



Purchasing Division

ADDENDUM NO. 2

DATE: March 15, 2023
FROM: City of Grand Junction Purchasing Division
TO: All Offerors
RE: Leach Creek and Redlands Parkway Trail Construction IFB-207-23-DH

Offerors responding to the above referenced solicitation are hereby instructed that the requirements have been clarified, modified, superseded and supplemented as to this date as hereinafter described.

Please make note of the following clarifications:

1. The solicitation Responses Due date and time, and the IFB Tentative Time Schedule (Section 3.6) have been modified/updated as follows:

Responses Due:

March 27, 2023, prior to 3:00 PM

3.6 IFB TENTATIVE TIME SCHEDULE:

Invitation For Bids available	March 3, 2023
Pre-Bid Meeting	March 9, 2023
Site Visit Meeting	March 14, 2023
Inquiry deadline, no questions after this date	March 20, 2023
Addendum Posted	March 22, 2023
Submittal deadline for proposals	March 27, 2023
City Council Approval	April 5, 2023
Notice of Award & Contract execution	April 6, 2023
Bonding & Insurance Cert due	April 12, 2023
Preconstruction meeting	To Be Determined
Work begins no later than	June 1, 2023
Final Completion	75 Calendar Days from start date of Notice to Proceed

Holidays:

Juneteenth
Independence Day

June 19, 2023
July 4, 2023

2. Q. There is a letter posted as part of the project documents on the WCCA plan list website. This letter was not attached as part of the IFB documents. Within the scope of the letter it explains that bidding contractors will be competing against the City and their estimated self-performance cost. Is this true?
 - A. The letter is not a part of this IFB. Yes, the City will submit a bid for self-performance cost, as that was approved by City Council at the adoption of the budget. Both Contractors and City bids will be brought to the table for determination of award.
3. Q. If so, how will the City do a cost comparison and what parameters would be set? During a recent public meeting, the City stated that their cost for the 4,400 linear feet of trail previously completed by self-performance, only included material cost. Labor, equipment, and overhead were not calculated as part of the actual cost. Is this how the City is planning on doing the cost comparison on this project? If so, as a business Owner and knowing the cost of doing business, I find it insulting, offensive, and downright disrespectful of my time and those within the civil construction industry locally, to expect us to waste our time trying to bid projects at material costs only.
 - A. If the City submits a bid for this project, these items will be included in the bid.
4. Q. Is the City submitting a bid per the Purchasing Policy? How will the City provide “apples to apples” comparison for it’s bid to the contractors bids (materials, equipment, labor, insurance, bonding, fuel, overhead, depreciation, etc.)?
 - A. There is no current policy to the City self-performing work. The City will provide to the best of its ability an apples-to-apples comparison, to include those of the materials, equipment, labor, insurance, fuel, overhead, depreciation.
5. Q. Shouldn’t the City first have construction conversations worked out with WCCA and Chamber of Commerce first, before the solicitation process is issued?
 - A. This trail, in its current condition, is considered a safety concern to be addressed sooner than later. Conversations with the WCCA and Chamber of Commerce will be a separate discussion, and will be forthcoming in a process to be developed in the near future. We recognize that larger conversations need to be had.
6. Q. The City does not have to include bonding cost with their in-house estimates. This is a layer of protection of the taxpayers dollars as required by law for any bids over \$50,000. This assures that the project not only will be constructed at the quoted price, but also assures that any warranty work cost is borne by the Contractor and not at additional cost to the taxpayers. How does the City financially account for rework, redo’s, or warranty work without increasing cost to the taxpayers?
 - A. There are differences and nuances in accounting for self-performed projects compared to contracted work. The City is committed to making sure that these differences are clearly explained and considered prior to selection of a contractor.
7. Q. Since this project is being labelled a “Maintenance” project, there are no plans and specifications provided. What is going to be the inspection criteria? Who will be inspecting and to what standards will we be held?

- A. The City material specifications and testing frequencies specified in the Standard Contract Documents will apply to this project. Quality Assurance testing will be contracted directly by the City through Rocksol Consulting.
8. Q. Does the City already have a storm water permit in place that will be used for this project?
- A. The City has acquired the stormwater permit for the project. The City will amend the permit specific to this phase and transfer to contractor during construction. The contractor will be responsible for implementation of stormwater control measures and compliance with the permit but will not be responsible for any permit fees.
9. Q. How thick is the existing asphalt?
- A. 3-5 inches thick.
10. Q. Is there a gradation requirement for the existing asphalt trail that is intended to be milled in place?
- A. Needs to meet specifications of CDOT Class 6 Aggregate Base Course.
11. Q. What is the process for subgrade approval prior to concrete placement?
- A. Proof rolling will be observed by a third-party quality assurance testing firm.
12. Q. How will soft subgrade conditions be stabilized?
- A. Over excavation and placement of CDOT Class 3 material. Line item to be provided in bid schedule.
13. Q. Since this project is bid as a lump sum project, how will progress payments be processed?
- A. Progress payment will be based on quantity of work completed for individual pay items listed in the bid schedule.
14. Q. Instructions to Offerors Item I. 7 - Procurement Process. This article makes no sense. Please clarify the intent of this statement.
- A. There is a typographical error in this section, and is corrected as follows:
- Procurement Process:** The most current version of the City of Grand Junction [Purchasing Policy and Procedure Manual](#).
15. Q. Instructions to Offerors Item 1.13 - Additional Documents. This article references the City Standard Contract Documents for Capital Improvements Construction. The City Manager has emphasized that this is a maintenance project and not a Capital Improvements project. Therefor the Standard Contract Documents do not and cannot apply. You cannot have it both ways. Please clarify your position on the status of the project.
- A. Standard Contract Documents for Capital Improvements Construction. The material specifications and testing frequencies are the same as whether this is a maintenance project or capital project.

- 16.Q. General Contract Conditions Item 2.8 - Quantities of Work and Unit Price. This article does not apply and should be deleted from the IFB, since this is a Lump Sum contract.
- A. For comparative bidding purposes, the City will be providing a price bid schedule. This will no longer be a Lump Sum contract.
- 17.Q. General Contract Conditions Item 2.21 - Progress and Completion. This article states the completion time as being 120 calendar days. Article 3.2 states the completion time as being 40 calendar days. Please clarify which is correct.
- A. To clarify, the City will be extending the project completion time to 75 calendar days to address concerns with the duration of the project. The objective of the City continues to limit the impacts to the trail users as much as practical and the section of trail that does not have a feasible detour (Colorado River to east of boat ramp, identified as Section A) shall limit the trail closure to no more than 25 calendar days.
- 18.Q. General Contract Conditions Item 2.22 - Payment & Completion. This is a Lump Sum contract. How is the Contractor to submit progress billings when there is only one Lump Sum line item?
- A. Reference Item 16 of this addendum.
- 19.Q. General Contract Conditions Item 2.30 - Changes in the Work. How can the City make changes in the work to a Lump Sum contract? This same question also applies to Item 2.32.
- A. Reference Item 16 of this addendum.
- 20.Q. General Contract Conditions Item 3.2 - Project Description. The scope calls for constructing a 6" thick concrete trail with 2 ft. wide gravel shoulders and 2: 1 side slopes. Examination of the trail segment which was recently completed by City personnel reveals that none of these specifications were followed in constructing the City self-performed work. Why are contractors being held to a different and higher standard of construction than the City for the same type of work?
- A. The 2022 work was a separate project. A project site visit was completed on March 14, 2023 to clarify the scope of work for this project and expectations for where modifications to the standard section may be warranted. These modifications are accounted for in the provided bid schedule.
- a. SECTION A – Redlands Parkway Bridge to East of Boat Ramp Entrance – 1950 feet of 10 foot wide HBP removal – 10 ft wide 6 inch concrete bikeway on native.
 - b. SECTION B1 – East of Boat Ramp Entrance to Junior Service League Park – 1215 feet of 10 foot wide HBP removal – 10 ft wide 6 inch concrete bikeway on native
 - c. SECTION B2 – Junior Service League Park – 345 feet of 8 foot wide HBP removal – 10 ft wide 6 inch concrete bikeway on 4 inch Class 6 ABC.
 - d. SECTION C – Junior Service League Park south to Leach Creek Bridge – 2350 feet of 8 foot wide HBP removal on 4 inches Class 6 ABC.
- 21.Q. Special Conditions & Provisions Item 3.3.6 - Pricing. Contractors are instructed to include all labor, equipment, supplies, materials, etc. in their bid pricing. Why is the City not required to include these items in their self-performance estimate to complete the project?

A. Reference Item 3 of this addendum.

22.Q. General Question: The IFB makes no mention of the ownership, location, or depth of existing public utilities within the work area. As conflicts with these utilities are likely, the City needs to address how those conflicts are to be dealt with.

A. The proposed project does not contemplate an excavation deeper than 10 inches. Majority of the project is in a fill condition with limited to risk to existing utilities. City will verify.

23.Q. General Question: The IFB makes no mention of how survey markers are to be dealt with if they conflict with the construction. There is at least one known Mesa County ROW survey marker which will be disturbed by the construction. The City needs to address how relocation of survey markers will be handled and by whom.

A. Contractor is responsible to protect or reset any survey markers.

24.Q. General Question: The IFB makes no mention of existing storm drainage structures and appurtenances. The City needs to address how these will be dealt with if they are encountered and prove to be in conflict with new construction.

A. If necessary, cross sections at stormwater outfalls can be modified so as not to extend existing stormwater pipe / flared end sections.

25.Q. This Invitation for Bid (IFB) does not reference the letter from Greg Caton (City Manager) submitted to WCCA and the Chamber of Commerce describing the purpose of the IFB, the modification to the traditional bid process, or even how the bids will be evaluated? The IFB does not state that the contractors will be bidding against the City (owner) in this solicitation, let alone state that the City will take the contractors bids, produce their own number (after receiving the bids), and report their findings to the City Council. This is all done behind closed doors, I wonder who will be the low bid?

A. The letter referenced is not a part of this solicitation. The City will be submitting through the same solicitation process as the contractors.

26.Q. The City, thru Greg Caton's letter, is framing this (and all 9 miles of trail) as a maintenance project as stated in the correspondence. Maintenance of this trail would be crack sealing and pothole patching. Maintenance is repair work done to an existing structure. The IFB specifically refers to this project as the construction of a □ trail per the scope of work. The scope involves the complete removal of the existing trail, replacement of the existing base materials, the addition of new base materials to widen the footprint, then the installation of a new and wider concrete trail. This work also adds 2 feet of shouldering to each side plus slope mitigation. Removing an old 8-foot-wide asphalt trail and replacing with a new 10 foot wide concrete trail in a new 14-foot-wide trail profile is not maintenance. This is not a remodel, this is new construction. Why is this not considered a Capital Improvement project?

A. This project is part of a multi-year trail replacement program. Contractor is to match the existing lines and grades as much as practical with the replacement of the trail surface. This addendum provides a bid schedule and additional information to clarify scope and objectives for all potential bidders.

27. Q. As a Capital Improvement project, the City should provide the typical bid package that includes an engineered design with relevant drawings that address the existing conditions, identifies potential utility conflicts, verifies and acquires the appropriate easements, and produces a line-item scope of work with estimated quantities. This is how it has always been done, this is how it is fair and equitable to the contractors, and this is how a true comparative analysis can take place. A single lump sum, all-inclusive proposal that includes none of the above, is a liability to the taxpayers.

A. City will be providing a bid schedule to clarify the scope.

28. Q. This IFB, along with Greg Caton's letter, continues to ignore the City's own Purchasing Policy and Procedures Manual, specifically section 18, City Privatization and Competitive policy as has been discussed before. Under this policy, the City would have to produce a sealed bid, to a clear and defined scope of work (including labor, equipment, materials, and overhead) along with the contractors in a public bid opening. In this case, per Greg's letter, the contractors have to submit their bids to the city first, and then the city will determine their price and present it to City Council. How is that fair, is this even legal, and how does this not subject the City to bid rigging? Furthermore, how does a lump sum bid offering provide any level of comparative analysis?

A. Section 18 does not apply to this project. However, a bid schedule will be provided to clarify scope. The City will be submitting through the same solicitation process as the contractors.

29. Q. This IFB needs to be removed from bidding until the process, parameters, and issues stated above can be addressed. It is obvious that this bid methodology Greg Caton is proposing is flawed. This is again why WCCA and the Chamber of Commerce continue to request a task force be put in place, to address and resolve these issues and ensure that a fair, open and competitive bid environment exists for all projects. This is the first phase of Greg's two-pronged approach, but this has to happen before an IFB, presented in this manner, should even exist. Shouldn't this process also be done under the guidance and acceptance of the new incoming City Council?

A. This project was approved by City Council to be performed by City staff through the adoption of the budget. This trail, in its current condition, is considered a safety concern to be addressed sooner than later.

30. Q. Hypothetically, for arguments sake, what happens when the local contracting community, bidding apples to apples with the city, shows they can do this work more effectively and thus for less money? Will the City and Greg Caton abandon the idea of self-performing 9 miles of trail replacement? Kind of hard to do when you have already spent half a million dollars on a Gomaco concrete paving machine whose sole purpose is to perform this work.

A. The City continues to be open-minded in considering the best approach in maintenance of the City's infrastructure and reserves the opportunity to self-perform when deemed in the best interest of the City. The City will continue to evaluate the most effective delivery method and is soliciting bids from private sector for this year's planned trail replacements to try an alternate approach.

31. Q. This IFB is an attempt to "spin" the argument providing the City with a way to justify the purchase of the Gomaco machine and it should be called out as such.
- A. Per Item 30 of this addendum, the Gomaco machine was purchased as the most effective way to construct the trail utilizing City staff.
32. Q. How does the City address its own Liquidated Damages, should they go beyond the project completion date?
- A. There is not a vehicle for the City to charge Liquidated Damages to itself. Liquidated Damages are intended to reimburse the City for additional monetary and non-monetary costs incurred per the Liquidated Damages section of the solicitation. The contract term is extended as part of this addendum to address concerns raised related to duration of project and reduce risk associated with potential liquidated damages. See response to Item 17 of this addenda.
33. Q. What happens if the City goes over its own budget construction the project in-house?
- A. If self-performed, the City would adjust scope of the project as necessary to be completed within the approved budget. Any bid submitted by the City for this project will be based on the same scope described in this solicitation.
34. Q. Why doesn't the City provide a Price Bid Schedule for this project, to properly and fairly compare contractors bids, and/or to the City's bid?
- A. A Bid schedule will be provided.
35. Q. Does the City have ACI Concrete and Flatwork Finisher and Technician Certification (ACICFFT)? Per the solicitation, Contractors are required to have this.
- A. The City is currently pursuing this certification. However, for this solicitation, this requirement will be waived for all bidders.
36. Q. What if the contractor can do the project for less? Will the City still try to perform the project in-house or will it be awarded to the contractor?
- A. All responsive and responsible bids received as part of this solicitation will be presented to City Council for consideration of award.
37. Q. Comparing existing similar work the City has recently self-performed, to what is being solicited from contractors, the projects don't compare to quality or scope. Contractors don't get the luxury of not meeting the specifications/scope without penalty. How does the City intend to address this for future projects that may be self-performed?
- A. The City's intent is to meet or exceed project specifications.
38. Q. Is there an engineer's estimate that has been developed for this project?
- A. An engineer's estimate will be provided at bid opening.

- 39.Q. No project specials have been provided for this project. As such, method of payment and incidental items are assumed to be per the City Standard Specifications. The City's Standards indicate unit pricing. How would progress payment be handled?
- A. Reference Item 15 of this addendum.
- 40.Q. Is material testing required?
- A. All base and concrete will be required to be tested by third party. Subgrade proof rolling also required by third party inspector.
- 41.Q. If the City goes over their bid price how will excess funds be handled, and where will they come from?
- A. Reference Item 33 of this addendum.
- 42.Q. Is a storm water permit required?
- A. Reference Item 8 of this addendum.
- 43.Q. If awarded to the City, and if the City does not complete within allotted time, how will liquidated damages be assessed against the City? Is this a conflict of interest?
- A. Reference Item 32 of this addendum.
- 44.Q. After bid time will the City's bid price become public domain?
- A. The total price will be provided at the time of bid opening. The detailed breakdown will not be provided until after award and contract execution.
- 45.Q. The City currently has a Curb Ramp Maintenance project out for bid. The IFB includes project specials, a bid tab, and is unit price. The IFB for this much larger in scope trail "maintenance" project does not include project specials, nor a bid tab; and is lump sum. Why?
- A. Bid schedule will be provided.
- 46.Q. The scope of the curb ramp maintenance does not change the overall prism of the sidewalk and adjacent roadway, and states the scope is to update existing ramps; which will be replaced in kind. The Scope of this trail "maintenance" project states we will be replacing with a "new trail" which will not be replaced in kind and changes the overall trail prism. How would this be considered a maintenance project, and not a Capital Improvement project.
- A. Reference Item 26 of this addendum.
- 47.Q. As mentioned by WCCA, why is the city not providing a bid at bid time per section 18?
- A. Reference Item 28 of this addendum.
- 48.Q. Will the City's bid be comprehensive, and provide labor, materials, and overhead?
- A. Reference Item 3 of this addendum.

49. Q. Will acceptance of the Contractors work be based on the previous portion of the trail placed by the City?
- A. The scope and specifications of this project are separate and distinct from previous work.
50. Q. Will all qualified bidders be required to have an ACI Finishers certification?
- A. Reference Item 35 of this Addendum.
51. Q. What about milling in place vs. removal?
- A. The existing asphalt may be completed as a full depth removal or milled in place. Contractor shall refer to Item 10 of this Addendum if their means & methods intend to reuse the asphalt millings for base material on this project. A
52. Q. Please clarify variable cross slope, but not to exceed 2%?
- A. The finished surface of the concrete trail shall reasonably match the variable cross slopes of the asphalt trail as much as practical. The cross slopes are anticipated to need to vary to tie into existing grade but must not exceed 2%.
53. Q. Are we to encase the abutment at the Leach Creek Bridge?
- A. The width of the concrete trail shall transition to the usable width of the bridge and is not intended to remove any of the posts for the approach rails.
54. Q. Are Contractors responsible for signage?
- A. Contractors will be responsible for all temporary traffic control signage during construction, including trail closed, detour, and any advanced warning signs necessary.
55. Q. Does the City want class 6 for shouldering in the narrow areas? Can the Contractor go down in height/thickness?
- A. The width of the shouldering will be modified to minimize impacts to adjacent riverbanks, drainage channels, areas of established vegetation, or other narrow areas. The elevation of the trail through these areas is flexible if it does not create conflicts with other constraints (e.g. buried utilities, roots, surface drainage, etc.). The quantities in the bid schedule accounts for these estimated modifications to the shoulder widths.
56. Q. Narrow area behind Mays Concrete facility, can the path be shifted?
- A. Horizontal location of trail is somewhat flexible through this area but must remain with 20-foot easement available.
57. Q. The fence at Junior Service League Park, if needing to be moved, will it need to be replaced?
- A. Any fencing needed to be removed or moved to accommodate trail installation shall be the responsibility of the Contractor to reset.

- 58.Q. Will the Junior Service League parking lot be allowed to be closed during this project, and can it be used by the Contractor for project staging?
- A. The City will allow the parking lot at Junior Service League Park to be closed during construction and used as a staging area.
- 59.Q. Will the valve boxes at Junior Service League Park need to be relocated, and/or raised?
- A. Valve boxes within landscape area adjacent to trail will need to be adjusted to finished grade.
- 60.Q. Please clarify Contractor responsibilities for existing posts, signs, fencing, tree roots, culverts are to be addressed at the Junior Service League Park area?
- A. Any posts, signs, fencing removed to accommodate trail installation shall be the responsibility of the Contractor to reset. The Contractor shall protect shallow roots from damage from construction equipment as well as protecting all tree roots over 2-inches in diameter within areas of excavation.
- 61.Q. What about traffic control for bicyclers and pedestrians for detour paths?
- A. Appropriate signage and traffic control devices shall be used to detour trail users around work zones. The City will allow full closures of the trail with appropriate signage and traffic control devices for available detours. The City recognizes that there is not practical detour for the section of trail immediately east of the Colorado River bridge. A full closure of this section will be allowed but shall be limited to no more than 25 calendar days.
- 62.Q. Does the City want Contractors to hand-pour tie-ins to the asphalt connections?
- A. The means and methods of how these tie-ins are constructed are up to the Contractor as long as the finished product meets the project specifications.
- 63.Q. Are there any encroachment concerns along the parkway?
- A. The City does not have any clear zone concerns with the addition of trail shouldering adjacent to Redlands Parkway. The Contractor will need to ensure that a roadside drainage swale remain between the trail and Redlands Parkway but is not responsible for regrading the ditch.
- 64.Q. Can the City please address any culvert protection concerns and what the Contractor will be responsible for revegetation?
- A. This project does not intend to extend any of the drainage culverts and the Contractor shall protect them in-place.
- 65.Q. Please verify that the City will be responsible for any tree trimming that may be required for the project?

A. The City will be responsible for trimming the one over-hanging tree along the Redlands Parkway section to accommodate construction vehicles in cooperation with the City Forester.

66.Q. Please clarify if the Contractor will be responsible for traffic control along the parkway, and what the City expects for that traffic control?

A. It is anticipated that the traffic control will likely require "Shoulder Closed Ahead" signage along this section and may need additional traffic control if construction vehicles are planning on turning into or out of the work area. No closures on Redlands Parkway will be allowed with this project. The eastbound shoulder, boat ramp right turn lane and outside lane east of boat ramp entrance can be used during the day but must be reopened each night.

67.Q. Does the City want the culvert near the end of the trail along side of the parkway to be raised? Do any other culverts need to be raised?

A. This project does not intend to extend or modify any of the storm drain culverts.

68.Q. Does the City want the last part of the trail to keep its slope toward the parkway?

A. The cross slope of the trail shall continue to slope toward the Redlands Parkway rather than draining down the steep slope south of the trail.

69.Q. Please state the location on the west portion of the path that no tie in is need for the connection to another existing path. The trail will go straight through.

A. This is located in Section A of the attached site map, just west of Redlands Parkway South Pond.

70.Q. Can the project schedule be extended from 40 calendar days to 60, or more? Can Milestones be established?

A. Reference Item 17 of this Addendum.

71.Q. Please clarify how the City wants the trail to be shut down during construction. In sections, or the entire project trail?

A. The City wants only one section at a time closed to the public (see attached site maps for section locations, these have been divided into A, B, and C).

72.Q. Please clarify that the Blue Herring boat ramp/parking area can be used by the Contractor for additional construction staging area.

A. The current staging area for boat ramp with stockpiled millings is planned to be a future overflow parking area and can be used for staging for this project.

73.Q. Are there any areas where the Contractor can just pour over the existing asphalt as is? If so, what are those specific areas, and what are the scope/specification requirements?

A. The City is willing to consider alternative approaches but the Contractor shall base their bid on the scope identified in the bid schedule and other sections of this solicitation.

The original solicitation for the project noted above is amended as noted.

All other conditions of subject remain the same.

Respectfully,

A handwritten signature in black ink, appearing to read "Duane Hoff Jr.", written in a cursive style.

Duane Hoff Jr., Contract Administrator
City of Grand Junction, Colorado

Bid Schedule: Riverfront Trail - Redlands Pkwy Bridge to Leach Crk Bridge

Item No.	Description	Quantity	Units	Unit Price	Total Price
1	201- Clearing and Grubbing 00000		Lump Sum	---	\$ _____
2	202- Remove and Reset Fence 01000	30.	LF	\$ _____	\$ _____
3	202- Remove and Reset 8x8 post and cable 01000 fencing	100.	LF	\$ _____	\$ _____
4	202- Remove and Reset Benches - new 4 01000 inch concrete slab	4.	EA	\$ _____	\$ _____
5	208- Erosion Log Type 1 (9 Inch) 00012	5,860.	LF	\$ _____	\$ _____
6	208- Concrete Washout Structure 00045	2.	EA	\$ _____	\$ _____
7	208- Vehicle Tracking Pad 00070	2.	EA	\$ _____	\$ _____
8	208- Water Control 00400		Lump Sum	---	\$ _____
9	212- Seeding (Native) (Hydroseed) 00007	0.5	ACRE	\$ _____	\$ _____
10	304- Aggregate Base Course (Class 6) - misc 06000 shouldering Sections A, B1 - 3,165 ft x 12 inch thick x 2 feet wide x 2 side	886.2	TONS	\$ _____	\$ _____
11	304- Aggregate Base Course (Class 6) - 06000 shouldering Section C - 2000 ft x 10 inch x 3 feet x 2 sides	700.	TONS	\$ _____	\$ _____
12	420- Geotextile (Separator)(Class 1) - Section 00132 C approx 850 ft of trail x 14 ft wide	1,322	SY	\$ _____	\$ _____
13	608- Concrete Bikeway (6 Inch) - Section A 00026 10 ft wide HBP removal 10 ft wide concrete on native - 1950 LF	2,167	SY	\$ _____	\$ _____
14	608- Concrete Bikeway (6 Inch) - Section B1 00026 10 ft HBP/conc removal 10 ft wide concrete on native - 1215 LF	1,350	SY	\$ _____	\$ _____
15	608- Concrete Bikeway (6 Inch) - Section B2 00026 8 ft HBP removal - 10 ft wide conc on 4 Class 6 ABC - 345 LF	383	SY	\$ _____	\$ _____
16	608- Concrete Bikeway (6 Inch) - Section C 00026 8 ft HBP removal - 10 ft wide conc on 4 Class 6 ABC - 2350 LF	2,611	SY	\$ _____	\$ _____
17	620- Sanitary Facility 00020		Lump SUM	---	\$ _____
18	626- Mobilization 00000		Lump SUM	---	\$ _____
19	630 Traffic Control (Complete In Place)		Lump SUM	---	\$ _____
20	630 Traffic Control Plan		Lump SUM	---	\$ _____
MCR	MINOR CONTRACT REVISIONS	---	---	---	\$ 25,000.00
				Bid Amount:	\$ _____

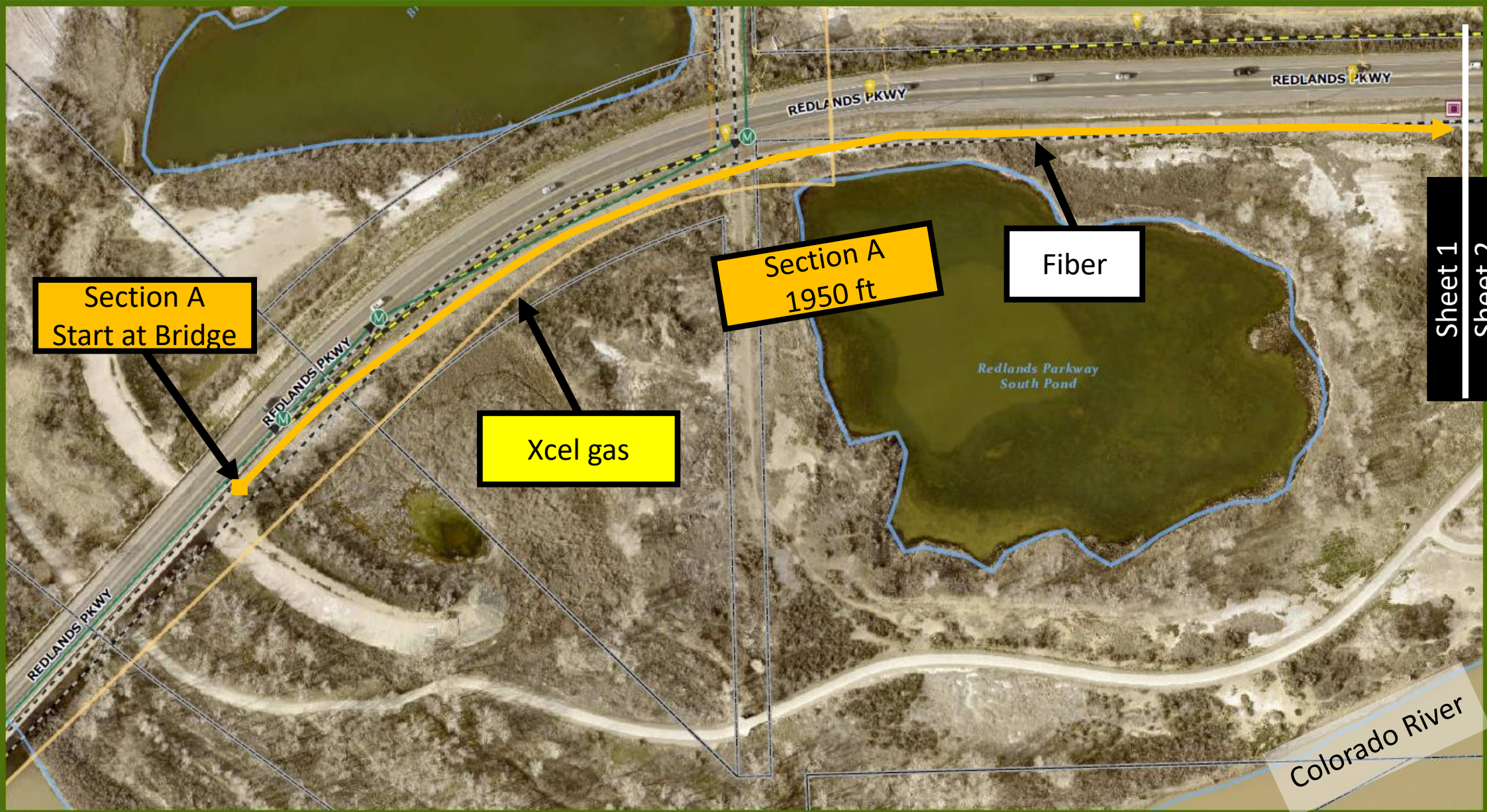
Bid Amount:

Bid Schedule: Riverfront Trail - Redlands Pkwy Bridge to Leach Crk Bridge

Item No.	Description	Quantity	Units	Unit Price	Total Price
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dollars

Riverfront Trail – Redlands Parkway Bridge to Leach Creek Bridge – Sheet 1

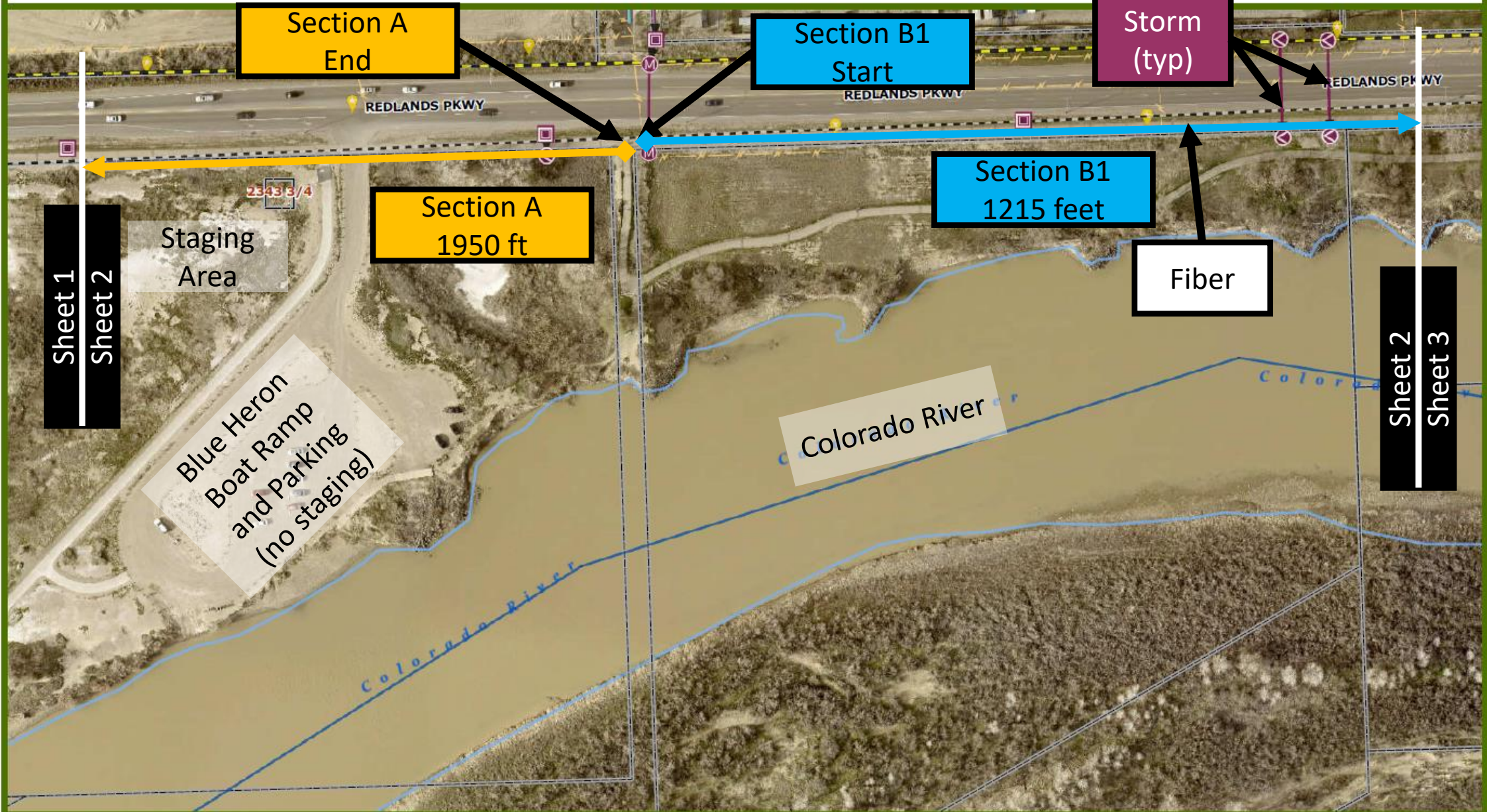


Sheet 1
Sheet 2



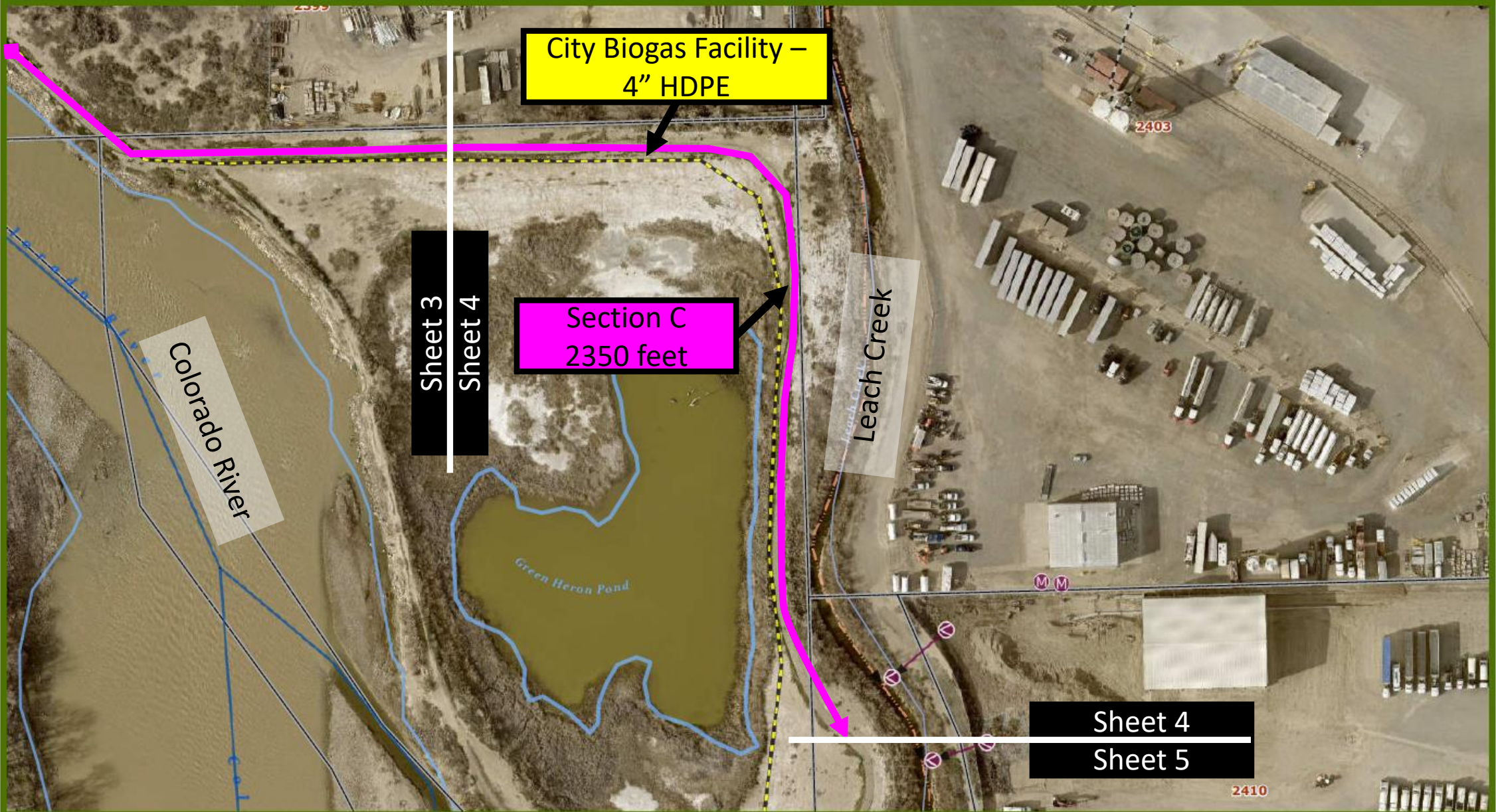
Printed: 3/10/2023
1 inch equals 94 feet
Scale: 1:1,128

Riverfront Trail – Redlands Parkway Bridge to Leach Creek Bridge – Sheet 2



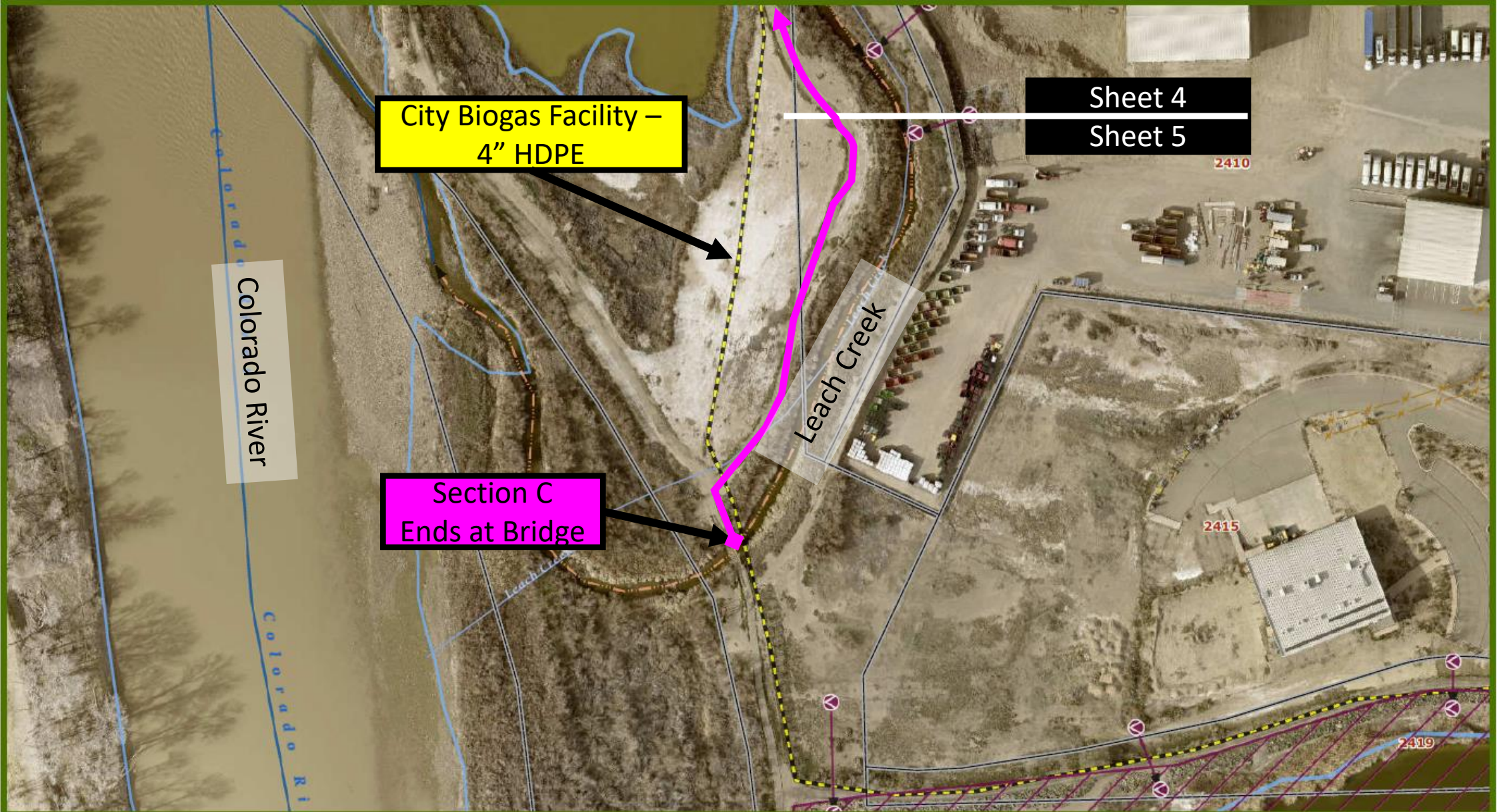
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1 inch equals 94 feet
Scale: 1:1,128

Riverfront Trail – Redlands Parkway Bridge to Leach Creek Bridge – Sheet 4



Printed: 3/10/2023
1 inch equals 94 feet
Scale: 1:1,128

Riverfront Trail – Redlands Parkway Bridge to Leach Creek Bridge – Sheet 5



Printed: 3/10/2023
1 inch equals 94 feet
Scale: 1:1,128