



REPLY TO  
ATTENTION OF

**DEPARTMENT OF THE ARMY**  
FORT WORTH DISTRICT, CORPS OF ENGINEERS  
P. O. BOX 17300  
FORT WORTH, TEXAS 76102-0300

July 1, 2003

Contracting Division

Planholders:

Reference Request for Proposal Number DACA63-03-B-0004, Access Control Building, Fort Hood, Texas.

Enclosed are the list of attendants, slides, and minutes of the Preproposal Conference held on June 25, 2003. These enclosures are for information purposes only and are not a part of the request for proposal.

Sincerely

A handwritten signature in cursive script that reads "Frank A. Wilson".

Frank A. Wilson  
Contract Specialist

Enclosures

DB RENOVATE MEDICAL CLINIC  
LAUGHLIN AFB, TEXAS

NAME

COMPANY

FRANK Wilson	CESWF-CT-C
Patty Murphy	CESWF-EC-AM Proj. Mgr.
MARK HACKETT	THE ROSS GROUP
JACKIE LEBOW, JR	GUYCO, INC.
Bill Crawford	"
ROBERT FONEY	HEVERY INTERNATIONAL, INC.
Ric RODRIGUEZ	MCC CONSTRUCTION CORP.
Christopher Kimm	RKJ / WestEast Design Group
Roy WERNLI	RKS ENTERPRISES INC.
MAX JOHNSON	RKS CONSTRUCTION INC.
JOE FELAN	MCC Construction Corporation
DAN JOHNSON	RKJ CONSTRUCTION, INC.
ROGER ANDERSON	CESWF-AO-5
GARY CHANEY	CESWF-AO-5-LAR
TED CONNER	47MD6 - FACILITY MANAGER
MARK BAIN	47MD6 - RESOURCE MANAGER
MAT WOLTHOFF	47MD6 - RMO
DAVE VAN WINKLE	49CES/CEED
EDWIN SANTOS	HFO-ER



US Army Corps  
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# Pre-Bid Conference

## *Access Control Points*

Solicitation

DACA63-03-B-0004

June 25, 2003

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*One Corps Serving The Army and the Nation*

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# Agenda

- 9 AM Introduction
- 9:30 AM Colonel Butler  
Director of Public Works
- 10:00 AM CTAO Scheduling &  
Specific Topics
- 10:30 AM Questions / Site Visits

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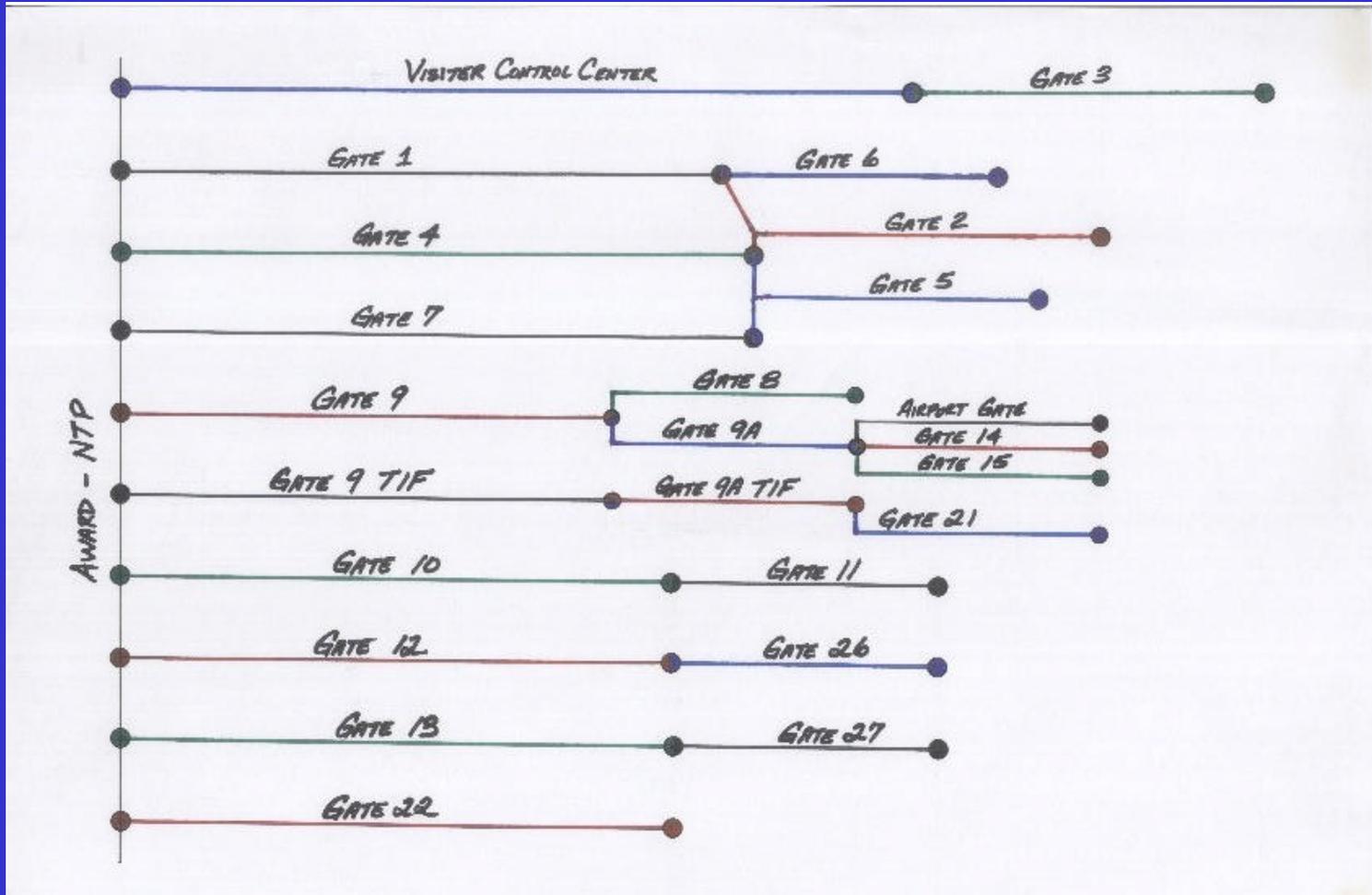
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# Scheduling



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# Gate 1 – Main Gate



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# Gate 2 – East Gate Tank Destroyer



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# Gate 3 – Clear Creek



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# Gate 9a – Clarke Rd (South)



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# Visitor Center



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U.S. ARMY CORPS OF ENGINEERS  
MINUTES OF PREBID CONFERENCE  
JUNE 25, 2003

On the 25th day of June, 2003, at 9:35  
a.m., the minutes of the public meeting were taken by  
Anne Dorothea Wiese, Certified Shorthand Reporter in  
and for the State of Texas, at Fort Hood Military  
Base, in the City of Killeen, State of Texas.

## 1 PROCEEDINGS

2 MR. BORMANN: With that being said,  
3 basically, this project consists of 23 access control  
4 points in the Visitors' Control Center, which is  
5 located at the main gate. The access control points  
6 consist of constructing new gatehouses, inbound  
7 lanes, outbound lanes, electrical lines, the whole  
8 nine yards for security reasons at the access control  
9 point. The Visitors' Center consists of a new  
10 facility next door to the new visitor -- I mean, the  
11 old existing facility over there at the main gate.

12 Basically, as we go through here, we've got  
13 it up where -- we'll explain how we've got it set up,  
14 if you've got any questions on the schedule. But the  
15 whole project should be constructed and completed in  
16 about 420 calendar days. So if there's any questions  
17 on that, or if there's conflict, please bring that  
18 question up to us.

19 Every access point and Visitors' Center has  
20 a separate completion date, the LDs, which is shown  
21 in there. The LDs is set that way because of the  
22 importance to get the troops through the gate at the  
23 same amount of time they're doing now. This  
24 will -- and the scheduling phase basically will be  
25 discussed later.

1 I mentioned that completion date basically  
2 to emphasize the importance of the project to the  
3 Three Corps Command in Fort Hood. This is a vital  
4 project, and it is pushed very quickly, and we've got  
5 to construct it within that calendar days. So it's  
6 basically going to be a partnership ultimately  
7 between the Corps and the contractor and the DPW and  
8 the user. We're going to do all I can -- or I'm  
9 going to do all I can to push the (inaudible) through  
10 so there's not that 60 days, because we can't handle  
11 the 60 days on this project.

12 So with that being said, like I said, it's  
13 going to be a partnership. We're going have to all  
14 get along somehow, whoever gets this project when  
15 it's bid and awarded. And I'll make sure that  
16 happens on my end, and I ask that you all make that  
17 happen on you all's end.

18 All right. With that being said, I'm going  
19 turn it over to Colonel Butler. He has some words he  
20 wants to say. He's Director of Public Works here on  
21 Fort Hood. He's my user; I guess Eddie is Colonel  
22 Butler's user. So the ultimate user is Eddie.

23 But Colonel Butler?

24 COLONEL BUTLER: Thanks, Mike.

25 Basically, I'm the city engineer, okay?

1 But I have to help a lot of different  
2 responsibilities. Criticality of this project goes  
3 back to 911, okay? And I hear straight from the  
4 chain of command before that. And given that, that's  
5 why we constructed this contract in such a manner.

6 Let me give you some of the constraints.  
7 You've got to understand, you know, it's not  
8 whimsical, it's not one of those things; it's a very  
9 thought process that went down through this to say,  
10 you know: Why are we doing it? We have basically  
11 five main entrances to the post. We can push upwards  
12 of around 3,000 cars per hour through some of these  
13 checkpoints. It's what we have to do. It's not what  
14 we want to do; that's the traffic flow we've got,  
15 okay?

16 And in order to handle that, even though we  
17 have a division gone, that -- that's a plus, but  
18 right now, we have got to get these things done. So  
19 we have methodically said, where we have a traffic  
20 model that we have run, that we have come up with how  
21 we, on our side, will try to flow the traffic around  
22 to continue to move on post so it allows you the  
23 maximum flexibility -- and that's my job, is to give  
24 you the flexibility, as the contractor, to perform  
25 the work, okay?

1           But when you start coming back and you say,  
2 "Well, if I fall behind schedule, I want to go over  
3 and do something else," guess what? I don't have  
4 that flexibility, okay? Right now, there's minimal  
5 flexibility in a lot of this. So yeah, we have been  
6 restrictive in -- if you look at the specifications  
7 how we want you to construct the work. That is not  
8 intended to take your flexibility and give you the  
9 best price. If you have technology or you have ways  
10 of doing things, we're going to be open. We've got  
11 to work in order to keep this post open. That is  
12 what's crucial right now.

13           The long (inaudible) is because of the  
14 main -- is the main gate, okay? The main gate will  
15 be my -- a very sensitive area for us, okay? But the  
16 next area is the east gate, east gate wall. It seems  
17 like a small gate; it flows a tremendous amount of  
18 traffic, okay? Clear Creek is another one, and also  
19 then out to Clark Road.

20           So given that, we will operate the gates to  
21 do this. What I ask from your side is look at it,  
22 understand, read the specification, understand how we  
23 expect you to perform at the gates, okay? We have  
24 to -- we do not fully shut them down. You have got  
25 to keep traffic flowing. But there is a minimum, you

1 know, where we're going to give you that flexibility,  
2 okay? I have got the man I've -- that's Mr. Howell's  
3 side, Eddie's side, to command those gates during the  
4 time period.

5 So you're going to see, in and around this  
6 area, guards that are watching and securing the  
7 gate. So it's not one of those where we can totally  
8 shut it down for you. There's a partnership, just  
9 like Mike said. So there's a lot of different  
10 things.

11 So to me, quality is always number one. I  
12 give -- I understand that the Corps is going to work  
13 with you, keep you with that, keep you on line with  
14 quality. The timing of this project now is critical,  
15 okay? And we're going to make it happen.

16 Another point, the LDs. LDs are set  
17 because the command is very sensitive -- you know,  
18 when you're in a traffic jam, every one of those  
19 soldiers is being paid to do his job, and if you  
20 delay him 20 minutes to a half hour sitting in a  
21 line, guess what? That's a half hour times a  
22 thousand soldiers, okay? That's money wasted.  
23 That's money out of your pockets of your time if your  
24 workforce was delayed also.

25 So given that, that's the criticality: We

1 have a workforce that's got to come to work, that has  
2 a long day, and we'll work through it. Now, we're  
3 going try to push them through the other gates, but  
4 understand that we have an actual security  
5 (inaudible). I can't shut a gate down; I've got to  
6 be able to maintain accessibility to this  
7 installation continuously, okay? And with that,  
8 these gates are very important now to bring us back  
9 on line so that we have the facilities necessary to  
10 provide and enforce protection.

11 As you go through your bid process and you  
12 look at it, what I ask you to do is give us your best  
13 prices, but also, at the same time, look at what you  
14 can do simultaneously, okay? Because that's what's  
15 going to get you there.

16 And with that, you know, I'll conclude my  
17 comments and turn it back to Mike. And for my -- you  
18 know, really, your questions should be directed  
19 through the Corps because the Corps is the  
20 contracting agency. You'll see -- you know, for the  
21 most part, I'm going to watch, and I will point my  
22 comments back to the Corps also. So you're not going  
23 to work directly with me; you'll be working through  
24 the Corps, always through the Corps, but the Corps  
25 will be working in consultation with us to make sure

1 that we're meeting the instinct that we're looking  
2 for.

3 But if you have something very specific  
4 that Mike and his folks can't answer and you need it  
5 from an engineer's side, we'll be glad to answer it.  
6 My traffic engineer, Jack Poston here, Jack will talk  
7 to you if you need to know about the traffic side and  
8 how we look at the road side. You know, he'll be  
9 watching this throughout.

10 Given that, Mike, back to you.

11 MR. BORMANN: Basically now what I  
12 want to do now is go through some of this scheduling  
13 so you all can -- in Section 1000, where it talks  
14 about the construction schedule, it refers you to  
15 1320, where it's the project progress schedule  
16 specs. And in that specs is a lot of verbiage. So  
17 what we did is basically developed a simple flow  
18 chart to explain it here at the prebid thing on what  
19 it's supposed to mean if you really read it.

20 This first one out of the chute right over  
21 here is the award NTP. That's your basic NTP that's  
22 issued when the -- where the award -- when the  
23 contracting officer awards it and then we issue the  
24 NTP to get going, that's the basic start. So when  
25 you see that in 1320 where it talks about basic NTP,

1 that's what it talks about right there, is that NTP  
2 at the start.

3 All right. The Visitor Center -- the  
4 Visitor Control Center at the main gate, basically  
5 what that line is, it starts at NTP, and you can't  
6 finish Gate -- you can't start Gate 3 until the  
7 Visitor Center is completed. Gated 3 is Clear  
8 Creek. That's where they're in processing cars now  
9 and checking them and getting your passes to come on  
10 base. So you cannot start Gate 3 until the Visitor  
11 Center is finished and accepted and turned over.

12 And that is -- and then once that's done,  
13 then you can have Gate 3, and then all the cars and  
14 trucks or personal vehicles will now go through the  
15 main gate of the Visitors' Center to get their  
16 temporary passes to get on base.

17 All right. Gate 1, that's your main gate  
18 at Fort Hood. Gate 6 and Gate 2 cannot start until  
19 Gate 1 is finished. The reason behind that is  
20 because of the primary -- as you read through the  
21 spec in there, it talks about primary, secondary and  
22 residential gates not used that much. The primary is  
23 the most -- or the critical ones, and that's your  
24 main gate; Warrior Way; east gate; Park Road I think  
25 is what the -- there's four of them. Did I say

1 Warrior? Warrior Way, main gate, Clarke and Clear  
2 Creek. Those are the primary ones that had the most  
3 traffic coming in when we did the traffic study.

4 Gate 4 -- which one is Gate 4? -- that's  
5 another primary. It's got to be complete before you  
6 start Gate 2 and before you start Gate 5, okay? And  
7 the same with Gate 7, which is West Range Road. It's  
8 got to be complete before you start Gate 5. Not Gate  
9 2; that's -- if you can see the contrasting colors, I  
10 didn't -- kind of messed up on that chart is little  
11 bit. But Gate 7, when you read in the specs, it's  
12 got to be complete basically before Gate 5 starts.

13 And then on Gate 9, the same thing. Gate 9  
14 is Clarke -- is it Clarke north? It's on the north  
15 side of 190. When you see in the specs where it  
16 talks about Gate 9, that's the north; Gate 9A is the  
17 south side of Clarke Road. 9A is going toward West  
18 Fort Hood and 9 is going into the main cantonment  
19 area. And when you talk about the Gate 9 TIF, that's  
20 the trucks inspection facility. That's where they've  
21 got the x-ray machines to x-ray the trucks and  
22 incoming goods.

23 All right. Now, they explain some of  
24 that. Gate 9 is the north side, Gate 9A is the south  
25 side, so you've got to do the north side before you

1 can go to the south side and do it, and also Gate 8,  
2 which is Tank Destroyer West. And if you follow that  
3 chart down a little further, the next in line is the  
4 airport gate, Gate 14 and Gate 15, which can't be  
5 started until 9A is done.

6 All right. Then -- oh, before I forget to  
7 bring that up, those duration dates that are in 1320,  
8 it basically says from the basic NTP. Remember when  
9 I said go back to the basic NTP? That's your NTP.  
10 So those dates -- not dates but calendar days that we  
11 give you, that's the days from the start of the basic  
12 NTP all the way out to here.

13 So for an example, I'll go through the first  
14 one, where it says the Visitors' Control Center in  
15 Gate 8 -- in 1320, it talks about the Visitors'  
16 Control Center has got to start after the basic NTP,  
17 and the completion work and calendar days from the  
18 basic contract NTP is 290 days to right there, okay?  
19 Now, Gate 3 has a completion of work in calendar days  
20 of 420, and that's right there. But that's not 420  
21 added onto 290; that's 420 from right here. From the  
22 basic NTP is what is -- completion of work in  
23 calendar days from the basic contract NTP.

24 So basically, Gate 3 has -- 420 minus 290  
25 is what? -- 130 calendar days to finish Gate 3. So

1 that just shows you an emphasis on how critical this  
2 project is and how fast we've got to move out and  
3 go. And that's when I talked about we've got to have  
4 a partnership between the contractor and the Corps  
5 and the user; otherwise, this project won't be built  
6 for the Department of the Army. We're both in it  
7 together at this point. So I just wanted to stress  
8 that.

9 All right. Down here on Gate 9, I'll  
10 explain this truck inspection facilities. That's  
11 where they've got those -- their x-ray machines.  
12 Gate 9, TIF, that's the north side of Clarke Road.  
13 We've got to have that one built and in operation so  
14 they can move their inspection facility, their x-ray  
15 machines, to this one from 9A, and then we can have  
16 9A and do 9A.

17 And what they'll do is on this one, they'll  
18 run all their trucks through 9, and then they'll  
19 watch them go back under 190 to the main cantonment  
20 area to get on base. And 21 is 79th Street; that's  
21 the existing -- one of the existing ones for the main  
22 cantonment where the trucks are coming in now. You  
23 can't do that one until 9 and 9A are done. 21 won't  
24 have the inspection facilities no more; it will be a  
25 regular gate, and now all these trucks from the main

1 cantonment will now be coming through this 9 right  
2 here through the main cantonment to 9A to West Fort  
3 Hood. So that's the logic behind all that.

4 And all these others down here are  
5 basically the residential areas, some of the  
6 secondary ones, I think. And importance on  
7 these -- and the way they've got them scheduled  
8 there, some of these have two entrances in some of  
9 the residential areas. And we can't be working on  
10 both of them at the same time to limit the traffic  
11 into the residential. So we've got to do one and  
12 then the other.

13 A prime example of that is Venable. Which  
14 one is Venable? Gate 26 is the one to Venable, and  
15 12 -- let's see -- 12, you've got to do 12 first,  
16 which is the entrance to Venable from Business 190;  
17 do that one and complete it, and then we can go to  
18 the Venable West one and do that one. So that's the  
19 logic on the residential areas.

20 MR. WEBB: Mike, to clarify the Gate  
21 21 to 9A error -- the typo error in the LD area --

22 MR. BORMANN: There's going to be  
23 a -- we found a mistake ourselves, so there will  
24 probably an amendment coming out. If not, then  
25 (inaudible) would like to see it. But the way it is

1 now, there's some verbiage error in the solicitation  
2 where one way, we saw it one way, and the other way,  
3 we saw it another way. It was Gate 1 -- 21, which in  
4 one place, it showed it starting after 9, which is  
5 basically going simultaneously with 9A. And that  
6 can't happen because we've got to have 9 to 9A done  
7 before 21st is taken out. So we'll clarify that on  
8 probably some amendment.

9           Okay. I want to go through some of these  
10 gates where you'll see -- we'll go to a site visit  
11 for some of these main ones here. There's the main  
12 gate (indicating). You can see all the traffic  
13 coming in, how congested it is. Colonel Butler  
14 mentioned about having access to it at all times  
15 while we're doing construction, and that's true:  
16 We've got to maintain access. And we'll go through  
17 some of the phasing and traffic control here in a  
18 little bit.

19           East gate coming in on -- off Rancier,  
20 that's another primary road; Clear Creek, Clarke Road  
21 South. And that's a shot of the Visitors' Center.  
22 And the new Visitors' Center will be constructed off  
23 to the east over here (indicating).

24           All right. Basically what I want to go  
25 through now is go over some of the traffic control

1 plan. In the specs, Section 1320, it talks about  
2 recommended phasing of construction at each gate. In  
3 there, you'll see that Eddie wrote something about  
4 how he would recommend shutting these lanes down  
5 while you're working on these and keeping traffic  
6 flowing through these while you're working on these.  
7 That's the recommended way that he -- when he  
8 designed it, that you could build it.

9 Okay. Now, the phasing on the  
10 construction, the construction scheduling, when you  
11 can start, when you can finish, that's set in stone  
12 by the -- what it says in there, which ones you can  
13 do first before you can do the other one and that  
14 sort of thing. But how you do it, once you get to  
15 the gate, your phasing, that's where you're going to  
16 rely on the Professional Engineer that has written in  
17 there, that he's got to have -- you've got to have a  
18 traffic control pilot to maintain that traffic. It's  
19 written in there what's required in that  
20 plan -- plans: Signs -- detour signs, that sort of  
21 thing, okay?

22 All right. Another important item that I  
23 want to bring up is those big transmission lines that  
24 are at the main gate. I guess you've all seen those  
25 if you've been on Fort Hood. This just came up last

1 week. We're working that issue right now, but right  
2 now, what's written in the contract is they're going  
3 to be relocated before construction begins.

4 And that won't happen. Here's the reason  
5 why: There's going to be some clarification coming  
6 out. But right now, if you don't see it amended, bid  
7 it like you see it; we'll probably be issuing an  
8 amendment to come out. And we'll get into the  
9 phasing of it, but there's about a seven- to  
10 ten-month lead time on those -- procurement of those  
11 big transmission lines and poles that they've got to  
12 relocate. I just wanted to give you all a heads up  
13 because it's a main item down there the main gate  
14 that's got to be relocated.

15 And the process that's going to happen is  
16 the government is going to be issuing -- out of the  
17 Corps in Fort Worth, they're going to be issuing a  
18 purchase order to (inaudible) or relocate them. So  
19 you all won't have to worry about those big  
20 transmission lines, okay?

21 UNIDENTIFIED: What was the lead time?

22 MR. BORMANN: What they told me is  
23 seven to ten days, but what we'll do is we'll write  
24 it in -- this week, I've got to finalize it with  
25 Beverly Brennan in Fort Worth on what to write and

1 get it amended to the contract so we can get it out  
2 on how the contractor can anticipate how to do that  
3 around those lines.

4 UNIDENTIFIED: You said days or  
5 months?

6 MR. BORMANN: Months. But basically  
7 what I see it now, there might be some work where we  
8 have to come back to the main gate to build a canopy  
9 or something like that that's going to be constructed  
10 right there, something like that.

11 At certain gates, there you see these big  
12 tents -- these white tents, shelters and guardhouses  
13 basically at every gate. Right now what's written in  
14 the contract, there's nothing on the big white tents,  
15 where it's supposed to be. They're going to be  
16 removed by DPW before we hit the site. Some of the  
17 DPW folks came in; they're working that issue.

18 But if not, we're also -- we've been  
19 talking to PMO and DPW. I think Tom has talked to  
20 them too about maybe possibly having them relocate at  
21 that same area so the troops can still have coverage  
22 and a place to go while we're working on their gate.  
23 So we're still working that issue.

24 But right now, what the contract says on  
25 the guardhouses is for you to remove them and locate

1 them in the DPW yards, the way it's written right  
2 now. But we're working that issue, and we'll let you  
3 know in the next week or so what -- how we're going  
4 to pursue that, by amendment or something.

5 And also, with those white tents that  
6 they've got set up there, because they're  
7 located -- those white tents I know were located  
8 right smack dab in the middle of where the gates are  
9 going to go; and the guardhouses, some of them are  
10 located in the construction site and some of them  
11 aren't. So we'll let you know on those.

12 And then also, there's some removable  
13 bollards that the user and DPW has put in at various  
14 gates. There's some verbiage in there about how to  
15 take care of those, but if they're in the  
16 construction sites, you're supposed to -- if you get  
17 a raise in grade, remove them, give them to the  
18 user. I think there's something like that, but I'm  
19 not for sure. We need to look at that. But I just  
20 wanted to let you know that there's removable  
21 bollards that are going to be moved over if they're  
22 in the way of DPW.

23 And there's a possibility that we might be  
24 writing an amendment to -- if they are in the  
25 construction site, to relocate them out of -- choice

1 of the Corps -- to maybe further down the road to  
2 still have their -- so they can still shut their  
3 gates down by putting bollards in them if they are in  
4 the way. There's only a few gates left out, I  
5 think.

6 I think basically, that's the main items  
7 that I wanted to touch base and bring out to you  
8 all. There was a few questions -- before I open it  
9 up to questions, there was a few questions that were  
10 sent to me in the last few days asking me some  
11 questions.

12 One of them was from Keith Janaway  
13 (phonetic) of Emerson Construction: "No section for  
14 termite treatment under SOG in the table of  
15 contents. Will there be requirement for same?"

16 I looked up that this morning, and I won't  
17 respond to that right now, but I will get back in  
18 touch with you. I couldn't find the spec on termite,  
19 either.

20 MR. JANAWAY: You bet.

21 MR. BORMANN: But we'll clarify that  
22 question.

23 Another one was Keith Janaway from Emerson  
24 Construction: "There is not topsoil in spec either.  
25 Will there be requirement for topsoil in this

1 project?"

2 I went into the specs. There is no spec on  
3 topsoil, but there is a paragraph -- in Spec 2926,  
4 "Turfing," there's a paragraph that talks about the  
5 type of topsoil you're supposed to put down. And  
6 also in 2300(a), in "Earth Work," there's a paragraph  
7 about removing topsoil when you're in earth work and  
8 stockpiling it for turfing.

9 Another one was from Ethridge  
10 Construction: "Are the CAD files for this project  
11 available?"

12 And I forgot to get with Beverly. I'm  
13 going to have to turn that over to Beverly and see if  
14 our CAD files for this project are available.

15 THE WITNESS: Yes, there will be CAD  
16 files. If you're talking about --

17 MR. BORMANN: Is Ethridge here? Is  
18 anybody representing him? I didn't know what he  
19 really meant, if he meant were our CAD files  
20 available now, during prebid or after award.

21 UNIDENTIFIED: Can he take it off the  
22 computer? Is his computer is set up to use CAD  
23 files?

24 UNIDENTIFIED: That's how it worked.  
25 CAD files are not the source for the files.

1 MR. BORMANN: So are you all wanting  
2 to know if CAD files are available during the  
3 business process so they can take it off the  
4 computer?

5 UNIDENTIFIED: Yeah.

6 MR. BORMANN: We would have to get  
7 back with you.

8 UNIDENTIFIED: I did talk to Jeremy  
9 with the BCI.

10 MR. BORMANN: Did you all hear what  
11 she said? We normally don't do that, but she's going  
12 to go back and check on if they can give out the CAD  
13 files during the bidding process because I guess the  
14 technology is going right now where they can do the  
15 takeoff real quick.

16 Another one was from Will Grissom  
17 (phonetic) from White Construction out of Austin,  
18 wanting to know if we can take pictures during our  
19 site visit. And I talked to Eddie Howell a couple of  
20 days ago, and he had no problem with us as long as  
21 they're going with us and know what they're doing.

22 Now, if you come back during the site visit  
23 and want to do another site visit by yourself, it  
24 might be worth your while to stop by the PMO office  
25 to check in instead of going to a gate and start

1 taking pictures, because the MPs might round you up  
2 and haul you in in a heartbeat, okay? But for today,  
3 you can, if you want to, take pictures, because Eddie  
4 is going to be going with us. Colonel McKay might be  
5 going with us, too; I don't know.

6 But just for your own safety, if you come  
7 back and do another site visit at a later date in the  
8 next few days, please check in the with PMO's office  
9 and let them know what you're doing. They will give  
10 you a letter to carry with you.

11 UNIDENTIFIED: It won't be a problem  
12 as long as we're coordinated with.

13 MR. BORMANN: Another one, Keith  
14 Janaway again from Emerson Construction: "Item of  
15 date, 9A TIF: The commencement of work states, 'To  
16 start after completion of acceptance of Gate 9 TIF.'  
17 Please advise."

18 If I'm reading your e-mail correctly, I  
19 think I explained it on my thing, and that is that 9  
20 is supposed to -- 9 TIF --

21 MR. JANAWAY: Yeah, it says we're  
22 starting after.

23 MR. BORMANN: "9A TIF" -- the way  
24 you've got it written is 9A TIF is supposed to start  
25 after 9 TIF. If I'm reading your e-mail wrong --

1 MR. JANAWAY: That was yesterday.  
2 I've slept since then. So if that's the case, then I  
3 understand.

4 MR. BORMANN: All right. And then the  
5 next one is "Section 1000" -- or from Keith Janaway  
6 again, Emerson: "Section 1000 construction schedule  
7 has no calendar days or LDs."

8 And I went just -- went through all that,  
9 and it refers you to Section 01320 (a), where it  
10 talks about the scheduling and the LDs. And I  
11 explained the basic contract when the basic NTP  
12 starts. And those days that we're saying in there is  
13 from that date, not added cumulative to the other  
14 one.

15 MR. JANAWAY: Okay. Well, I got few  
16 more days than you did when I added them back to  
17 back. So there's 420 days, not 800?

18 MR. BORMANN: The way I see it,  
19 unless -- I won't go any further on that, but if you  
20 want to go back and research it and then send us more  
21 detail on how you got to there, we can  
22 respond -- that way, we can respond to everybody on  
23 how we --

24 MR. JANAWAY: The way I read that is  
25 that further down -- I didn't bring it with me, but

1 there was two areas where they're added back to back;  
2 one cannot start until the other one is completed.  
3 But I didn't see where this second gate or point of  
4 access, where it starts from the NTP, the days -- I  
5 didn't get that out of the particular spec that each  
6 gate starts from the NTP. Does that make sense?

7 MR. BORMANN: You're talking about the  
8 completion dates, to clarify?

9 MR. JANAWAY: Yeah, the number of  
10 days.

11 MR. BORMANN: The calendar days that  
12 we show in that column?

13 MR. JANAWAY: Yeah, for each activity,  
14 for each point.

15 UNIDENTIFIED: That's at the beginning  
16 of the LDs. There's a statement above it.

17 MR. JANAWAY: Is there a paragraph  
18 that explains that?

19 MR. BORMANN: If you go right above,  
20 all those whole column on the heading where it talks  
21 about completion of work in calendar days from basic  
22 contract NTP. So those completion dates on that is  
23 from the basic contract NTP. The basic contract NTP  
24 is day one.

25 MR. JANAWAY: Okay. So if you've got

1 a project -- say, if you've got Point A and  
2 Point -- Point A and Point B, and Point B starts  
3 after -- is not allowed until after Point A, one is  
4 200 and one is 300 -- B is 300, and it can't start  
5 until A is finished, so the actual duration for Point  
6 B is 100 days?

7 MR. BORMANN: Yes.

8 MR. JANAWAY: Okay.

9 MR. BORMANN: That's where I talked  
10 about earlier -- Colonel Butler brought it up about  
11 the (inaudible) and everybody else being able to move  
12 it, how important it is.

13 MR. JANAWAY: I evidently read it  
14 incorrectly. I didn't understand it. However, what  
15 we just -- if we finish earlier than what you've  
16 allotted, nothing, a good pat on the back?

17 UNIDENTIFIED: You have so many  
18 calendar days to get it done; that's it. There's  
19 your flow. You can get in there. That's what that's  
20 all about. If you can get this gate done in 20 days,  
21 another one is going to come right behind you, and  
22 you're done already. It's however you want to do it.

23 MR. JANAWAY: Because I see the money  
24 that you have for LDs for each particular item, one  
25 of them is pretty healthy per day, like \$8,200. I

1 forgot what point that is.

2 UNIDENTIFIED: It's the main gate.

3 MR. JANAWAY: Probably. Again, I've  
4 slept since I read this, what little bit of spec I  
5 did, and I evidently didn't read it right. But so as  
6 usual, if we finish early, it's just a pat on the  
7 back, go about your business if we escalate it?

8 MR. BORMANN: There's nothing written  
9 in there talking about an award or anything like  
10 that. But how you do it in between those time frames  
11 is you all's scheduling. And if you all get in and  
12 move out in a heartbeat and you're saving your  
13 company a lot of money, it's -- I mean, that's the  
14 whole game there. I mean, we're not in the business  
15 to break you all; we're in the business to  
16 partnership and you all make a profit and move out.  
17 So --

18 MR. HOWELL: Mike is key. I'll make  
19 sure his picture hangs in the vehicle registration.

20 MR. JANAWAY: The spec of vehicle  
21 registration, I need to -- no, okay.

22 MR. BORMANN: Those are all the  
23 questions that were brought up to me before now.  
24 I'll open the floor to any other questions. If we  
25 can answer them, we'll answer them now. If we can't,

1 if not, we'll pass, and we'll get you an answer  
2 within the next few days.

3           Also, I forgot to bring it up: We have a  
4 reporter that's taking notes. All these minutes are  
5 going to be on the website. We're not going to be  
6 issuing an amendment, but they'll be on our website  
7 early next week, is what Frank was telling me. So  
8 you all can go on our website and look at all the  
9 minutes and questions and comments that were taking  
10 place today.

11           MR. JANAWAY: I've got one more.  
12 Cutting time down, are we still going to be required  
13 to have the three phases of inspection for 2C?

14           UNIDENTIFIED: Yes.

15           MR. JANAWAY: On each point?

16           MR. BORMANN: Right now, that's the  
17 way it's written in there. Like I said, we'll bring  
18 it back, and I'll do everything in my power to -- in  
19 my authority that I can to do what I can in my office  
20 with my folks. It's going to be a partnership,  
21 basically. We're going to have a three-phase  
22 inspection. I'm not going to say what we can do or  
23 what we can't do now, but that's the way it's written  
24 in there now.

25           MR. JANAWAY: I understand that, but

1 isn't that 14 days for each phase, roughly, three  
2 times 14?

3 MR. BORMANN: If that's the way it's  
4 written in there. But that's where I -- we bring  
5 back to the partnership.

6 MR. JANAWAY: Work all that out, yeah.

7 MR. BORMANN: It's also written in  
8 there where I also bring this up about the roofs of  
9 metal, too. Everything is critical. That's one of  
10 the Corps' big things, too, that always get hung up.  
11 We need to make sure we get that in in a hurry.

12 But on scheduling in 14 days, inspections  
13 and 60-day review time for submittals -- that's all  
14 in there, but what I'll do is I'll do everything I  
15 can in our office to push those through. And I know  
16 how critical this project is.

17 MR. JANAWAY: This is a Corps-designed  
18 project -- Corps-designed?

19 MR. BORMANN: No, AE.

20 MR. JANAWAY: Then the submittals go,  
21 of course, as usual, through the Corps. And are they  
22 going to go through the AE?

23 MR. BORMANN: No. Some of  
24 the -- maybe on some of the critical ones like  
25 the -- it talks about on the Visitor Center, where it

1 talks about the light-gauge structural framing that's  
2 in there, they might want to go see them. And the  
3 other -- there's no fire alarm on this; basically,  
4 it's fire extinguishers, I think.

5 MR. JANAWAY: Okay.

6 MR. BAIN: Hi, Jimmy Bain with the  
7 Corps.

8 MR. BORMANN: If you don't mind, as  
9 you ask the question, state your name and company.

10 MR. BAIN: Mike, would you care to  
11 respond on how far in advance we're going to need the  
12 traffic control plan on each gate?

13 MR. BORMANN: The way it's written in  
14 there now -- I read it this morning -- it's 14 days  
15 before our gate starts, so that's -- like Keith was  
16 talking about a while ago -- he was talking about the  
17 14 days -- that throws it back to us. We've got to  
18 have an approval done within 14 days of your traffic  
19 control plan. So --

20 MR. BAIN: Are we going to have to  
21 send that to Eddie and them for approval?

22 MR. BORMANN: Well, the ultimate  
23 approving, but we'll pass it through the DPW and let  
24 them coordinate through Eddie Howell's PMO. And  
25 we'll ask them to make any comments if they see

1 anything. But the ultimate approval will be going  
2 through us, based on concurrence and review by the  
3 DPW and us.

4 MR. BAIN: Fast-moving approving.

5 MR. JANAWAY: Doesn't -- I'm sorry.  
6 Keith Janaway again. Doesn't Eddie's group have to  
7 man the gates with these approvals?

8 I mean, you're talking about traffic  
9 control, right, Jim? Is that what you asked?

10 MR. BAIN: Traffic control plan, but  
11 Eddie's group has to man the gates. So not only does  
12 it have to be expeditious through your group, but  
13 they have to review it and get back on site when  
14 you're ready to say -- the contractor is ready to  
15 start.

16 UNIDENTIFIED: The government will be  
17 ready.

18 MR. BORMANN: Good answer. But I'm  
19 just allowing them time to review it before the  
20 contractor starts and they're ready to set up, is my  
21 point. You can't speak for Eddie and his group,  
22 young man.

23 MR. HOWELL: Let me address -- Eddie  
24 Howell from the PMO. And there's Fort Hood, and  
25 you've got basically 26 entrances all around this

1 place, and we've got roughly 100,000 cars trying to  
2 get in here a day, notwithstanding the deployment of  
3 the 4 ID. This is the main gate, and I've got 3,000  
4 cars per hour trying to come through here, and you're  
5 going to send me a plan that says, "Okay, I'm going  
6 to work on one lane or two lanes, and I'm going to  
7 have to divert traffic"; I'm going look at your plan  
8 and I'm going to have you an answer in no more than  
9 two days. It's going to be out in two days.

10 I've got a 24-hour operation, a CP  
11 operation. You'll have a phone number. You can call  
12 that phone number any time, any day, any hour, and if  
13 need be, someone will come to that point to help  
14 coordinate any kind of traffic problem. And we'll be  
15 dedicated to whatever ACP you're working on at the  
16 time.

17 But the intent is, if you were to try to  
18 shut down a gate to build it -- and that's only 1,000  
19 cars per hour trying to come here -- then they're  
20 forced to come through the city or get onto 190.  
21 That starts backing up traffic into 190, and they  
22 can't get the westbound flow, and that creates a  
23 problem. So every gate opens so that there is some  
24 flow of traffic in every gate as you're continuing to  
25 work on these ACPs. So the traffic control plan

1 basically is how you're going accommodate the traffic  
2 that's coming there.

3           And I guarantee the way this works is after  
4 about one or two days, people figure out how long  
5 they sat in line and how long traffic is over at this  
6 gate, and they move. So if they sat in here 30  
7 minutes, and that's a ten-minute wait here, you'll  
8 start seeing that traffic moving over to another  
9 gate.

10           But anyway, the intent is to try to keep as  
11 much traffic flowing at all the gates as we can and  
12 let the drivers figure out where the access control  
13 points are that's a little bit faster than another  
14 one. But review of the traffic control plan -- and  
15 we knocked it in a couple days.

16           MR. BAIN: Again, Jimmy Bain.

17           Clarification on that: The contractor will  
18 be responsible for barricades for the detours and all  
19 that. The only thing that the military is going to  
20 handle, to my understanding, is personnel continuing  
21 at those gates checking people through. It's going  
22 to be up to you for the detour, all the flagmen.

23           MR. JANAWAY: I understand that.

24           MR. BAIN: And you're going to need  
25 several of them.

1 MR. JANAWAY: But they're providing  
2 security, too, and I understand there's another fence  
3 contractor that's not part of this contract that's  
4 going to be coming up to these points as well. We  
5 talked to him.

6 MR. BAIN: You'll be tying into his  
7 fencing?

8 MR. JANAWAY: Right. But --

9 MR. BAIN: You've only got one or two  
10 badges; is that true?

11 MR. BORMANN: Normally, approximately,  
12 we write in there about badges. I think it's in this  
13 one, too. And that's going to be required on these  
14 access control points, too. We don't really do it on  
15 these main projects because we're all on one site,  
16 all fenced in. But since we're so close to the  
17 entrances and anybody can walk up with a hard hat and  
18 be part of the working crew and get on base that way,  
19 we're going to require it's written into the contract  
20 for you all to wear these badges.

21 And what you say on them, I don't know what  
22 it says in there, I have to go back and look, but  
23 we're going to be watching for these badges, too. So  
24 if the MPs or security guards come out while they're  
25 checking these gates and see a guy, a worker walking

1 around with a hard hat on who doesn't have a badge,  
2 he might do something about it.

3 MR. BAIN: Contractors going to  
4 (inaudible) but he don't have to provide a letter for  
5 security with all the names?

6 MR. BORMANN: With all the names.  
7 We're going to have to, more than --

8 MR. HOWELL: More than likely what  
9 will happen is you're going to talk -- all these  
10 people are going to be in a vehicle. To get on the  
11 post, you're going to have either have a pass or a  
12 decal. So for any one of those people that do not  
13 have some kind of identification who want to get a  
14 pass to get on the post, they're going to have some  
15 kind of formal identification you're going to present  
16 to us that that vehicle is registered and has a  
17 proper registration, got a license plate on it,  
18 you're carrying insurance on it, then the name of the  
19 driver.

20 If you have multiple drivers on the same  
21 vehicle, however -- you've got a dump truck and  
22 you've got five different guys driving it, and I list  
23 all five of those drivers with their separate  
24 identifications, a driver's license number on that  
25 pass so the guard at the gate can check and say,

1 "Okay, he's got a pass," that means I know he's got  
2 registrations done, I know he's carrying insurance on  
3 it, and I know this is the driver -- or this is one  
4 of the five drivers. If I flip the sheet over and  
5 it's not one of those five, he ain't coming on the  
6 post.

7 UNIDENTIFIED: My name is (inaudible)  
8 from C.J. Electric. Most of my trucks, they've got  
9 toolboxes carrying tools and stuff to do the jobs.  
10 Are we going to have to go through the checkpoints,  
11 like have to go through the truck completely every  
12 day or --

13 MR. BORMANN: I'll let them answer  
14 that, but I think what they're doing is they're  
15 coming through the cargo areas at 79th Street right  
16 now.

17 UNIDENTIFIED: Right. That's what  
18 I -- would it still be the same process?

19 MR. HOWELL: Yes, sir.

20 UNIDENTIFIED: Unless they're not  
21 going to be inside?

22 MR. HOWELL: Yeah. Unless you're  
23 working outside of the post and you don't have to  
24 enter the post, well, that wouldn't apply. But if  
25 you're going to be inside our boundary and you're

1 going to come through 79th Street or work on West  
2 Fort Hood and go through 9A, which is Clarke Road  
3 South, and be inspected, and once you're in, move  
4 anywhere you want to.

5 UNIDENTIFIED: Mike, I've got a couple  
6 of drawing questions. The light pole here, I believe  
7 the light is supposed to have been shown at 215.

8 UNIDENTIFIED: 215 on the drawing  
9 right there.

10 MR. BORMANN: Like I said, I don't  
11 want to tie all this time up now, but as long as you  
12 state that now, she has it on the minutes, and we'll  
13 get a copy of those minutes, then we'll go through  
14 them and answer all the questions that were brought  
15 out, and then post it back, I guess. If we have  
16 to -- we'll issue another amendment to the ones we  
17 have to, but the ones that don't require minutes will  
18 just be a clarification on our website, right?

19 UNIDENTIFIED: Right.

20 UNIDENTIFIED: The other one is E-150  
21 through 53, which is leaving Gate 2. Is that -- it  
22 doesn't state it -- most of it stated that is  
23 existing doesn't make it. This one does: It states  
24 two points (inaudible). Is it -- is that a new dump  
25 bank that runs all the way down to 190? That's where

1 it goes. It doesn't say if it's existing or not, if  
2 it would go underneath the dump bank.

3 MR. BORMANN: The drawings, the one  
4 that is on Hood Road? You're talking about once you  
5 cross over Tank Destroyer?

6 UNIDENTIFIED: Gate 2 is where it's  
7 going to be. You've got an RFC; I think that's No. 4  
8 down there going underneath the old car passes we  
9 have, but you want dump there, but everywhere else I  
10 found fiber on it tells you it's an existing dump  
11 bank. This one has got the same notes. It doesn't  
12 say existing, but it doesn't say it's actually new  
13 either; no map shown.

14 MR. BORMANN: That's the fiber that's  
15 going all the way to Venable.

16 UNIDENTIFIED: It goes --

17 MR. BORMANN: All the way, no.

18 UNIDENTIFIED: It goes all the way up  
19 190.

20 MR. BORMANN: To the housing that  
21 crosses 190?

22 MR. BAIN: It shows it going through  
23 that bank?

24 UNIDENTIFIED: Yes, sir.

25 MR. BAIN: I think that's Niemeyer.

1 UNIDENTIFIED: It says that's through  
2 that car pass, but when you leave there, the line  
3 that's drawn looks just like the other line that said  
4 "Existing." It doesn't say new or existing from  
5 where you leave that car pad all the way to 190,  
6 which is -- that's a big run.

7 MR. BORMANN: When we get these  
8 minutes early next week, we'll clarify that.

9 UNIDENTIFIED: When we get to the main  
10 gate -- I heard you all say earlier the main gate  
11 needs to stay operational. You're going to be taking  
12 out all the additional lines, not only the power  
13 lines but all your distribution lines come down, some  
14 of the branch lines leading off of them in that  
15 area. And I can't remember where the main gate  
16 exactly fed, but all the lines are right there. If  
17 they break down -- (inaudible) gets to keep that  
18 facility up is powered up by those lines.

19 MR. BORMANN: The existing guardhouses  
20 that are there now?

21 UNIDENTIFIED: Yeah, okay.

22 MR. BORMANN: We're working that issue  
23 with the DPW and the provost marshal.

24 UNIDENTIFIED: That would be at any  
25 point of the main entrance that needs to be staying

1 up.

2 MR. BORMANN: We saw that thing, too,  
3 where you can't -- I mean, they're going to  
4 be -- you've got to maintain access, but then we're  
5 taking out all the guard shacks. Where are they  
6 supposed to house them while they're doing this?

7 UNIDENTIFIED: All lines are on the  
8 other side of the road, so that's kind of a big -- we  
9 need to keep the power up. That's something somebody  
10 sure needs to plug in.

11 MR. BORMANN: Other questions or --

12 MR. BAIN: I have one more for Eddie.  
13 Jimmy Bain here.

14 Eddie, we're going to have -- both ONCOR  
15 and the contractors are going to have some major  
16 lines that go across that main entrances. When those  
17 lines start coming down, some of that is going  
18 to -- we're going to have to have (inaudible) there  
19 of total traffic blockage. Is that something that  
20 we're going to have to do after a normal, say, 7:00  
21 to 5:00 during the day, evening, at night, or what  
22 are we going to encounter there with --

23 MR. HOWELL: We have an extensive  
24 amount of traffic study; however, we're keeping the  
25 count every day. I can pretty well -- if you want to

1 tell me what day you want to do it, period of time,  
2 these are the days and these are the times when we  
3 have the least amount of traffic coming through the  
4 main gate it would probably be best to do that. So  
5 if that accommodates doing that, of course, weekends  
6 are less traffic.

7           So there's no regular duty day then, so we  
8 can work that can be done that can be better for us  
9 and the contractor. But if it's not, and there  
10 appears a time when we know when it's better to shut  
11 down traffic, divert it to another gate, we can  
12 shut -- we've shut down the gate -- all the gates for  
13 periods of time for those same kind of reasons.

14           MR. BORMANN: Any other comments,  
15 questions?

16           MR. WILSON: Frank Wilson, Contracting  
17 Division, Fort Worth. The only thing I have to say  
18 about today's meeting: Any conflicts that were  
19 stated today versus what's in the solicitation, if  
20 they do not get addressed by an amendment, the  
21 solicitation stands.

22           So I know a lot has been said here and a  
23 lot has been asked, but unless we physically change  
24 it by the minute -- the minutes are nothing but  
25 minutes of what was stated. Those will be posted.

1 If they are not an amendment, they are strictly the  
2 minutes in this copy. So anything they just changed  
3 will be done by an amendment and only by an  
4 amendment.

5 MR. JANAWAY: And I have a  
6 question -- another question. Keith Janaway, Emerson  
7 Construction.

8 Point of contact for RFIs before this  
9 project bid, do I send them to Mike or to you? Are  
10 you going to respond to --

11 MR. BORMANN: Thank you, Frank.

12 MR. JANAWAY: Are you going to respond  
13 to us in written fax or in e-mail fax?

14 MR. WILSON: If you send us -- send an  
15 e-mail with a question, and we can direct you to the  
16 solicitation, the answer, we will just e-mail you  
17 direction to the solicitation.

18 MR. JANAWAY: Similar to what Mike did  
19 today?

20 MR. WILSON: Correct. If it's  
21 something that will require an amendment, then we  
22 won't e-mail you anything that will be addressed by  
23 an amendment. If it's something that's not going to  
24 be addressed by an amendment, and it's not in the  
25 solicitation and it's just kind of a minute, then the

1 best way you can --

2 MR. JANAWAY: Okay. Can I use the  
3 same method, bidding the project and Vernon  
4 responding to me -- and some of those were, you know,  
5 put in the addendums somewhere?

6 MR. WILSON: Correct. If it's  
7 something we can just answer to you that doesn't  
8 affect the other contractors, we will just answer  
9 you. But if it's something that could affect the  
10 other contractors, we won't answer you. That's when  
11 we do it (inaudible).

12 UNIDENTIFIED: One other question  
13 about the number of days. 420 days, is that good  
14 on -- is that calendar days, working days, daylight  
15 days, or is that working 24/7?

16 UNIDENTIFIED: Wouldn't it be calendar  
17 days?

18 MR. BORMANN: It says calendar days.

19 UNIDENTIFIED: But the contractor has  
20 the option to work anytime; is that correct?

21 MR. BORMANN: With approval from us,  
22 yeah, a request like we have done in the past.

23 UNIDENTIFIED: Does the QA have to be  
24 present if the work --

25 MR. BORMANN: Oh, yeah, always.

1 MR. BAIN: Absolutely.

2 MR. BORMANN: We will get somebody  
3 there.

4 UNIDENTIFIED: I mean, you want it  
5 done pretty quick, you know.

6 MR. BORMANN: The government will have  
7 somebody there.

8 MR. BAIN: Only work six days a week  
9 at it.

10 UNIDENTIFIED: I won't be out there,  
11 but I'll have somebody out there, maybe. That's it.  
12 I'm done.

13 MR. BORMANN: Any other questions,  
14 comments? If not, what we're planning on doing, we  
15 don't have all the time to go to all 23 gates; what  
16 we were planning on doing was going to three or four,  
17 maybe two, depending on time, but the primary, main  
18 gates, if you all are interested in going to those  
19 gates, and taking some pictures.

20 Is anybody interested in going on the site  
21 visit -- or who wants to go? A lot of the local  
22 contractors probably can access at any time. It's  
23 the people from out of town that may want to go on a  
24 site visit, if you'd like to. If there's only a few  
25 of them, then I don't think we probably need to come

1 back here afterwards, because what we'll do is -- I  
2 ask if you go on the site visit and ask questions, to  
3 go back and put it in writing and submit it to -- or  
4 by e-mail to Frank. What we'll do is I think we'll  
5 get a copy, make a copy of this sign-in sheet, and  
6 we'll post it on the website.

7 MR. WILSON: The sign-in sheet will be  
8 posted with the minutes.

9 MR. BORMANN: So you'll have his  
10 e-mail, all of our e-mail, telephone numbers to  
11 call. If you all do come back for another site  
12 visit, please call our office over there at the Corps  
13 and coordinate through Tom Webb or Jimmy Bain and  
14 they'll help you get in touch with (inaudible) or  
15 Eddie Howell. They will help you with that.

16 But if you just show up at a gate, please  
17 don't do that because they might haul you in. You  
18 might stay in the slammer over at PMO for a day  
19 without proper ID, with the security now.

20 MR. WILSON: In fact, I heard they'd  
21 better haul you in. So --

22 MR. BORMANN: All right. Any other  
23 questions, comments?

24 MR. HOWELL: Well, I'll address one  
25 more thing. Eddie Howell, PMO.

1           We have been picking up an unusually high  
2 number of undocumented workers. So be aware that  
3 there is an effort to determine who the contractors  
4 are that are hiring those individuals and provide  
5 that information to the U.S. Immigration and  
6 Naturalization Service.

7           MR. BORMANN: Okay. Without all that  
8 being said, if you want to go on a site visit, stay  
9 around. And if not, right now, it's still on track  
10 to open on July 16th. So we're going to try to do  
11 everything we can, since this project is so critical  
12 and so high-profile, to keep it on track to open on  
13 July 16th, unless something major happens, okay?

14           With that being said, we'll close the  
15 prebid conference, I guess, and stop the minutes.

16           MINUTES CONCLUDED

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U.S. ARMY CORPS OF ENGINEERS  
PREBID CONFERENCE  
JUNE 25, 2003

\* \* \* \* \*

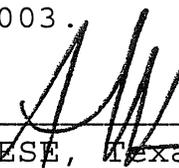
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I, Anne Wiese, Certified Shorthand Reporter in and for the State of Texas, do hereby certify that the above and foregoing contains a true and correct transcription of all proceedings in the above-styled hearing requested by the U.S. Army Corps of Engineers to transcribe, all of which were reported by me.

I further certify that this transcription of the record of the proceedings truly and correctly reflects the exhibits, if any, offered by the respective parties.

I further certify that the taxable cost of this transcription is \$412.70 to be paid by U.S. Army Corps of Engineers in said cause.

GIVEN UNDER MY HAND on this the 30th day of June, 2003.

  
\_\_\_\_\_  
ANNE D. WIESE, Texas CSR 5567

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