ACEC / Caltrans Division of Engineering Services
Structures Liaison Committee
MEETING MINUTES

DATE: January 28, 2011

TIME: 10:00 AM – 12:00 PM

MAIN LOCATION: California Department of Transportation
Division of Engineering Services
1801 30th Street, Room 102 (Farmers Market 1 Building, 1st Floor)
Sacramento, CA 95816

ALTERNATE LOCATION (Video Teleconference): District 12 Office, Room C1-165
3337 Michelson Drive, Irvine

MEETING MINUTES: Sunny Jhutti, SE

I. Call to Order

A. Introductions – New Chair and Members

1. The new committee co-chair for ACEC is Tom Walker.

2. The new secretary for the committee is Y. Nien Wang.

B. Changes to Agenda

1. None.

II. Status/Reports on Technical Topics

A. CTBridge Forum (Mark Ashley, Lam Nguyen)

1. Lam Nguyen illustrated that the CT Bridge Forum was created by the industry to be a free support group for the CT Bridge Software.

2. Lam is interested in creating more traffic on the forum and concerned about the lack of usage. Caltrans will be also creating an external CT Bridge site with limited registered access to provide technical assistance.

3. Mark Reno suggested adding a link from the external website to the CT bridge forum. Lam Nguyen was concerned about legal ramifications, so that remains to be ironed out.

B.-E. Several Technical Topics (Walt LaFranchi)

1. Several technical topics were identified by Walt LaFranchi and can be found in the attached appendices.

The following topics were identified:

a. Longitudinal and Vertical Restrainers
b. Shrinkage Models
c. Shrinkage Loads (SH)
d. Long Term Camber on Precast and Spliced Precast Girders – Time Dependent Camber
e. Use of "T" headed stirrups and bars in footings.
f. Footing Design – SDC 7.7.1
g. CADD
h. Rebar Lap Splices

2. Along with these above items, apparent errors in the MSE wall table in MTD were discussed. A further discussion about proprietary MSE walls designs occurred.

3. These items will be combined as one item in the next meeting agenda.

Action Item:

- **Sudhakar Vatti will take these items to the appropriate CT staff for review and responses.**

F. Presentation Topic for ADSC WCC Education Session (Mark Reno)

1. Mark Reno talked about the need for a presentation topic for the upcoming ADSC WCC Education Session on May 20, 2011. Rob Stott mentioned that they're a looking for "foundation topics" such as CIDH piles and particularly looking for "lessons-learned presentations"; i.e. solution to anomalies in CIDH piles, etc. Topic identification appears to be ongoing, will be discussed again in next meeting.

G. Other SDC Technical Issues

1. In a former meeting Majid Saraff, brought up the idea for a seismic sub-committee for the committee. At this meeting he still expressed the need for assistance with solving technical questions related to the SDC.

2. The Liaison Committee decided not to make a sub-committee, but rather to include technical issues on a case by case basis at the regular meetings.

3. Majid and others mentioned that recent changes in the SDC more interaction between consultants and Caltrans is desired. He also mentioned that there are very few design examples in the SDC.

4. Other Technical comments came up, for example, one about the design of a bridge on a fault rupture by Structure's Design.

5. The plan is to address these questions at the Structure's Liaison Committee Meetings.

III. Updates

A. Caltrans Audits (Linda Laubinger & Felix Li)

1. Handouts were distributed for Cognizant Audits & Approval entitled "Caltrans A&E Consultant Risk-Based Model" as a result of 23 CFR 172 Program Requirement by FHWA. Caltrans met with FHWA in 2008 and it was determined that Caltrans is not on track for meeting these requirements. The objective of the program is to develop a risk-based model for the Department to achieve compliance with 23 CFR 172. (See appendices for the handouts)

2. Agencies that were affected include FHWA, State DOT's, A&E Firms, Local Governments, and CPA firms.

3. Indirect cost rates are going to be audited for contracts $3.5 Million and greater after July 1, 2010 (already started).

4. Two things must be provided: a CPA audited indirect cost rate report and a Completed Internal Control Questionnaire. An approved firm will receive a "cognizant letter of approval" for the year.

5. California established corporations will be audited by Caltrans. Multi-state firms with headquarters in other states will be required to be audited by the state where corporation is established (e.g. HNTB, Mactec, etc).

6. Smaller contracts from $3.5 million will be reviewed on a risk-based approached based on dollar size, firm type, and familiarity.

7. On Feb 15th, the Caltrans Task Force will extend these policies to local governments. The dollar value threshold has not yet been established for these audits.

8. Executive compensation and salary surveys were discussed based on AASHTO survey guide. Three surveys are required.

9. Sub-consultants appear to be exempt from this process.

B. DES Updates (Jim Davis & Bart Newton)

1. According to Jim Davis, Carrie Bowen was selected as the new Dist 10 District Director. Jim mentioned that Caltrans is struggling with implementation of EFIS, new financial system, and is working the "bugs out" on this system.

2. Barton Newton is the new chief of the Structure's Policy and Innovation Branch under DES.

3. According to Barton, Structure's Design has a lot on their plate, thus the reason for a Decision Document to create the new Structure's Policy and Innovation Group.

4. The Decision Document consists of: 1) Portfolio Management. 2) New Subdivision in DES called Technical Structures Related Standards & Guidance.

5. The Structure's Policy and Innovation Division will have four branches led by managers Sue Hida, Mike Keever, Shannon Post, & Roberto Lacalle.

6. Barton is excited by this restructuring opportunity and appears thrilled about the use of web medium and communication for this new division in DES.

C. ACEC Updates

1. Invoicing on Caltrans Contracts (Lam Nguyen, Mark Ashley)

1. Mark Ashley discussed how he and Lam have been meeting about the benefits of streamlining invoices.

2. Lam spoke with DPAC about going statewide with the streamlining invoices. Some progress has been made.

Action Item:

- **Mark Ashley to call Lam Nguyen about streamlining of invoices. This will be ongoing.**

2. Technical Workshops

a) Winter Training (Rob Stott, Jim Frost)

1. Rob Stott mentioned that the topic this year is Concrete Technology, which focuses on revisions on Section 90 of Standard Specifications. The Contractor has many more options with mix designs now. An updated Concrete technology manual will be available online.

2. The training will focus on mix designs and approval process & testing concrete on construction projects. The Winter Training is geared towards Construction Management personnel.

3. Caltrans discussed the idea of a one-day Consultant Winter Training.

Action Items:

- **Jim Frost to connect with Dennis Wilder for a one day session for Consultants. Jim Frost to make arrangements for a Southern**

California Session and Tom Walker to make arrangements for a Northern California Session.

4. The following year's Winter Training will be on deck construction (quieter decks – with longitudinal tynes - & grind and groove specs) and pre-stressing triggered by the new plain language specifications.

b) Plain Language Specifications

1. March 2011 is when the electronic version is supposed to be out.

2. Summer 2011 is the anticipated release for the hard copy specifications.

D. Project Development Oversight/Updates/Contracting Opportunities (Lam)

1. Lam recognized Mark Ashley and Sudhakar Vatti for their outstanding efforts with the Liaison Committee.

2. Lam discussed the OSFP email list, and encouraged people to sign up to received OSFP update notification by email.

Action Items:

- **Mark to resend contact procedures due to updated lists.**

1. Lam discussed District 59 Contracting out Opportunities. There will be 8 CI Contracts for the Statewide Structure's Construction On-Call. The first 4 RFQ's will be out Friday. The following week, the remaining 4 will be out. Caltrans is anticipating several SOQ's.

2. In supporting Small Business and DBE's an outreach event will occur on Feb 15th in Sacramento at FM-III 1727 30th Street (see appendices).

3. Lam also discussed two Geotechnical contracts that will come out in February.

4. The DBE majority partner maximum net worth has been raised to $1.3 Million from $750K, allowing more DBE's to qualify. Further, the DBE process will be set up for reciprocity between states. Enforcement of the goals may change.

E. Statewide Committee Report (Mark Ashley for Tom Post)

1. Mark re-iterated on the Report on Audits.

F. Annual report update (Mark Ashley)

2. Mark handed out the 2009/2010 Annual Report, the first annual report for the Structure's Liaison Committee. Four meeting are covered in this edition.

Action Items:

- **Mark to let Lam know in one week if the report is final.**

IV. 2011 Meeting Schedule

2011 Meeting Schedule

April 28th, 2011
July 28th, 2011
October 27th, 2011

Attendees:

CALTRANS **NAME**	**EMAIL**
Sudhakar Vatti, Caltrans	Sudhakar.Vatti@dot.ca.gov
Mark William, Caltrans	Mark_Willian@dot.ca.gov
James Davis, Caltrans	James.Davis@dot.ca.gov
Tony Marquez, Caltrans	Tony_Marquez@dot.ca.gov
Rob Stott, Caltrans	Rob.Stott@dot.ca.gov
Lam Nguyen, Caltrans (DES Co-chair)	Lam_Nguyen@dot.ca.gov
Linda Laubinger, Caltrans	Linda_Laubinger@dot.ca.gov
Roberto Lacalle, Caltrans	Roberto_Lacalle@dot.ca.gov
Barton Newton, Caltrans	Barton_Newton@dot.ca.gov
Felix Li, Caltrans	Felix_Li@dot.ca.gov

ACEC **NAME**	**EMAIL**
Walt LaFranchi, URS Corporation	Walt_LaFranchi@urscorp.com
Tom Walker, Mark Thomas & Co. (ACEC Co-chair, Dist 4)	TWalter@markthomas.com
Mark Ashley, TY Lin International (ACEC, District 11)	Mashley@tylin.com
Todd Goolkasian, Cornerstone Struct. Eng. (ACEC, Dist 5 & 6)	tgoolkasian@cseg.com
Jay Holombo, T.Y. Lin International	GJHolombo@pbsj.com
Sunny Jhutti for Nien Wang, HNTB(ACEC Secretary, Dist 7, 8,&12)	sjhutti@hntb.com
Lance Schrey, Mark Thomas & Company	LSchrey@markthomas.com
Jack Abcarius, Nolte Associates	Jack.Abcarius@nolte.com
Chandu Shenoy, Nolte Associates	Chandu.Shenoy@nolte.com
Mark Reno, Quincy Engineering (ACEC, Dist 1-3, and 9 &10)	markr@quincyeng.com

ACEC by Teleconference **NAME**	**EMAIL**
Ayman Salama, TRC	(not provided)
Jim Frost, Simon Wong Engineering	jfrost@simonwongeng.com
Kevin Coates, WKE	(not provided)
Wei Koo, WKE	Wkoo@Wkoo.com
Majid Sarraf, Parsons Transportation Group	(not provided)
Steve Tayanipour, Huitt Zollars	(not provided)

ACEC / Caltrans Division of Engineering Services Liaison Committee

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II. Status/Reports on Technical Topics

A. CTBridge Forum (Mark Ashley, Lam Nguyen)

B. Joint Movements (Walt LaFranchi)

C. Contractor proposed camber 1990 CEB-FIP Model (Walt LaFranchi)

D. SDC 7-36, Pile Reaction (Walt LaFranchi)

E. Rebar Lap Splices (Walt LaFranchi)

F. Presentation Topic for ADSC WCC Education Session on May 20, 2011

G. Other SDC Technical Issues

III. Updates

A. Caltrans Audits

B. DES Updates (Jim Davis and Barton Newton, State Bridge Engineer)

C. ACEC Updates

1. Invoicing on Caltrans Contracts (Lam Nguyen, Mark Ashley)

2. Technical Workshops

a) Winter Training (Jim Frost)

b) Plain Language Specifications

D. Project Development Oversight/Updates/Contracting Opportunities (Lam Nguyen)

E. Statewide Committee Report (Tom Post)

F. Annual report update (Mark Ashley)

IV. 2011 Meeting Schedule

Distribution:

Robert Pieplow, Caltrans
Sudhakar Vatti, Caltrans
Rob Stott, Caltrans
Mike Keever, Caltrans
Tony Marquez, Caltrans
John Stayton, Caltrans
James Davis, Caltrans
Barton Newton, Caltrans
Dolores Valls, Caltrans

Walt LaFranchi, URS Corporation
Po Chen, Mark Thomas & Company
Wei Koo, WKE
Mark Ashley, TY Lin International
Thomas Post, TY Lin International
Jay Holombo, PBS&J
Nien Wang, HNTB
Jim Frost, Simon Wong Engineering
Tom Walker, Mark Thomas & Company
Jack Abcarius, Nolte Associates
Chandu Shenoy, Nolte Associates
Mark Reno, Quincy Engineering
Steve Tayanipour, Huitt Zollars
Todd Goolkasian, Cornerstone Struct. Eng.
Lance Schrey, Mark Thomas & Company
Greg Zeiss, HDR
Majid Sarraf, Parsons

Technical Topics 1/28/11

A. Longitudinal and Vertical Restrainers

1) For new bridge design, if we meet the seat width requirements of SDC 7.2.5 Hinges, are longitudinal hinge restrainers required (SDC 7.2.6 Hinge Restrainers)?
2) For new bridge design, when are vertical restrainers required?

B. Shrinkage Models (CIB FIB 90, 4th ed LRFD, and ACI)

1) Do any of these shrinkage models compare well with the concrete mixes we can expect in CA?
2) If not, should we require contractors to add Shrinkage Reducing Agents (SRA) to meet the design shrinkage strain? CT jobs that used SRA - Devil's Slide Bridge, Angels Crest, and Oakland Eastbound I-580 Conn Repair.

C. Shrinkage (SH) Load (see attachment for MTD 7-10)

1) Should we design (columns, superstructure, etc.) with the values given in Attachment 2 of MTD 7-10. Please note that for Concrete (Conventional) the shortening is basically 0. Also, doesn't the value for Concrete (Post Tensioning) include elastic shortening? These values do not compare well with the CIB FIB 90, ACI, or LRFD models.

2) Should we design (columns, superstructure, etc.) with the CIB FIB, ACI or LRFD shrinkage models?

D. Long Term Camber (Spliced Precast Girder and Precast Girder) - Time Dependent Camber (see attachment for Pitkins Curve Br)

1) Who should be responsible for the calculating the haunch during construction - Structures Rep or Contractor?
2) Should the designer put enough information on the plans to calculate the long term camber?
3) If we put the camber on the plans with our construction assumptions, what happens if our assumptions are not correct? What should each party be responsible for? Shouldn't this be covered in the specs?
4) Should the designer put the camber on the plans but note it as "For Information Only" and have the contractor hire a PE to help set the camber as approved by the engineer? This would be similar to Segmental Bridge construction.

E. SDC 7.7.1.7 Use of "T" Headed Stirrups and Bars in Footings

1) Are CT design sections designing foundations to meet this section of the code? We have not seen a CT bridge that uses "T" headed stirrups in footings.

F. SDC 7.7.1 Footing Design (see attachment for SDC page 7-36)

1) In EQs 7.31b and 7.31c, does Mp of the pile imply that we are allowing the pile to form a plastic hinge?
2) If we are designing the piles to be elastic for column Mo and Vo why would we apply Mp of the pile?

G. CADD

1) When will Standard Drawings be updated to Font 3 to reflect Bridge CADD requirements? We've been utilizing Caltrans Standard Drawings (e.g., MSE walls) but have been getting CADD comments to update the standard drawings to utilize Font 3 (currently Font 2).

H. Rebar Lap Splices (see Attachment for Lap Splice Lengths)

In some situations, Standard Specification 52-1.08A lap splice lengths are less than required by the new LRFD code. However, it should also be noted that when taking a deeper look into this it quickly becomes apparent the LRFD code requirements have not changed on these splice lengths - once you adjust for the switch from pounds per square inch to kips per square inch units the formulas and requirements are essentially the same. The following are also noted.

- As concrete strength decreases the problem gets worse.

- Looking further into the code, many situations require even longer splices. One would be top bars per LRFD code 5.11.2.1.2. So, even though the attached shows only a few inches of differences for two of the three highlighted noncompliance situations that would change significantly for top bars in normal strength concrete.

Show longer splices on the plans where appropriate or write something into the specials that would apply to all bars in all concrete.

Attachment 2
Example No. 2

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

JOINT MOVEMENTS CALCULATIONS [a]

DSD-D-0129 (REV. 5/93)

EA	DISTRICT	COUNTY	ROUTE	PM	BRIDGE NAME AND NUMBER
03-000000	03	Sac	5	0.2/2.4	Dry Creek O.C. 29-000

TYPE STRUCTURE	TYPE ABUTMENT	TYPE EXPANSION (2" elasto pads, etc.)
Reinf. Conc. Box and CIP P/S	A1 - 70T Piles/A7 - Spd. Ftg.	Bent 3 - Steel Hangers/Bent 5 - 2 1/2" Pads

① TEMPERATURE EXTREMES (*from Preliminary Report*)

			② THERMAL MOVEMENT (*inches/100 feet*)		ANTICIPATED SHORTENING (*inches/100 feet*)		③ MOVEMENT FACTOR (*inches/100 feet*)
Maximum 110 °F	Steel	Range (°F) (0.0000065 × 1,200)	=	+	0.00	=	
− Minimum 23 °F	Concrete (*Conventional*)	Range (87 °F) (0.0000060 × 1,200)	= 0.63	+	0.06	=	0.69
	Concrete (*Pretensioned*)	Range (°F) (0.0000060 × 1,200)	=	+	0.12 [g]	=	
= Range 87 °F	Concrete (*Post Tensioned*)	Range (87 °F) (0.0000060 × 1,200)	= 0.63	+	0.63 [g]	=	1.26

ITEM ① DESIGNER	DATE	ITEM ② CHECKED BY	DATE

To be filled in by Office of Structures Design [b]

To be filled in by SR [c]: W. T. Trustworthy Date: 2/21/94

Location	Skew (*degrees*) *Do not use in calculation*	④ Contributing Length (*feet*)	Calculated Movement (*inches*) ③ × ④ / 100	M.R. (*inches*) (*Round up to 1/2"*)	Seal Type A, B (*Others*) or Open Joint	Seal Width Limits [d]			Groove (*saw cut*) Width or Installation Width [e]		
						Catalog Number	W_1 (*inches*) Maximum	⑤ W_2 (*inches*) Min. @ Max. Temperature	Structure Temperature (°F) [f]	⑥ Adjust from Maximum Temp. (*inches*) ▲[c]/① × ② × ④/100	Width at Temp. Listed (*inches*) w = ⑤ + ⑥
Abut. 1 (Conv.)	0	64	0.44	1/2	A						
Span 3 Hinge (Conv.)	0	166	1.15	–							
Span 3 Hinge (CIP P/S)	0	220	2.77	–							
Span 3 Hinge Total	0	386	3.92	4	Joint Seal Assembly						
Span 5 Hinge (CIP P/S)	0	100	1.26	–							
Span 5 Hinge (Conv.)	0	156	1.08	–							
Span 5 Hinge Total	0	256	2.34	2 1/2	Joint Seal Assembly						
Abut 7 (Conv.)	0	34	0.23	1/2	A						

a Project Designer: Send to RE or SR with Preliminary Report.
b Show line drawing of structure on reverse side; show points of no movement and contributory lengths. Retain copy for design calculations file.
c RE or SR: Complete and return to Structure Construction with final report.
d Type B information from TransLab reports.
e Groove width adjustment based on ▲[c] = (maximum temperature extreme) minus (superstructure temperature).
f Measure superstructure temperature by placing bulb of concrete thermometer ± 6 inches into expansion joint.
g When MR is greater than 4 inches, increase anticipated shortening 25%.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
05	Mon	1	21.3/21.6	72	186

12-15-08
REGISTERED CIVIL ENGINEER DATE

5-4-09
PLANS APPROVAL DATE

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

REGISTERED PROFESSIONAL ENGINEER, M. Van De Pol, No. C35610, Exp. 9-30-09, CIVIL, STATE OF CALIFORNIA

Notes:

1. Camber Values based on the bridge being at theoretical profile, 30 years after construction.
2. All camber values include allowances for barrier railing.
3. Camber Values do not include deformation due to form traveler or falsework settlement.
4. Actual construction live loads and form traveler load shall be considered in grade calculations.
5. The Camber Diagram is based on the construction scheme shown on "Construction Sequence Details" sheets and Table 1.
6. If construction is interrupted or delayed or if camber discrepancies arise from field conditions, the camber values shall be re-calculated by the Contractor to determine the necessary adjustments and submitted to the Engineer for review.
7. The Contractor shall submit camber calculations based on actual construction schedule, 1990 CEB-FIP Model for creep & shrinkage, concrete properties, tendon layouts, etc., for each intermediate construction stage as required, to the Engineer for approval.
8. Positive camber values represent upward adjustment.
9. Camber diagram assumes segments A1-A8 are placed before segments B1-B8.

(1) Theoretical Profile Grade.

(2)* End span camber for portion of structure constructed on falsework.

(3)* Segmental camber for portion of structure constructed segmentally.

LEGEND:

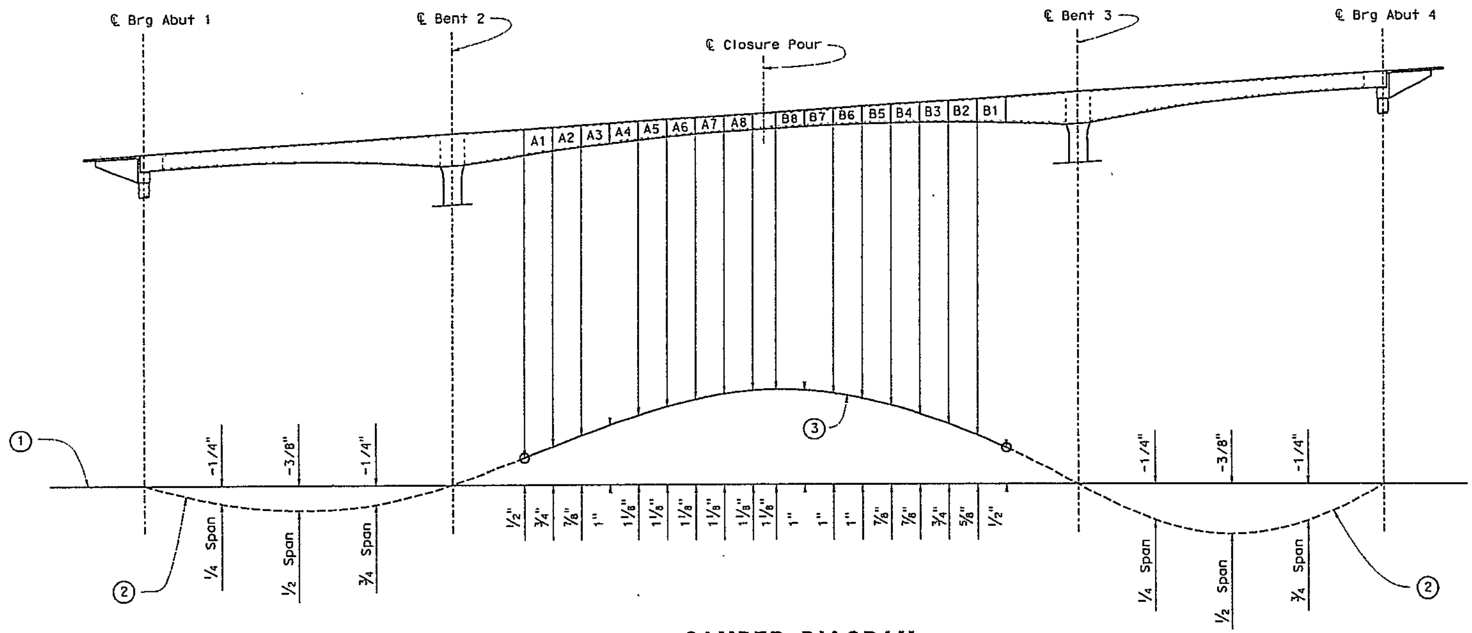
——— Denotes Segmental Camber

- - - - - - Denotes Cast-On-Falsework Camber

TABLE I

Action	ΔTime (days)	Total Time (days)
CIP Span 1 & 3	28	28
Placement of segment A1	6	34
Placement of segment A2	6	40
Placement of segment A3	6	46
Placement of segment A4	6	52
Placement of segment A5	6	58
Placement of segment A6	6	64
Placement of segment A7	6	70
Placement of segment A8	6	76
Placement of segment B1	10	86
Placement of segment B2	6	92
Placement of segment B3	6	98
Placement of segment B4	6	104
Placement of segment B5	6	110
Placement of segment B6	6	116
Placement of segment B7	6	122
Placement of segment B8	6	128
Closure Pour	6	134
Soffit Tendons	1	135

* Camber values set to this time schedule. Placement of barrier rail and other operations to occur after this time.



CAMBER DIAGRAM

No Scale

DESIGN	BY P. Norboe	CHECKED M. Van De Pol
DETAILS	BY D. Elliott	CHECKED M. Van De Pol
QUANTITIES	BY P. Norboe	CHECKED D. Small

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 9

BRIDGE NO. 44-0290
POST MILE 21.50

PITKINS CURVE BRIDGE
CAMBER DIAGRAM

CU 05
EA 0E9601

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

DISREGARD PRINTS BEARING EARLIER REVISION DATES

SHEET 23 OF 58

FILE => 44-0290-m-cam.dgn

STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 10/25/05)

DATE PLOTTED => 07-MAY-2009 TIME PLOTTED => 09:5

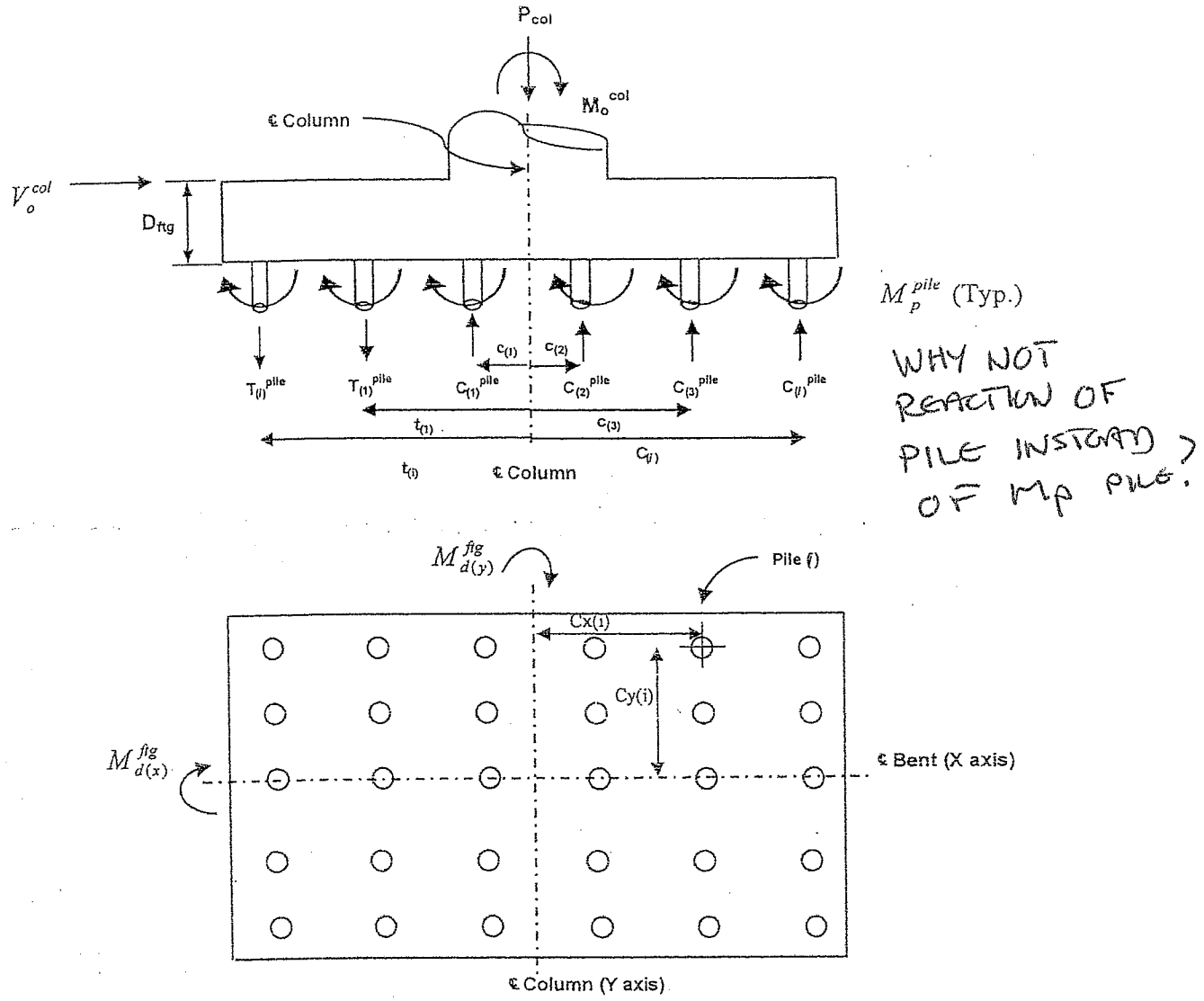


Figure 7.12 Simplified Pile Model for Foundations in Competent Soil

Equation 7.30 defines the axial demand on an individual pile when the column reaches its plastic hinging capacity based on force equilibrium in conjunction with the previously stated assumptions. A similar model can be used to analyze and design spread footing foundations that are surrounded by competent soil.

$$\left.\begin{matrix} C_{(i)}^{pile} \\ T_{(i)}^{pile} \end{matrix}\right\} = \frac{P_p}{N_p} \pm \frac{M_{d_{(y)}}^{ftg} \times c_{x(i)}}{I_{p.g.(y)}} \pm \frac{M_{d_{(x)}}^{ftg} \times c_{y(i)}}{I_{p.g.(x)}} \qquad (7.30)$$

LAP SPLICE LENGTHS

URS

Job	SDIA	Project No.		Page	
Description	Baseline HK	Computed by	HC	Sheet	
	Bar Splice	Checked by		Date	5/11/10
				Date	

f'c= 4.5 ksi
fy = 60 ksi

ℓ_{db}

b_f

Size	Bar Area (in^2)	Nominal Diameter (in)	Std. Spec.* Requirement (in)	l_dh (LRFD 5.11.2.1.1) (in)	Class C** Splice (in)	Note
3	0.11	0.375	17	12	20	NG
4	0.20	0.500	23	12	20	OK
5	0.31	0.625	28	15	26	OK
6	0.44	0.750	34	18	31	OK
7	0.60	0.875	39	21	36	OK
8	0.79	1.000	45	28	47	NG
9	1.00	1.128	68	35	60	OK
10	1.27	1.270	76	45	76	~~NG~~ OK
11	1.56	1.410	85	55	94	NG

Note: *For bars No.8 or smaller, 45 diameters of the smaller bar joined.
For bars No.9, 10, and 11, 60 diameters of the smaller bar joined.
** 1.7ld (LRFD 5.11.5.3.1)

$$\frac{f_y}{\sqrt{f'_c}} = \frac{60}{\sqrt{4.5}} = 28.28 \rightarrow 1.20 \times 28.28 = 35.36 \text{ in}^{-1}$$

Notes

As f'_c decreases ℓ_{db} + Class C lap splice lengths will increase. So, as we drop from the above high-strength concrete to normal f'_c = 3.6 ksi conc. the problem identified will grow.
It would also be worse for horizontal top bars.

(PH - May 11, 2010)

California Department of Transportation (Caltrans) A&E Consultants Risk-Based Model

Introduction/Background

- Introduction
- 23 CFR 172 Program Requirements
  - Development of Caltrans' A&E Consultants Risk-Based Model
  - Cognizant Agency Approved Consultants' Annual Indirect Cost Rates

Historical Perspective

- US DOT OIG Report on FHWA's Oversight of Design and Engineering Firms' Indirect Costs Claimed on Federal-aid Grants
- FHWA's 2007 Phase 1 Program Review of California Division of Local Assistance
- AASHTO – Recognized State DOTs have not met intent and requirements of 23 CFR 172
- Direction – State DOTs may take a risk-based approach

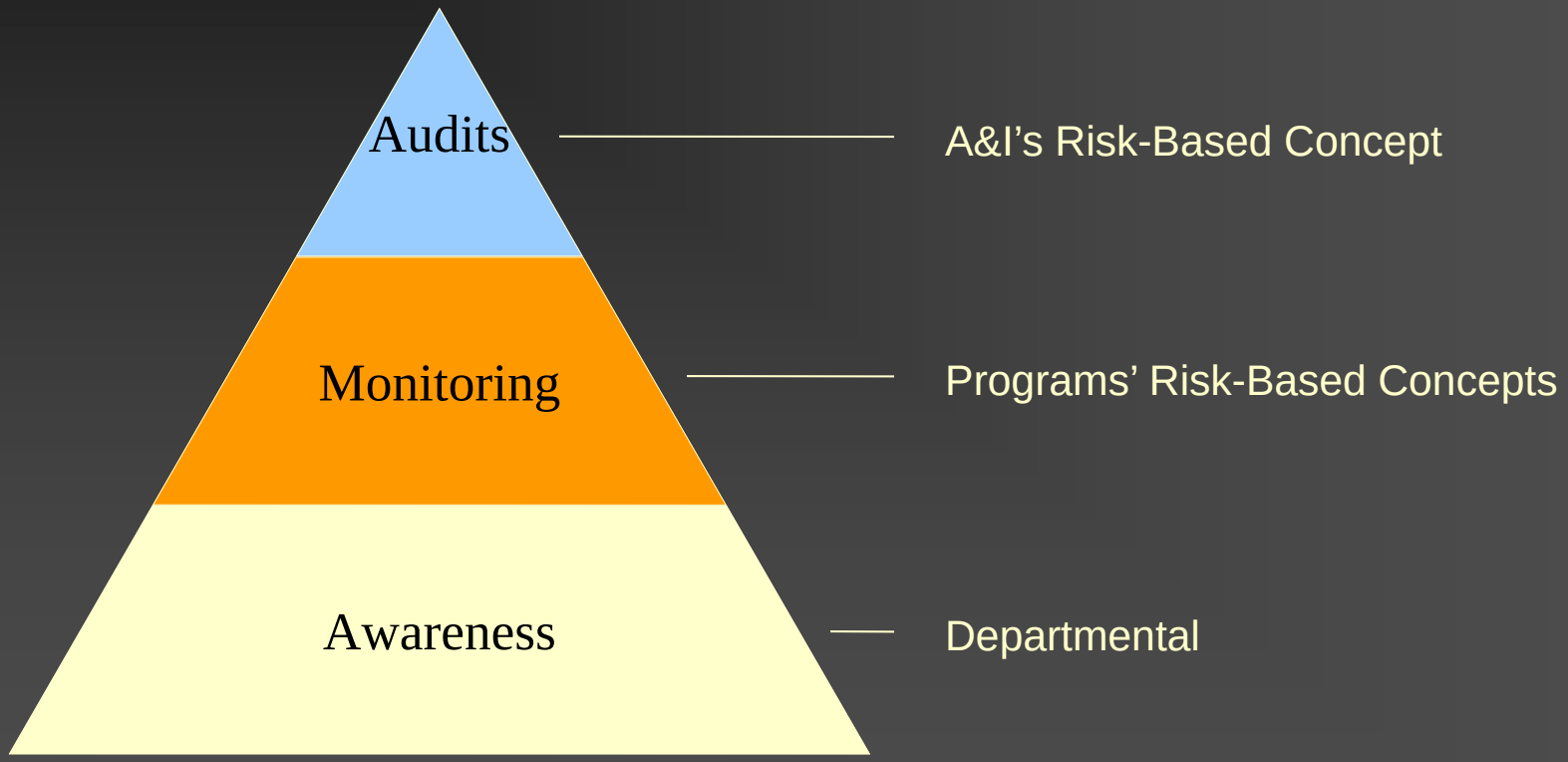
Objective

Develop a risk-based model for the Department to achieve compliance with 23 CFR 172

Stakeholders

- FHWA
- State DOTs
- A & E Firms
- Local Government Agencies
- CPA Firms
- Department
  - DPAC, DLA, Project Delivery, A&I, Others

Risk Based Model – Mitigation Efforts

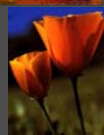


Audits: Risk-Based Concept

- Approach – Audit Consultant (not just contracts)
- Audit Types
- Methodology/Sources

Types of Audits

- CPA Workpaper Reviews:
  - Multi-State Indirect Cost Rate Audit
  - California In-State Indirect Cost Rate Audit
- Overhead Audits
- Incurred Cost Audits
- Pre-award/Post-award Audits
- Financial Management System Reviews
- Incurred Costs Audits
- Analytical Procedures
- Special Request Audits



Methodology/Sources

- Total Contract Dollars
- Number of Contracts
- Department/Local Governments History and Experience with Consultants

Methodology/Sources

- DPAC Consultant Contract Data
  - Total contract dollars per prime and subconsultants
  - Total number of prime consultants
  - Total number of subconsultants
  - Total number of subcontracts per contract
- Dept History/Experience with Consultant

Methodology/Sources

- DLA Local Agency Project Funding Data
  - Federal Funding per Local Agency
    - A&E Consultant Contract dollars per Local Agency
    - Total number of prime consultants
    - Total number of subconsultants
    - Total number of subcontracts per contract
- DLA History/Experience with Consultant
- Local Governments' History/Experience with Consultant

Results

- Developed A&I Risk-Based Model
  - 3-pool approach
  - Discussed with DPAC, DLA, ACEC-CA
- Obtained FHWA's approval
  - Original FHWA Deadline – Dec 31, 2009
  - Extended with FHWA's approval – July 1, 2010
- Collaborated with all stakeholders:
  - Developed A&I Risk-Based Model Data requirements
  - Developed Processes/Procedures required to implement A&I model
  - Defined roles/responsibilities of stake holders

Department A&E Consultant Risk-Based Model

Questions?

- You may call us at:

  (916) 323-7111

- You may e-mail questions to:

  audits_and_investigations_questions@dot.ca.gov

Frequently Asked Questions (FAQ)
Department A&E Consultants Risk-Based Model

Acronyms:
American Association of State Highway and Transportation Officials (AASHTO)
AASHTO Uniform Audit & Accounting Guide (AASHTO Audit Guide)
Architectural and Engineering (A&E)
California Department of Transportation (Department)
California State Department of Transportation, Audits and Investigations (A&I)
Certified Public Accountant (CPA)
Code of Federal Regulations (CFR)
CPA Workpaper Review Program (Review)
Department A&E Consultants Risk-Based Model (Model)
Federal Acquisition Regulations (FAR)
Federal Highway Administration (FHWA)
Indirect Cost Rate (ICR)
State Departments of Transportation (State DOT)

Audits:

1. Q: How long is the audit prepared by the independent CPA good for?

A: The CPA-Audited ICR is good for one year, and the year is defined in 23 CFR Part 172 to mean the annual accounting period for which financial statements are regularly prepared for the consultant. An exception to this could be when the contract is a multi-year contract, and the ICR is mutually agreed to by both the small firm and the contracting agency, for the term of the contract. However, fixing the ICR cannot be a condition of the contract award.

2. Q: Can the overhead audit report prepared by an independent CPA, in compliance with the FAR be acceptable to the Department?

A: Yes. However, please see the following examples:

- If the CPA-Audited ICR is used on a Department contract where the small firm is the Prime Consultant, and the contract amount is $3.5 million or greater, then the CPA-Audited ICR will be subject to a Cognizant Agency Review by A&I. This would entail a review of the CPA's Workpapers.

- If, however, the small firm is the Prime Consultant on a Department contract that is less than $3.5 million, then the specific contract may be audited, in which case the CPA-Audited ICR would be evaluated by A&I.

Note: *The threshold amount of $3.5 million has been established for Department A&E contracts only. A threshold has not yet been established for Local Agency A&E Contracts.*

Frequently Asked Questions (FAQ)
Department A&E Consultants Risk-Based Model

Risk-Based process:

1. **Q**: **What is the Department A&E Consultants Risk-Based Model?**

   A: The Model is an annual process of identifying which A&E consultants will be audited by the Department. The model stratifies the universe of prior year A&E executed contracts to better utilize available audit resources and minimize Department risk.

2. **Q: Why is the Department changing the audit process and incorporating the A&E Consultants Risk-Based Model?**

   A: The Model was developed for the purpose of providing reasonable assurance to the FHWA that the Department's oversight of A&E consultant costs are in compliance with associated federal regulations (i.e., 23 CFR Part 172) and the newly updated AASHTO Audit Guide.

3. **Q: What is the dollar threshold for those Consultants required to submit an independent CPA Audited ICR?**

   A: Any Prime Consultant with one contract equal or greater than $3.5 million.

4. **Q: Is the Department A&E Consultants Risk-Based Model also applicable to Local Agency A&E contracts?**

   A: Presently, the Model is only applicable to Department A&E consultant contracts, only.

5. **Q: Would my firm be required to be audited by a CPA or the Department every year?**

   A: If your firm has a contract exceeding the threshold of $3.5 million, your firm must have an independent CPA Audited ICR. However, the Department reserves the right to audit any Consultant regardless of contract amount.

6. **Q: Will my firm be audited by the Department if we have no prior A&E contracts?**

   A: The probability is higher given that we have no prior audit history with your firm.

7. **Q: What other types of engagements may be conducted relating to A&E Consultants?**

A: A&I may perform the following type of engagements:

- ✓ CPA Workpaper Reviews
- ✓ Incurred Cost Audits (interim and/or final)
- ✓ Overhead Audits
- ✓ Pre-Award or Post-Award Audits
- ✓ Special Request Audits
- ✓ Financial Management System Reviews

CPA Workpaper Review Program:

1. **Q: What exactly will you look for in your CPA Workpaper Review?**

A: Our Review will be based on the "Review Program for CPA Audits of Consulting Engineers' Indirect Cost Rates" in Appendix A of the AASHTO Audit Guide. In fact, it would be helpful in the reviews if the CPAs had the elements of the review program cross referenced to the applicable work papers supporting their reports.

2. **Q: What is the primary purpose for conducting the CPA Workpaper Reviews?**

A: The primary purpose is to obtain reasonable assurance that independent CPAs have conducted overhead audits in accordance with Government Auditing Standards to ensure compliance with the FAR.

AASHTO:

1. **Q: Where can I find more information about the AASHTO Audit Guide?**

A: The AASHTO Audit Guide can be found at:

http://audit.transportation.org/Documents/2010_Uniform_Audit_and_Accounting_Guide.pdf

2. **Q: How can I become a member of AASHTO?**

A: Only State DOTs and sub-state and federal transportation agencies in the United States and other countries can be members. Membership is not extended to individuals or private sector entities like engineering firms or other private companies.

3. Q: Do all A&E firms have to abide by the AASHTO Audit Guide?

A: All firms that enter into agreements with State, Federal, or Local Governments do need to follow the AASHTO guidelines for compliance and fairness with all entities.

4. Q: As an A&E consulting firm, how do I benefit from the AASHTO Audit Guide?

A: The AASHTO Audit Guide was updated to help ensure that it is consistent with current accounting principles, auditing standards and procedures, and provide guidance and clarification regarding the FAR.

For Questions and Answers regarding the Administration of Engineering and Design Related Services Contracts, please visit:

www.fhwa.dot.gov/programadmin/172qa.cfm

DEPARTMENT OF TRANSPORTATION
AUDITS AND INVESTIGATIONS
1304 O STREET
P.O. Box 942874 – MS 2
SACRAMENTO, CA 94274-0001
PHONE (916) 323-7111
FAX (916) 323-7123
TTY 711

Flex your power!
Be energy efficient!

April 6, 2010

TO: All Architectural and Engineering Consultants
Doing Business with California Department of Transportation

RE: Revised Uniform Audit and Accounting Guide
Audits and Investigation

The American Association of State Highway Transportation Officials (AASHTO) has revised the Uniform Audit and Accounting Guide (Guide) for Audits of Architecture and Engineering (A&E) consulting firms. The Guide applies to all firms contracting with the California Department of Transportation (Caltrans) as a prime consultant or sub-consultant for engineering and engineering-related services under the Caltrans Division of Procurement and Contracts (DPAC) Request for Qualifications (RFQ) process. The purpose of this letter is to provide clarification and additional information related to the Guide. The Guide was originally published in December 2001 and then updated in September 2005; a major revision occurred with the most recent update which was published in February 2010.

The impetus for the current revision was from USDOT (US Department of Transportation) Office of Inspector General's (OIG) Audit on Oversight of A&E consulting firms' indirect cost claimed on federal-aid grants.

Among the OIG's audit findings were:

- Certified Public Accountants (CPAs) did not perform sufficient transaction testing.
- Unallowable costs and unallowable executive compensation were included in A&E consulting firms' overhead.
- Audit services were not effectively acquired.
- CPAs did not have relevant training.
- Oversight of CPAs' audits was not effective.

The OIG's audit recommended:

- Revision of Federal Highway Administration (FHWA) 23 Code of Federal Regulations (CFR) 172 to:
  1. Require A&E consulting firms to certify cost allowability.
  2. Provide states penalty assessment authority.
  3. Assign responsibility and accountability for overseeing CPA audits of A&E firms.
- Issue guidance for the A&E consulting firms' procurement of CPAs.
- Establish a process for monitoring and ensuring state implementation of National Highway System (NHS) 307.

As a result of OIG's audit and recommendations, AASHTO formed a task force made up of representatives from 14 State DOT audit agencies and FHWA to revise the Guide. Input for the Guide was solicited and provided by American Council of Engineering Companies (ACEC), public accounting firms, A&E consulting firms, American Institute of Certified Public Accountants (AICPA), and AASHTO's audit subcommittee members.

The purpose of the update is to ensure audits are conducted in accordance with the Federal Acquisition Regulations (FAR) and other applicable laws and regulations, improve audit consistency and quality, promote the recognition of a single cognizant audit, and improve government oversight and overall guidance.

The Guide is designed to be used as a tool by A&E firms, in addition to CPAs and State DOT auditors who perform audits and attestations engagements of A&E consulting firms. The revised Guide is a more comprehensive and effective tool that focuses on auditing and reporting procedures. The techniques discussed in the Guide were designed to be applied to audits performed in connection with A&E Consultants' Statement of Direct Labor, Fringe Benefits and General Overhead, as well as the related accounting systems, job-costing systems, and labor-charging systems that serve as the basis for the overhead schedule(s).

The Guide was published in February 2010. With the exception of the National Compensation Matrix (NCM), which FHWA is developing, all the information and procedures in the Guide are based on current regulations; thus the effective date of the Guide will be the date published. FHWA intends to have the Guide made part of the federal regulation by reference once the federal rule making process is completed.

Some of the key points and clarifications regarding the Guide are:

- The Guide includes improved guidance in the determination of reasonable compensation costs. It provides a process for demonstrating reasonableness that A&E consulting firms should follow to prepare their own independent compensation analysis. This process is outlined in Chapter 7 of the Guide. It is

the firm's responsibility to prepare an analysis to support the reasonableness of claimed compensation costs in accordance with FAR 31.205-6. Typically, this analysis focuses on executive positions because those positions comprise the highest compensation levels and are a significant area of audit risk. In the case where an A&E consulting firm does not do its own independent compensation analysis, a National Compensation Matrix (NCM), which is being developed by FHWA, will provide parameters for reasonableness of executive compensation.

- The Guide discusses A&E consulting firms' management and CPAs' roles and responsibilities. The A&E consulting firms' management is responsible for representations of the firm's accounting records, including identifying, segregating, and removing unallowable cost from all billings to Government contracts. The selection of a CPA for an overhead audit is also discussed.

- AASHTO's approval of the Guide solidifies the agreement between states to follow the Guide's common interpretations of a "FAR Compliant" audit, thus eliminating state-specific overhead policies, except in cases where state-specific rules are supported by statute or state law.

- Caltrans will perform cognizant audits of in-state firms based on risks and as audit resources allow. However, nationally and regionally, there will be a greater reliance on CPA audits. Larger national A&E consulting firms may involve team-cognizant approvals with multi-states involved in the review of the CPA's work papers. For in-state firms that contract in multiple states, there may be a need for some firms to have a CPA audit to meet requirements for other State DOTs.

- Other highlights of the Guide include a definition and guidance on what a cognizant audit is, minimum audit requirements to be considered for a "FAR Compliant" audit, a CPA work paper review program, cost accounting and field rate development, detailed discussion on select areas of costs, a standardized internal control questionnaire (for all DOTs to use), detailed guidance and tools to assist in determining allowable or unallowable costs, and audit reports and minimum disclosure requirements.

Benefits of the revised guide are:

- The revised Guide is more comprehensive and a more effective tool for DOTs, A&E firms, and CPAs to use.

- The revised Guide provides clarifying guidance on complex or confusing areas of the FAR to promote a consistent interpretation in producing a FAR compliant audit.

- The revised Guide allows cognizance to move forward by providing guidance and clarity. Firms should be able to produce one single audit using a FAR-based audit approach and receive a cognizant letter that will be accepted by all states.

A copy of the Guide may be reviewed on AASHTO's website at:

http://www.transportation.org.

The Caltrans Audits and Investigations Office will comply fully with the interpretation and guidance included in the revised Guide. We intend to work closely with all A&E consulting firms and CPAs as the Guide is implemented.

Thank you for your cooperation in working with Caltrans as the Guide is put into effect.

Sincerely,

Carlos M. Aguila

CARLOS M. AGUILA
Chief, External Audits
Architectural and Engineering, Construction, Proposition 1B Projects

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION
650 Capitol Mall, Suite 4-100
Sacramento, CA. 95814
January 13, 2010

IN REPLY REFER TO
HDA-CA
Document

Mr. Randell H. Iwasaki
Director
Department of Transportation
State of California1120 N Street, MS-49
Sacramento, CA 95814-5680

Attention: Carlos Aguila, Chief, External Audits - A&E, Construction, and Prop 1B,

Dear Mr. Iwasaki:

The Federal Highway Administration, California Division has received your letter outlining the conceptual framework for the risk-based approach for auditing Architectural and Engineering (A&E) Consulting Firms which the California Department of Transportation (Caltrans), Audits and Investigations (A&I) plans to implement in response to 23 CFR 172 program requirements.

FHWA California Division concurs with Caltrans that this model will lead to increased oversight, and will assist in providing reasonable assurance that the A&E consultant costs are in compliance with associated Federal regulations and the newly revised (October 2009) American Association of State Highway and Transportation Officials' (AASHTO) Audit Guide.

If you have any further questions or need additional information, please contact Ada Lehner, Financial Program Manager at (916) 498-5955.

Sincerely,

Ada Lehner

for: Brenda Bryant
Director of Financial Services

cc: Carlos Aguila, Chief, External Audits, Caltrans
Mary Ann Campbell-Smith, Chief, Audits and Investigations, Caltrans
Brenda Bryant, FHWA, California Division
Ada Lehner, FHWA, California Division
David Cohen, FHWA, California Division
Emilio Flores, Audits and Investigations, Caltrans
Linda Laubinger, Audits and Investigations, Caltrans

http://www.dot.ca.gov/hq/esc/calmentor_program.html

NEWS! January 25, 2011 :

DIVISION OF ENGINEERING SERVICES (DES/DISTRICT 59) ARCHITECTURAL & ENGINEERING (A&E) CONTRACT OUTREACH - STRUCTURE CONSTRUCTION INSPECTION

Mark your calendars to attend! Registration for the event is not required, however you may contact: John.Mook@dot.ca.gov if you plan to attend.

Caltrans Division of Engineering Services will be conducting an A&E Contract Outreach which will focus on Small Business Enterprises (SBE).

What: A&E Contract Outreach

When: Tuesday **February 15th, 2011**

Where: Farmers Market III Bldg, 1727 30th St., Sacramento, 95816, 1st Floor Conference Room.

Time: 10am to noon

The objective for this outreach is to bring large, medium, and small firms together to discuss the best possibility to compete for the work below.

Caltrans is procuring eight (8) A&E contracts for structure construction inspection used by DES - Structure Construction.

Caltrans Representatives will be present to explain the contracts and answer questions. The following Divisions/Programs will be represented:

- Division of Engineering Services
    - Structure Contract Management
    - Structure Construction
- Division of Procurement and Contracts
- Office of Business and Economic Opportunity

ACEC / Caltrans Division of Engineering Services Liaison Committee
Annual Report – 2009/2010

Date: January 28, 2011
Prepared By: Mark Ashley, Past Chair

Introduction

The ACEC / Caltrans Division of Engineering Services Liaison Committee was formed in 1992 with the primary purposes of maintaining a professional working group between the Department and ACEC member firms performing engineering services for structures. The Committee Charter requires preparation of this Annual Report on committee activities.

2009/2010 Committee Meetings

During fiscal year 2009/2010, the committee met on July 31, 2009, December 10, 2009, March 25, 2010 and June 24, 2010. The Committee Chair was Mark Ashley representing the San Diego region. The other regular members during Calendar Year 2009 were Wei Koo (Orange County and Los Angeles), Walt LaFranchi (Sacramento) and Po Chen (Bay Area). In 2010, Paul Young replaced Wei Koo, Mark Reno replaced Walt LaFranchi and Todd Goolkasian joined as the representative for Districts 5 & 6 in accordance with the revised committee Charter. In 2009, the committee was open to other ACEC members and several additional company representatives attended regularly.

Caltrans provided strong representation with most Deputy Directors of DES attending regularly. Caltrans attendees included Rob Stott, Kevin Thompson, Jim Davis, Tony Marquez and Lam Nguyen in additional to others addressing specific agenda topics. Sudhakar Vatti attended all meetings and provided coordination for Caltrans.

Minutes of all meetings are posted on the OSFP web site.

Major Topics

A standard agenda format was utilized throughout the year. Standing agenda items included the following:

- Reports on Technical Topics
- ACEC Updates/Technical Workshops
- Project Development Oversight
- DES General Update
- Contracting Opportunities
- ACEC Statewide Committee Report

Technical topics discussed and issues resolved included the following:

New Seismic Hazard Map: Caltrans rolled out the new Seismic Hazard Map and online ARS tool procedures that ACEC member firms previously provided voluntary peer review on.

Expansive Soil Exclusion Zone: Caltrans provided clarification on application of the guidelines for this.

CTBridge: Issues regarding the results of CTBridge analysis were discussed, investigated and resolved. Caltrans developed a fee subscription process for CTBridge updates. Efforts to increase use of the CTBridge online forum were made.

Pile Shafts: Caltrans informed ACEC members of changes to the detailing of CIDH pile shafts.

LRFD Design Specifications: Caltrans kept ACEC members updated on new and emerging changes and Caltrans revisions to the specifications.

2010 Standard Specifications: Caltrans provided a webinar on the new Standard Specifications.

Section 90 of the Standard Specifications: Caltrans reported on the major overhaul of this section that increases flexibility and improves the carbon footprint of cement and concrete.

Geotechnical Services Guidelines: Caltrans reported on the updating of guidance for geotechnical investigations, analysis and reports.

ADSC Cooperation: ADSC reached out to the committee for improved coordination and interaction.

Caltrans Invoices: Efforts continued on potential simplification of the consultant invoicing format on Caltrans contracts.

Other Topics: Other topics introduced and discussed included equalizing bolts, Caltrans in-house bridge design software use, and Bridge Academy Training Materials.

Significant Accomplishments

The committee completed the following significant accomplishments during 2009/2010:

- Update of the Committee Charter
- Caltrans hosted the Western Bridge Engineers Seminar and ACEC provided support.
- Planned and conducted a Trenching and Shoring Seminar based on Caltrans in-house winter training
- Webinar on 2010 Standard Specifications
- Caltrans hosted the Annual Meeting of the AASHTO Committee on Bridges and Structures and ACEC provided support.

ACEC/Division of Engineering Services
Structures Liaison Committee

MEETING MINUTES

DATE: October 29, 2010
TIME: 10:00 am – 12:00 am
LOCATION: Caltrans Department of Transportation
Division of Engineering Services
1801 30th Street, Room 102 (Farmers Market 1 Building, 1st Floor)
Sacramento, CA 95816

OFFSITE VIA VIDEO TELECONFERENCE:
District 12 Office, Room C1-165
3337 Michelson Drive, Irvine

MINUTES:

I. CALL TO ORDER, INTRODUCTIONS & CHANGES TO AGENDA

A. Introductions

B. It was noted that Paul Young had passed away.

II. REPORTS ON TECHNICAL TOPICS

A. CTBridge Forum:
It does not appear that many people are using the forum. Lam to remind designers to use the forum.

B. LRFD Blue Sheets for P/S Losses:
This will be covered in the 2010 Specifications. Sudhakar has an e-mail which describes two options, which he will e-mail to Mark to distribute.

C. LRFD Substructures Implementation: Shannon handed out update for AASHTO LRFD.

1. Shannon noted that AASHTO released 5th edition earlier this year. Caltrans did not adopt this version due to economics.
    1. Abutments are still to be designed using working stress design.
    2. LRFD now says design life is 75 years, compared to the earlier 50 year life.

2. The most significant structure change in the update is seismic earth loading. Earth retaining structures and underground structures have been updated in the 2010 Standard Plans. Retaining wall footings will see an increase in size on the order of 15-35%.
3. This update will also include major changes to the CRIB walls. Currently vendors are submitting revised designs for proprietary walls.
4. Caltrans XS Sheets are being updated for LRFD and will be posted over the next couple of months.
5. The implementation for Chapters 11 and 12 is not clear for specially designed walls. For standard walls it was recommended to use the Standard Plans associated with the version of Standard Specifications being used.
6. Wei asked about current jobs going out as design/build. Jim to investigate.

Action Item: Caltrans (Jim) to talk with design on which wall standards to use for deign/build jobs.

III. UPDATES

A. DES Update: Jim handed out organization chart. Dolores to be State Maintenance Engineer.

B. Plain Language Specifications (Sharon Hansen)

1. It is scheduled to be published in March 2011.
2. 90% of the standard Plans are complete.
3. Draft specifications are available on-line.
4. Sharon handed out 2010 Construction Contract Standards – Quick Guide
5. Implementation will occur over a one year period. It is anticipated that all jobs advertised after April 2012 to use new specifications.
6. Brian Lee is heading up training.

C. CT/ADSC Committee Update

1. Dolores went over large handout that was e-mailed prior to the meeting.
2. Design changes are in progress. These include location of PVC inspection tubes, anomolie specifications and Memo to Designers 3-7.

D. ACEC Updates

1. There are no current plans for new workshop. Trenching and Shoring workshop (available on-line) was very successful. Updated Trenching and Shoring Manual is scheduled to be complete in mid November.
2. John noted that it was agreeable to Rob to include consultants with this year's winter training (Concrete Technology). John also noted that for noise concerns bridge decks will be tined longitudinally in the future.

E. Project Development Oversight Update (Lum Nguyen):

1. There will be two RFQ's coming out in November for geotechnical contracts.

2. There will be 6-9 construction engineering management contracts coming out.
3. Consultant contract to help with revising standards will be renewed.

F. Statewide Committee Report: No Update

G. Annual Report (Mark Ashley)
1. Mark handed out Draft 2009 Annual Report and asked for comments.
2. Mark to talk with Tom and Po (MTCo) about being next year's president.
3. Majid asked about forming a seismic subcommittee. Mark suggested placing on agenda for the next meeting.

- **ATTENDEES**

Caltrans

NAME	EMAIL
James Davis	James.Davis@dot.ca.gov
John Babcock (for Rob Stott)	John_babcock@dot.ca.gov
Shannon Post	Shannon_post@dot.ca.gov
Sudhakar Vatti	Sudhakar.Vatti@dot.ca.gov
Lam Nguyen	Lam_Nguyen@dot.ca.gov
Dolores Valls	Dolores_Valls@dot.ca.gov
Roberto Lacalle	Roberto_lacalle@dot.ca.gov
Sharon Hansen	Sharon.hansen@dot.ca.gov

ACEC

NAME	EMAIL
Mark Ashley	Mashley@tylin.com
Mark Reno	markr@quincyeng.com
Lance Schrey	lschrey@markthomas.com
Chandu Shenoy	Chandu.Shenoy@nolte.com
Syed Kazmi	Seyad_Kazmi@urscorp.com
Benjamin Ruiz (for Todd Goolkasian)	bruiz@cseg.com
Jack Abcarius	Jack.Abcarius@Nolte.com

ACEC by Teleconference

NAME	EMAIL
Jim Frost	jfrost@simonwongeng.com
Y. Nien Wang	ywang@hntb.com
Mike Jones	HNTB
Wei Koo	wkoo@wkoo.com
Majid Saraf	Parsons transportation

ACEC/Division of Engineering Services
Structures Liaison Committee

SIGN IN SHEET

Date: January 28, 2011

NAME	INITIAL	AFFILIATION	EMAIL
James Davis	JED	CT-DES	James.Davis@dot.ca.gov
Tony Marquez		CT-DES	Tony_Marquez@dot.ca.gov
Tom Ostrom		CT-DES	Tom_Ostrom@dot.ca.gov
Rob Stott	RAS	CT-DES-SC	Rob.Stott@dot.ca.gov
Vong Toan		CT	Vong.Toan@dot.ca.gov
Sudhakar Vatti		CT	Sudhakar.Vatti@dot.ca.gov
Bob Pieplow		CT	Bob_Pieplow@dot.ca.gov
Lam Nguyen	LN	CT	Lam_Nguyen@dot.ca.gov
Dolores Valls		CT	Dolores_Valls@dot.ca.gov
Mark Reno	MR	Quincy Engineering	markr@quincyeng.com
Todd Goolkasian	TMG	Cornerstone	tgoolkasian@cseg.com
Walt LaFranchi	WL	URS	Walt_LaFranchi@urscorp.com
Mark Ashley	MA	TY Lin International	Mashley@tylin.com
Wei Koo		WKE	Wkoo@Wkoo.com
Jim Frost		Simon Wong Engineering	jfrost@simonwongeng.com
Tom Walker	TW	Mark Thomas & Co.	TWalker@markthomas.com
Lance Schrey	LS	Mark Thomas & Co.	LSchrey@markthomas.com
Y. Nien Wang		HNTB	ywang@hntb.com — DID NOT SIGN IN
Chandu Shenoy	CS	Nolte	Chandu.Shenoy@nolte.com
Jay Holombo		PBS&J	GJHolombo@pbsj.com
Felix Li	FL	CT	felix_li@dot.ca.com

NAME	AFFILIATION	EMAIL
Linda Laubinger	CT L+I	linda_laubinger@dot.ca.gov
Jack Abearius	Nolte	Jack.Abearius@Nolte.com
~~Bill~~		
Roberto Lacalle	CT	roberto_lacalle@dot.ca.gov
Mark Willian	CT/GS	mark_willian@dot.ca.gov
SUNNY JHUTTI, SE	HNTB	sjhutti@HNTB.COM
Video Ayman Salama	TRC	
Steve Tayanipour	Hewitt Zolari	
Majid Sarraf	Parsons/BTC	
~~[redacted]~~		
Barton Newton	CT-State Bridge Engineer	Barton_newton@dot.ca.gov
Video Jim Frost	Simon Wong	

(over)

ACEC/Division of Engineering Services
Structures Liaison Committee

SIGN IN SHEET

Date: _____

	NAME	AFFILIATION	EMAIL
	Jay Holombo	T.Y. LM Int'l	
VIDEO	Wei Koo	WKE Inc	
	Kevin Coates	"	

ATTENDEES BY PHONE

NAME	AFFILIATION