To help satisfy the 50% SBE goal, Local Business Enterprises (LBEs) certified by the City and County of San Francisco will be recognized and count towards the overall SBE goal on this project.

To search for certified LBEs/SBEs, please use: http://mission.sfgov.org/hrc_certification

The project manual and bid documents will be made available to each interested General Contractor. Please contact Cathy Serrano of Townsend Management, Inc., at (415) 355-6644 to pick up a set at the Mission Bay Office, 410 China Basin Street, San Francisco, CA 94158.

Proposed scope of work for this project includes but is not limited to demolition, storm drain, low pressure water, joint trench, rough and fine grading, concrete roadbase, asphalt wearing surface, concrete curb/gutter, concrete sidewalk, irrigation, landscape, and site furnishing work.

A pre-bid conference will be held at the Construction Manager's Trailer at 410 China Basin Street, San Francisco, CA on Wednesday, May 10th, 2017 at 10:00 AM. MBE, WBE, LBE, and SBE subcontractors are strongly encouraged to attend.

**For additional information, please contact
Cathy Serrano at (415) 355-6644.**

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California Sub-Bid Request Ads



Is requesting quotes from qualified MBE/DBE Subcontractors, Suppliers, and Service Providers for the following (but not limited to) work:

AC Paving, Cold Plane AC, Electrical, PCC Paving, Seeding, Striping & Signage, Survey, Demo
Dispose of AC/PCC, Trucking – Super Tens, Strong Arms, Bottom Dumps, SWPPP, CAB, CMB, RCP, Concrete

FRESNO YOSEMITE INTERNATIONAL AIRPORT TAXIWAY C RECONSTRUCTION

City of Fresno

AIRPORT IMPROVEMENT PROGRAM GRANT NO. 3-06-0087-FFY2017
BID FILE NUMBER: 3519

BID DATE May 16, 2017 @ 3:00 p.m.

Sub & Vendor Scopes and Bids Due Prior

Sukut Construction, LLC

4010 W. Chandler Avenue, Santa Ana, CA 92704

Contact: Matt Bahnsen

Phone: (714) 540-5351 • Fax: (714) 545-2003 • Email: estimating@sukut.com

Plans/specs are available for viewing at our office by appointment or via ftp, or may be obtained from Owner. Subcontractors must be prepared to furnish 100% performance and payment bonds and possess current insurance and workers' comp coverage. Sukut Construction will assist Qualified Subcontractors in obtaining bonds, insurance, and/or lines of credit. Please contact Sukut Construction for assistance in responding to this solicitation. Subcontractors/Vendors will be required to sign Sukut's Standard Subcontract/Purchase Order. Copies are available for examination.

Sukut Construction's listing of a Subcontractor in its bid to the agency is not to be construed as an acceptance of all of the Subcontractor's conditions or exceptions included with Subcontractor's price quotes. Quotations must be valid for the same duration as specified by Owner for contract award.

Sukut Construction, LLC

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Sub-Bids Requested from qualified DBE Firms Subcontractors and Suppliers For:

STERLING RESERVOIR AND PUMP STATION

SPECIFICATION W-238B

Owner: Western Municipal Water District

Location: Riverside County, CA

Bid Date: May 31, 2017 @ 2:00 P.M.

J.F. Shea Construction, Inc.

667 Brea Canyon Road, Suite 30 • Walnut, CA 91789

Phone: (909) 595-4397 • Fax: (909) 444-4268

Contact: Lori Olivas, lori.olivas@jfshea.com

J.F. Shea Construction, Inc. is soliciting your participation in the preparation of this bid. We are particularly interested in bids from subcontractors/suppliers for the following work items:

Base Materials, AC Paving, Dewatering, Landscaping, Ready-Mix Concrete, Reinforcing Steel, Precast Concrete Vaults, Masonry, Structural Steel, Miscellaneous Metals, Metal Decking, Metal Framing & Drywall, Metal Wall Panels, Roofing, Sheet Metal, Roof Hatches, Metal Doors/Frames/Hardware, Sealants, Floor Hatches, Overhead Coiling Doors, Tubular Skylights, Glazing, Painting & Coatings, Louvers, Signage, Fire Extinguishers & Cabinets, Toilet Accessories, Equipment, HVAC, Electrical and Instrumentation.

Plans and Specifications: Email your request to katie.desmith@jfshea.com.

Plans may also be viewed at the Dodge Plan Rooms or at our Walnut Office.

J.F. Shea Construction, Inc. is an equal opportunity employer and intends to negotiate in good faith with interested DBE firms and intends to utilize the lowest responsive bidder. J.F. Shea expects potential subcontractors to be bondable. J.F. Shea will pay for up to 1% for subcontractor bond costs. Subcontractors and Suppliers are expected to bid per plans and specifications, including requirements for warranties. Standard manufacturer's warranties, if not in conformance with owner's specifications, will not be accepted.



Proven Management, Inc.

225 3rd Street, Oakland, CA 94607

Phone: 510-671-0000 • Fax: 510-671-1000

Requests proposals/quotes from all qualified and certified Disadvantaged Business Enterprise (DBE) subcontractors, suppliers, and truckers for the following project:

**SOUTH SAN FRANCISCO STATION IMPROVEMENTS
CALTRAIN CONTRACT #17-J-C-063**

Bids: 05/30/2017 @ 2 PM

SUBCONTRACTING GOAL – DBE- 14%

Demo; Site Clearing; Earthwork; Disposal of Excess Soil & Railroad Ballast; Station Platforms, Sidewalks, Curbs & Gutters; Asphalt Paving; Wheelstops; Station Fence & Railing; Chain Link Fence; Traffic Control; Welded Wire Mesh Fence; Retaining Wall System; Planting/Irrigation; CIP Concrete, Shotcrete; Rebar; CIDH Piles; OCS Pole Foundations & Guy Anchors; Glass Unit Masonry; Metal Fab; Handrails & Railings; Anti-Graffiti Window Film; Paints/Coatings; Graffiti-Resistant Coating; Station Furnishings; Station Shelters; Wheelchair Lift & Shed; Signs; Plumbing; Mechanical; Fire-Suppression Piping; Electrical; Site Lighting; CCTV System; PA System; Trackwork; Timber Cross-ties & Switch Ties; Conc Cross-ties & Rail Fastener Assemblies; Rail; Track Removal & Salvage; Conc Grade Crossings; Thermite Rail Welding

Bonding, insurance, lines of credit and any technical assistance or information related to the plans & specifications & requirements for the work will be made available to interested SBE certified suppliers & subcontractors. Assistance with obtaining necessary equipment, supplies, materials, or related assistance or services for this project will also be offered to interested SBE certified suppliers, subcontractors, truckers. PMI is signatory to the Operating Engineers, Carpenters, and Laborers Collective Bargaining Agreements.

100% Payment & Performance bonds will be required from a single, Treasury-listed surety company subject to PMI's approval. PMI will pay bond premium up to 1.5%. Subcontractors awarded on any project will be on PMI's standard form for subcontract without any modifications. For questions or assistance required on the above, please call.

We are an Equal Opportunity Employer

Infrastructure Lessons From Venice

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trains. The smiles reflected not only pent-up demand but also gladness to see that America can still do stuff. And in last November's elections, Los Angeles, Seattle and other cities approved tax increases for new revenue streams to support rail, bus, water and other systems.

Our new president has promised that he will make trains zoom and bridges sparkle to match those in Europe and Asia. But it's always been difficult in this country to build public works. Thanks in part to our English roots, we have a fragmented governing infrastructure -- local, state and federal, plus an independent judiciary -- that produces fragmented physical infrastructure. It's no accident that former English colonies tend to lack things taken for granted in other advanced countries, such as high-speed rail.

But things are still possible. Venice got out of Austria's grip when it joined the newly unifying Italy in 1866. Two decades later, an underground aqueduct was built from the city to the mainland, finally ending Venice's water troubles.

Let's hope we can find ways to keep our infrastructure systems going and to build needed new ones. And let's hope we can do it the best way, through our democratic institutions and without the help or hindrance of any Napoleons.

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

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California Sub-Bid Request Ads

DESILVA GATES CONSTRUCTION

11555 Dublin Boulevard • P.O. Box 2909
Dublin, CA 94568-2909
(925) 829-9220 / FAX (925) 803-4263
Estimator: Victor Le
Website: www.desilvagates.com
An Equal Opportunity Employer

DeSilva Gates Construction (DGC) is preparing a bid as a Prime Contractor for the project listed below:

CALTRANS ROUTE 80 – FOR CONSTRUCTION ON STATE HIGHWAY IN

**CONTRA COSTA COUNTY, IN AND NEAR RICHMOND, EL CERRITO, SAN PABLO, PINOLE AND HERCULES, FROM ALAMEDA/ CONTRA COSTA COUNTY LINE TO ROUTE 80/4 SEPARATION,
Contract No. 04-4J3404
Federal-Aid Project ACIM-080-1(117)E,
Disadvantaged Business Enterprise Goal Assigned is 14%**

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

Bid Date: MAY 18th, 2017 @ 2:00 P.M.

DGC is soliciting quotations from certified Disadvantaged Business Enterprises, for the following types of work and supplies/materials including but not limited to:

AC Dike, Clearing and Grubbing/Demolition, Cold Plane Asphalt Concrete Pavement, Concrete Barrier (Anchor Block), Construction Area Signs, Alternative Crash Cushion, Develop Water Supply, Electrical, Geosynthetic Pavement Interlayer, Hazardous Material, Lead Compliance Plan, Metal Beam Guardrail, Minor Concrete, Minor Concrete Structure, Roadside Signs, Delineator, Markers, Striping, Survey/Staking, SWPPP / Water Pollution Control Plan Preparation, Temporary Erosion Control, Vegetation Control, Trucking, Street Sweeping, Class 2 Aggregate Base Material, Class 2 Permeable Material, Hot Mix Asphalt (Type A) Material, Rubberized HMA (Open Grade) Material, Rubberized HMA (Gap Grade) Material

Plans and specifications may be reviewed at our offices located at 11555 Dublin Boulevard, Dublin, CA or 7700 College Town Drive, Sacramento, CA, or at your local Builders Exchange, or reviewed and downloaded from the ftp site at <ftp://ftp%25desilvagates.com:f7pa55wd@pub.desilvagates.com> (if prompted the username is ftp@desilvagates.com and password is f7pa55wd) or from the Owner's site at www.dot.ca.gov/hq/esc/oe/weekly_ads/all_adv_projects.php

Fax your bid to (925) 803-4263 to the attention of Estimator Victor Le. If you have questions for the Estimator, call at (925) 829-9220. When submitting any public works bid please include your DUNS number and DIR number. For questions regarding registration for DIR use the link at: www.dir.ca.gov/Public-Works/Public-Works.html

If you need DBE support services and assistance in obtaining bonding, lines of credit, insurance, necessary equipment, materials and/or supplies or related assistance or services, for this project call the Estimator at (925) 829-9220, or contact your local Small Business Development Center Network (<http://californiasbdc.org>) or contact the California Southwest Transportation Resource Center (www.transportation.gov/osdbu/SB-TRCs). DGC is willing to breakout portions of work to increase the expectation of meeting the DBE goal.

At our discretion, 100% Payment and 100% Performance bonds may be required as a subcontract condition. This will be a PREVAILING WAGE JOB. DGC is an equal opportunity employer.

Shimmick Construction Company, Inc. 8201 Edgewater Drive, Suite 202 • Oakland, CA 94621 Phone (510) 777-5000 • Fax (510) 777-5099

DBE & SBE Subcontractor/Supplier Bids Requested For:

**San Francisco Bay Area Rapid Transit District - Construction of Hayward Maintenance Complex Project Turntable Relocation - Contract No. 01RQ-190
Bid Date: May 23, 2017 at 2:00PM - Fax all quotes to 510-777-5099**

Requesting certified DBE Subcontractor and Supplier Quotes on: **Requesting certified DBE & SBE Subcontractor and Supplier Quotes on: Misc. Suppliers, Safety Suppliers, Asphalt Suppliers, Concrete & Cement Suppliers, Rebar Suppliers, Lumber Suppliers, Pipe Suppliers, Electrical & Signals Suppliers, Tools Suppliers, Structure Excavation, Structure Backfill, AC Paving, Aggregate Base, Aggregate Subbase, Asphalt Concrete, Paving Asphalt, Place Asphalt Concrete Dike & Misc., Concrete Structure, Minor Concrete Structure, Reinforcing Steel, Railroad Work, Reinforced Concrete Pipe, Subsurface Drain, Filter Fabric, Permeable Material, Plastic Pipe, Misc. Iron & Steel Frame, Cover & Grate, Signal & Lighting, Truck Rental, Truckers, Fuel Systems, Cutting, Construction Equipment Rental, Demolition, Fencing, Waterline Relocation**

Contract 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, CA 94612 or are 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 Jerry Blazek by email at jblazek@shimmick.com.

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.**

Long Island (Babylon), NY Sub-Bid Request Ad

SHEA McNally JV BIDDING OPPORTUNITY

MBE/WBE/DBE Certified with the following certifying authority:

A DBE is a Disadvantaged, Minority, or Woman Business Enterprise that has been certified by an entity from which EPA accepts certifications as described in 40 CFR 33.204-33.205 or certified by EPA. EPA accepts certifications from entities that meet or exceed EPA certification standards as described in 40 CFR 33.202.

Inviting qualified contractors, specifically MBE/WBE/DBE firms certified/eligible as listed above, to contact Shea McNally JV (Prime Contractor listed below) regarding subcontracting services and material supply opportunities in connection with the upcoming tunnel and shafts project.

The Work under this contract is located in Long Island (Babylon), New York. The Work consists of:

**Southwest Outfall Replacement, Capital Project No. 8108
Owner: County of Suffolk – Dept. of Public Works-Yaphank, NY
Capital Project No. 8108
BID DATE: June 8, 2017 at 11:00 AM**

Opportunities to participate exist in the following specific areas of soil and rock excavation, hauling, excavation support systems, underground blasting, structural steel, engineering, survey, instrumentation and monitoring services, materials testing, demolition and site preparation, environmental investigation, utility relocation, paving, fencing and gates, geotechnical and structural instrumentation, slurry wall, cased auger shaft construction, secant piles, cast-in-place concrete structures, reinforcing steel, ground stabilization, rock-bolts, steel dowels, shotcrete, concrete finishing, waterproofing, service utilities, grouting, mechanical equipment – hydraulic, sluice & weir gates, electrical services, pest control, IT services, security, waste disposal, cleaning services, and security services.

Any business seeking to participate as a MBE/WBE/DBE in the Contract that is not currently certified DBE by the EPA and the requirements set forth above should review **40 CFR 33.204-33.205 or certified by EPA** shown above to obtain current certification.

Shea McNally JV set up an FTP site where you can view all plans, specifications and addendums for your convenience. Please contact Steve Fiore at (909) 595-4397, Steven.Fiore@jfshea.com, to receive instructions on accessing the FTP Site.

**Shea McNally JV
An EEO Employer
(J.F. Shea Construction, Inc. – McNally Tunneling Corporation)
667 Brea Canyon Road, Suite 22 • Walnut, CA 91789
909-594-0990 • 909-869-0827 (fax)
Attn: Dennis Poulton, Chief Engineer**