DATE: December 20, 2013
TO: Mayor and City Council Members
FROM: Parks and Recreation Department
SUBJECT: RESOLUTION NO. 9260 - A RESOLUTION RELIEVING HERBACK GENERAL ENGINEERING FROM ITS BID AND AUTHORIZING THE CITY MANAGER TO EXECUTE A CONTRACT WITH WESTCON CONSTRUCTION FOR THE CONSTRUCTION OF THE JOHNNY CASH TRAIL BIKE PATH AND OVERCROSSING OF FOLSOM LAKE CROSSING ROAD AND ACCEPTANCE AND APPROPRIATION OF FUNDS FROM THE SACRAMENTO AREA COUNCIL OF GOVERNMENTS BIKE AND PEDESTRIAN GRANT FUNDING PROGRAM

OR

RESOLUTION NO. 9291 - A RESOLUTION REJECTING ALL BIDS FOR THE CONSTRUCTION OF THE JOHNNY CASH TRAIL BIKE PATH AND OVERCROSSING OF FOLSOM LAKE CROSSING ROAD

BACKGROUND/ISSUE

The City of Folsom Bikeway Master Plan identifies a Class I bike trail, referred to as the Folsom Lake Trail, now called the Johnny Cash Trail that extends from the Historic Truss Bridge to Green Valley Road. The proposed alignment traverses through Folsom Prison, Bureau of Reclamation, and State Parks properties, totaling approximately four miles.

On July 23, 2013, the City Council adopted Resolution No. 9212 authorizing City staff to apply for grant funds from the Sacramento Area Council of Government Bicycle and Pedestrian Fund program in the amount of $778,800 plus City matching funds of $106,000 for the second phase of the Johnny Cash Trail. In December 2013, The Sacramento Area Council of Governments (SACOG) board approved the grant award for the full $778,800.

In the pursuit of funding for this trail segment, it has been broken into phases with the first phase being the acquisition of property from Folsom State Prison and the design and construction of a trail overcrossing at the new Folsom Lake Crossing Road and construction of about 5,000 linear feet of Class I trail. The second phase includes the construction of a Class I bike trail from the Folsom Prison entrance/exit road to the existing trail behind Rodeo Park/Dan Russell Arena. Final design for the second phase will begin in late January and expect to start construction in the fall of 2015.

In an effort to reduce overall costs on the project, fill material from the Folsom Lake Crossing Road project was utilized for the approach ramp on the west side of the overcrossing. The grading work for the approach ramp on the west side of the overcrossing was completed in the summer of 2011 as well as some fence work. Final design for the first phase of the Johnny Cash Trail was completed by Dokken Engineering in September 2013 (Attachment 3).
Staff published the bid documents with an engineer’s construction estimate of $1,961,995 with construction related activities bringing the total construction budget to $2,169,000. At each phase of the design process, Dokken Engineering provided preliminary estimates with a final engineer’s estimate of $1,961,995; however, the bid results were significantly above the engineer’s estimate and the funds available for the project. Staff has prepared two strategies for project delivery. The first would be to move forward with awarding the project requiring appropriations of additional funds, and second would be to re-engineer the project to fit within the original project budget.

POLICY/RULE

The City Council Adopted Resolution No. 7332 Financial Policies of the City of Folsom on May 25, 2004. Section D – Intergovernmental Revenues, Paragraph C – Grant Project Resolutions states, “All grants received from the Federal or State government for operating or capital purposes shall be recognized in separate grant project resolutions. A balanced grant project resolution must be adopted prior to beginning the project.”

In accordance with Chapter 2.36 of the Folsom Municipal Code, Public Works projects costing $41,750 or greater shall be competitively bid and contracted for by the City Council. This trail corridor is identified in the adopted Bikeway Master Plan.

ANALYSIS

The Notice to Contractors for the Johnny Cash Trail Bike Path and Overcrossing of Folsom Lake Crossing Road project was advertised in the Folsom Telegraph, El Hispano and major building exchanges on October 2, 2013 and October 9, 2013. It was also advertised in The Observer Newspapers on October 10, 2013 and October 17, 2013. The Parks and Recreation Department received eight responsive and responsible bids on October 29, 2013:

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<th>Contractor</th>
<th>Base Bid</th>
<th>Add Alternate#1</th>
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<tr>
<td>1. Herback General Engineering</td>
<td>$2,441,978.25</td>
<td>$2,200 $2,700 $33,500 $10,500</td>
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<td>2. Westcon Construction</td>
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<td>7. Western Engineering</td>
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<td>8. Burkard Excavating Company</td>
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Pursuant to Public Contract Code Section 5101, Relief of Bidders, Herback General Engineering has sought relief from their bid due to a mathematical error in filling out the unit price of Bid Item #53, Structural Concrete, Bridge, on the bid form. According to documentation provided by Herback, the cubic yard price for Bid Item #53 did not extend properly to incorporate two bridge towers and abutment structures resulting in a short fall of $400,065.57. Given the fact that: (a) a mistake was made in Herback’s bid; (b) Herback gave City written notice within five working days after opening of the bids of the mistake and explained how the mistake occurred; (c) the mistake made Herback’s bid materially different than what it had intended to submit; and (d) the mistake was made in filling out the bid and not due to error in judgment or carelessness in inspecting the project site or in reading the project’s plans and specifications, Herback’s request for relief is appropriate under Public Contract Code Section 5101(b).

The engineer’s estimate for the project was $1,961,995 and the available funding is $2,169,000.
Based on the lowest responsive bidder the resulting funding shortfall is $934,800. In response to the funding shortfall, staff has outlined two strategies for project delivery.

**Project Delivery - Strategy One**
Award Bid to Westcon Construction with Add Alternate 1A, 1B, 1C, 1D, with line item deductions outlined below.

**Total Project Costs:**
Westcon Construction Base Bid $2,901,857
Add Alternate 1A, 1B, 1C, 1D (Landscape irrigation work) $87,000
Additional tree mitigation costs (trees, city hook up fee’s) $45,000
Contingency and Geotechnical studies total $185,184
Project Management Support $14,000
**Total Project Costs** $3,233,041

**Project Revenue:**
Current project funds available $2,169,000
Transfer from Johnny Cash Trail Phase 2 (EEM Grant) $50,000
Transfer SACOG grant from Phase 2 $778,800
Transfer city matching funds for SACOG grant from Phase 2 $151,000
**Total Revenue Available:** $3,148,800

**Funding Shortfall:** $84,241
To address the shortfall staff is recommending removing the following line items from the bid (Pursuant to Public Contract Code Section 5101). These items are not absolutely critical to successful completion of the project, and could possibly be added on at a later date with surplus contingency funds (if any).

- Item 12 - 3/8” crushed rock $38,396
- Item 55 - Architectural treatment $38,609
- Item 56 - Anti-graffiti coating $7,236

**Total Deductions** $84,241

The proposed deductions would cover the shortfall and fully fund the base bid plus Add Alternate 1A, 1B, 1C, and 1D, and other construction related costs. This strategy requires the transfer of grant and matching funds already approved from Phase 2 of the Johnny Cash Trail, including $50,000 from an Environmental Enhancement and Mitigation grant. Staff has confirmed with the Sacramento Area of Governments (SACOG) that the proposed transfer of funds between project phases is permissible. Phase 2 of the Johnny Cash Trail is currently starting design and staff will be pursuing additional grant funding in the spring of 2014 to replace the funds being transferred to Phase 1. The proposed funding request as outlined in Strategy One has been reviewed and approved by the Finance Director.

**Project Delivery - Strategy Two**
Reject all bids.
Direct staff to reengineer the bridge structure to a more standard bridge abutment design, similar to the East Bidwell Bike/Pedestrian overcrossing and would most likely require the removal of the arch structures. The construction documents would be revised and the engineer’s estimate updated to reflect the funds available, and to rebid by March 1, 2014.
The location of the bike/pedestrian overcrossing represents a key segment of the regional trail system providing a direct connection to the American River Trail to the west and El Dorado County to the east, attracting cyclists from both Placer and El Dorado Counties to Folsom. The overcrossing structure as proposed will serve as an iconic and symbolic feature of Folsom history and will provide the opportunity to offer a unique gateway like no other in the city for both cyclists and motorists.

**FINANCIAL IMPACT**

The grant program requires the expenditure of funds with reimbursement requested. The Humbug-Willow Creek Parkway Impact Fee (Fund 223) will be utilized to cover the upfront project costs. Upon completion of the project, Fund 223 will be fully reimbursed from the grant proceeds minus City matching funds. The Johnny Cash Trail Bike Path and Overcrossing Project is listed in the adopted FY 2013-14 Open Space and Greenbelts CIP budget and below is a breakdown of the costs to date and the available funding.

The current project costs and proposed funding are listed below:

**Project Costs (to date):**

- Design costs: $387,421
- Environmental costs/mitigation: $139,629
- Fee-Title Acquisition: $117,500
- Grading of approach ramps: $421,000
- Fencing: $19,000
- Utility Relocation: $41,300
- Geotech Investigations: $30,000
- In kind work – import fill material: $475,000
- **Total Costs**: $1,630,850

**Project Revenue:**

- City Funds: $56,450 (Fund 446)
- EEM Grant Funds: $245,000 (grant approved)
- SACOG Bike/Ped. Grant: $575,000 (grant approved)
- BTA Grant: $320,400 (grant approved, R#8682)
- City Matching funds (BTA grant): $38,500 (Fund 226, R#8403)
- BTA Grant: $460,000 (grant approved, R#8885)
- City Matching funds (BTA grant): $60,000 (Fund 248, R#8803)
- SACOG Bike/Ped Grant: $690,000 (grant approved, R#8946)
- City Match for SACOG Grant: $89,500 (Measure A funds, R#8886)
- PLH Grant: $790,000 (grant approved R#9063)
- City Matching funds: $475,000 (fill material from Pol Lake Cross)
- Transfer SACOG grant from Phase 2: $778,800 (grant approved)
- Transfer City match for SACOG grant Phase 2: $106,000 (Funds 248, 276 R#9212)
- Transfer City match for SACOG grant Phase 2: $45,000 (Fund 206)
- Transfer EEM grant funds from Phase 2: $50,000 (grant approved)
- **Total Revenue**: $4,779,650

**Balance Available:**

$3,148,800 ($4,779,650 – $1,630,850)
Westcon Construction Award amount with deductions and
Add Alternate 1A, 1B, 1C, 1D
Contingency and Geotechnical studies total
Additional tree mitigation costs (trees, city hook up fees)
Project Management Support

$2,904,616
$185,184
$45,000
$14,000

Total project funding needed

$3,148,800.

As mentioned above, to proceed with Project Delivery, Strategy One, the additional funding would come from deducting three line items totaling $84,242, and transferring approved grant and matching funds from the Johnny Cash Phase 2 project totaling $979,800. This would provide sufficient funding to award the project to Westcon Construction for $2,904,616. Under Strategy two, the project would be reengineered to fit within the current available funding of $2,169,000 and most likely would result in the elimination of any architectural treatments including the towers from the design.

Staff is recommending that Strategy one be approved. Strategy One would increase the FY 14 project budget from $3,799,850 to $4,779,650. The additional appropriation for this project would be $979,800, to be funded by grant funds originally intended for the second phase of this project.

The Parks and Recreation Department will be responsible for the operation and maintenance once this project is constructed and the estimated cost to maintain this segment of trail per year is $3,500. The trail system is maintained under a contract that is bid every two years. The actual trail maintenance is dependent on the characteristics of each trail section, the contractual scope of work, and the bid results.

ENVIRONMENTAL REVIEW

A Mitigated Negative Declaration was prepared for the construction of the Johnny Cash Trail Bike Path and Overcrossing Project in compliance with the California Environmental Quality Act (CEQA) and was adopted by City Council with approval of Resolution No. 8731 on September 28, 2010. NEPA clearance was approved by Caltrans on April 11, 2013.

ATTACHMENTS

1. Resolution No. 9260 - A Resolution Relieving Herback General Engineering From Its Bid and Authorizing the City Manager to Execute a Contract with Westcon Construction for the Construction of the Johnny Cash Trail Bike Path and Overcrossing of Folsom Lake Crossing Road and Acceptance and Appropriation of Funds From the Sacramento Area Council of Governments Bike and Pedestrian Grant Funding Program

2. Resolution No. 9291 - A Resolution Rejecting all Bids for the Construction of the Johnny Cash Trail Bike Path and Overcrossing of Folsom Lake Crossing Road

3. Project Design – Rendering of Bike/Pedestrian Overcrossing

4. Letter from Herback General Engineering requesting relief from Bid (Pursuant to Public Contract Code Section 5101(b)
RECOMMENDATION/CITY COUNCIL ACTION

Move to Approve Resolution No. 9260 - A Resolution Relieving Herback General Engineering From Its Bid and Authorizing the City Manager to Execute a Contract with Westcon Construction for the Construction of the Johnny Cash Trail Bike Path and Overcrossing of Folsom Lake Crossing Road and Acceptance and Appropriation of Funds From the Sacramento Area Council of Governments Bike and Pedestrian Grant Funding Program or Move to Approve Resolution No. 9291 - A Resolution Rejecting all Bids for the Construction of the Johnny Cash Trail Bike Path and Overcrossing of Folsom Lake Crossing Road.

Respectfully submitted,

[Signature]

Robert Goss, Parks and Recreation Director
ATTACHMENT 1

Resolution No. 9260
RESOLUTION NO. 9260

A RESOLUTION RELIEVING HERBACK GENERAL ENGINEERING FROM ITS BID AND AUTHORIZING THE CITY MANAGER TO EXECUTE A CONTRACT WITH WESTCON CONSTRUCTION FOR THE CONSTRUCTION OF THE JOHNNY CASH TRAIL BIKE PATH AND OVERCROSSING OF FOLSOM LAKE CROSSING ROAD AND ACCEPTANCE AND APPROPRIATION OF FUNDS FROM THE SACRAMENTO AREA COUNCIL OF GOVERNMENTS BIKE AND PEDESTRIAN GRANT FUNDING PROGRAM

WHEREAS, to date, the Parks and Recreation Department has received grant funding plus City matching funds totaling $3,799,850 for the Johnny Cash Trail Bike and Overcrossing Project – Phase 1; and

WHEREAS, the project is identified in the Fiscal Year 2013-14 Open Space and Greenbelts CIP Budget and includes funding for the Johnny Cash Trail – Phase I Bike/PeDESTRIAN Overcrossing Project; and

WHEREAS, on October 2, 2013, the Parks and Recreation Department released the project manual and published the Notice to Contractors for bidding of the Johnny Cash Bike Path and Overcrossing Project; and

WHEREAS, bids were opened on October 29, 2013, with the lowest bid of $2,510,878.25 (base bid + add alternates #1a–1d) was received from Herback General Engineering; and

WHEREAS, pursuant to Public Contract Code Section 5101, Relief of Bidders, Herback General Engineering sought relief from their bid due to a material arithmetical mistake made in its bid; and

WHEREAS, Herback General Engineering has met the requirements for relief under Public Contract Code Section 5103 as documented in a written report attached to the staff report accompanying this resolution; and

WHEREAS, the lowest responsive bid of $2,988,857.39 (base bid + add alternates #1a–1d) was received from Westcon Construction; and

WHEREAS, line item deductions totaling $84,241 are required to reduce the award amount to $2,904,616 leaving a deficit of $979,800 in required project funding, and

WHEREAS, an additional $979,800 in funding is proposed from the following funding sources: Transfer of SACOG grant from Johnny Cash Trail Phase 2 $778,800; Transfer City matching funds for SACOG grant Phase 2 $151,000; Transfer EEM grant funds from Phase 2 $50,000.

NOW, THEREFORE, BE IT RESOLVED that Herback General Engineering is relieved from its mistaken bid pursuant to Public Contract Code Section 5101.
BE IT FURTHER RESOLVED that the City Council of the City of Folsom authorizes the City Manager to:

1. Approves the acceptance of a grant award from the Sacramento Area Council of Governments Bicycle and Pedestrian Grant Program; and

2. Execute a contract, in the amount of $2,904,616 with Westcon Construction for the Johnny Cash Trail Bike Path and Overcrossing of Folsom Lake Crossing Road Project (PN PK0901); and

3. Approve the appropriation of funds totaling $979,800 from the following:
   Acceptance and Transfer of grant funds from Johnny Cash Phase 2 $778,800
   Transfer city matching funds Johnny Cash Phase 2 Fund 248 $106,000
   Transfer city matching funds Johnny Cash Phase 2 Fund 206 $45,000
   Transfer EEM grant funds from Phase 2 $50,000

PASSED AND ADOPTED this 14th day of January 2014 by the following roll-call vote:

AYES:  Council Member(s):
NOES:  Council Member(s):
ABSTAIN:  Council Member(s):
ABSENT:  Council Member(s):

________________________
Kerri M. Howell, MAYOR

________________________
Christa Saunders, CITY CLERK
ATTACHMENT 2

Resolution No. 9291
RESOLUTION NO. 9291

A RESOLUTION REJECTING ALL BIDS FOR THE CONSTRUCTION OF THE JOHNNY CASH TRAIL BIKE PATH AND OVERCROSSING OF FOLSOM LAKE CROSSING ROAD

WHEREAS, to date, the Parks and Recreation Department has received grant funding plus City matching funds totaling $3,799,850 for the Johnny Cash Trail Bike Path and Overcrossing Project; and

WHEREAS, the project is identified in the Fiscal Year 2013-14 Open Space and Greenbelts CIP Budget includes funding for the Johnny Cash Trail – Phase I Bike/Pedestrian Overcrossing Project with a balance of $2,169,000 for construction; and

WHEREAS, on October 2, 2013, the Parks and Recreation Department released the project manual and published the Notice to Contractors for bidding of the Johnny Cash Bike Path and Overcrossing Project; and

WHEREAS, bids were opened on October 29, 2013, with the lowest bid of $2,510,878.25 (base bid + add alternates #1a–1d) received from Herback General Engineering; and

WHEREAS, pursuant to Public Contract Code Section 5101, Relief of Bidders, Herback General Engineering timely sought relief from their bid due to a material arithmetical mistake made in its bid; and

WHEREAS, the second lowest bidder was Westcon Construction and their bid was $2,988,857.39 (base bid + add alternates #1a–1d); and

WHEREAS, based on the available project funding there are insufficient funds to award the project at this time.

NOW, THEREFORE, BE IT RESOLVED all bids for the Johnny Cash Trail Bike Path and Overcrossing of Folsom Lake Crossing Road Project are hereby rejected.

PASSED AND ADOPTED this 14th day of January 2014 by the following roll-call vote:

AYES: Council Member(s):

NOES: Council Member(s):

ABSTAIN: Council Member(s):

ABSENT: Council Member(s):

Kerri M. Howell, MAYOR

ATTEST:

Christa Saunders, CITY CLERK
ATTACHMENT 3

Project Design - Rendering of Bike/Pedestrian Overcrossing
ATTACHMENT 4

Letter from Herback General Engineering requesting relief from Bid (Pursuant to Public Contract Code Section 5101(b))
November 26, 2013

Via Email and Fax

Robert Goss  
City of Folsom  
Parks & Recreation Department  
50 Natoma Road  
Folsom, CA 95630

Re: Johnny Cash Bike Path and Overcrossing  
Request for Relief from Mistake in Bid

Dear Mr. Goss:

Per the City's request via Jim Simpson, this letter provides additional information in support of Herback General Engineering's letter dated November 4th requesting relief from the mistake in its bid.

As you know, California Public Contract Code sections 5101 to 5105 permit a bidder who has made a mistake in its bid to obtain relief so long as the bidder gives written notice within five working days after bid opening, the mistake made the bid materially different than the bidder intended, and the mistake was a clerical-type error as opposed to an error in judgment or a mistake caused by carelessness in inspecting the site or reading the plans and specifications.

Herback's mistake was with respect to Bid Item 53, Structural Concrete, Bridge, which as you know was one of the larger bid items for the project. Herback's bid was $1,165 per CY for a total bid item price of $482,310. As discussed in greater detail below, due to a clerical error made during the process of finalizing our estimate for that bid item, our stated total bid item price should have been $964,620, instead of $482,310. In contrast, the bid of Mascon Construction Corp., the second lowest bidder, for this item was $2,600 per CY for a total bid item price of $1,076,400, and the bid of Viking Construction Company, Inc., the third lowest bidder, was $1,785 per CY for a total bid item price of $738,990.

As stated in my November 4 letter, the clerical error we made was that our concrete form and pour cost structure did not extend properly to incorporate 2 each bridge tower and abutment structures. We read the plans and specifications properly and understood what was required to do the work. However, in taking the final steps in our estimating program to close out our estimate for Bid Item 53, I inadvertently failed to make the final entries that were required because there were 2 structures. The fact that we understood the work and had a sound estimate but for the clerical error is demonstrated by the fact that when the numbers are re-run in our estimating program with all required steps, our corrected (and intended) price is -- as detailed above -- right in the appropriate range.

In order to explain in greater detail how this clerical error occurred, I need to give you a little bit of background. When I began working on Herback's estimate for the project, I concluded that Bid Item 53 would most likely be subcontractor work, rather than work which would be self-performed by Herback. This was for two reasons. First, generally we subcontract that type of work on all of our projects. And second, a number of potential subcontractors were expressing interest in and an intent to provide a sub-bid for that work. Interested subcontractors I expected to receive sub-bids for included Mark Wallace...
Masonry, RNR Construction and R&R Maher Construction. Unfortunately, for some reason all of the subcontractors who had expressed interest in quoting Bid Item 53 pulled out at the last minute and none of them ended up providing a quote to Herback. As a result, in pulling Herback's bid together on bid day I had to rely on my own estimate for that bid item rather than a sub-bid price.

Several days before bid day, while I was still anticipating that Bid Item 53 would be subcontractor work, I prepared a check estimate for the Bid Item 53 work so I would have a general idea of the prices I could expect to receive from subcontractors and an additional basis for evaluating sub-bids when they were received. In order to prepare my check estimate for the bid item, I used our regular estimating program (the same one I used to prepare Herback's overall estimate), which is called Bid2Win. As you may know, Bid2Win is one of the recognized, commonly used estimating programs currently used by contractors in California. Herback has been using it since 2005. I have prepared many estimates using the program and am very familiar with how to use it.

In this instance, however, I made a last minute clerical error when I was working in the program making my final adjustments in order to turn my check estimate into a final number for Bid Item 53 that I could include in Herback's bid to the City. I have enclosed three different screen shots from my computer in order to further explain this.

Screen shot #1 is how my estimate for Bid Item 53 looked as of the time Herback turned in its bid to the City. You will note two things in the upper right-hand corner. First, the total estimated amount is $400,065.57. (This is hard cost only; in order to come to the number on our bid form, you have to add markups.) Second, you can see where I noted "2.0 EACH," showing that I did understand the fact that two structures were involved.

Screen shot #2 and #3 show how my estimate for Bid Item 53 would have looked but for my clerical error and explain how I inadvertently failed to double certain so-called "parent quantities" that are a part of the way the estimating program works but are at a lower level below the two main components (B-CONCRETE FORM & POUR and B-ABUTMENT CONCRETE FORM & POUR), even though I properly input the doubling at the main component level. Due to the fact that I was completing this part of the estimate late in the process, after I had realized that we would not be receiving sub-quotes for the Bid Item 53 work, I failed to notice that I had not properly configured the estimating software so that it would account for the doubling at the lower level of detail as required. In the proper configuration, the estimating software automatically recognizes the parent quantity of "2" and doubles all of the estimate components below the "parent," or in this case the tasks B-CONCRETE FORM & POUR and B-ABUTMENT CONCRETE FORM & POUR. If it would be helpful, I would be happy to sit down with you and walk through the process step by step, since it is a bit difficult to fully explain all this in a letter unless you are already very familiar with the estimating program we use.

In sum, the mistake we made with respect to Bid Item 53 was very real, it definitely made our bid materially different than we intended, and it definitely was due to a clerical error rather than a mistake in judgment or carelessness in inspecting the site or reading the plans. Herback, therefore, reiterates its request for relief.

Sincerely,

Peter Griffin
Estimator

cc: James N. Simpson (via email)
    Greg Herback
## 53 - STRUCTURAL CONCRETE, BRIDGE

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### Equipment

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Total: $800,131.16

### Notes

**Corrected Spreadsheet Shows Location of Clerical Mistake as follows:**

1. Blue highlighted cell quantity factor of 2 each was intended to carry down through the cost structure at orange highlighted cell locations.
2. As shown; the orange highlighted cell locations have been corrected to reflect the parent quantity (blue highlighted cells) and double the associated unit price to incorporate the cost of two separate bridge abutments.
3. The following Spreadsheet shows the same information with the crew cost structure collapsed for clarity.
### Structural Concrete, Bridge

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<th>Item Description</th>
<th>Unit/Labor Event</th>
<th>Labor Unit Cost</th>
<th>Equipment Unit Cost</th>
<th>Material Unit Cost</th>
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<tbody>
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1. Cost Detail Structure is collapsed for clarity.
2. Blue highlighted cells contain a parent quantity or factor of 2 to represent the two bridge abutments on the project. This parent quantity was correct at the time of bid.
3. Orange highlighted cells have been corrected from a previous factor of 1 to a factor of two to represent the two bridge abutments on the project.