Humbug Road Realignment Project
Response to Questions, #2
Nov. 24, 2026

RESOURCE CONSERVATION DISTRICT BUTTE COUNTY

Greetings, contractors! We are grateful for your close reading of our Oct 7, 2026 bid book and the Nov 5, 2026 addendum #1. Your questions have led to an *addendum #2* (attached to this PDF – we recommend you read it first) including a *revised bid proposal form.*

In particular, we direct your attention to

- *new bid items #9 & #23*
- *New information on California state prevailing wage!*
- *a change in how costs of DRC installation should be estimated (affecting bid items that are now 6, 13, and 15).*

The following responses may all make more sense if you have read the addendum #2. Here we go!

Clearing and Grubbing

1.) SOW for tree clearing (add-alternate bid item 1, see updated proposal form bid item #25 in addendum): clarify specifications. (Related question: If the Forest Service logging award status is still unknown at bid opening, on what basis should add-alternate item [25] be priced?)

a.) **How far from road centerline will clearing be needed?** – We are only asking you to clear for constructability. You should clear dead trees – so they're not a hazard to you and your crews – to the grading lines and limits shown on the plans, i.e. the width identified on the plans for construction and sloping, *plus 10 feet on either side.* (See typicals p C4). This applies to the 26N33, 26N02, and new road construction segments. Additional clearing is allowed, of course, up to 200' on either side of centerline. We expect you to base your bid in Add-Alternate Bid Item 1 [Bid Item 25], however, on clearing trees *from centerline out to the grading limits plus 10 feet on either side*.

b.) What about grubbing along 26N33 and 26N02 roads?
No matter what, you will need to perform grubbing within the grading limits on 26N33; factor this cost into bid item 1. No matter what, you will need to perform grubbing within the grading limits on 26N02; factor this cost into bid item 6 on the new proposal form.

In addition, you *may* also need to perform grubbing on the new construction segment. That is why this grubbing was made into its own bid item (bid item 5). It is possible the Forest Service will substantially grub this segment before your

work starts. If they do, we would issue a change order. The price of bid item 5 would then be adjusted up or down (probably down) accordingly.

c.) Depth and diameter of grubbing on new road alignment?
To develop your estimate for bid item 5, please refer to the grubbing specifications in the plans (page C2) and the following text from the Standard Specifications for Construction of Roads and Bridges on Federal Highway Projects (affectionately known as FP24):
Within the constructed road prism, all deleterious material shall be removed.
(a) Grub areas to be excavated, except for cut slope rounding areas.
(b) Grub embankment areas. Undisturbed stumps less than 24 inches in diameter may be left in place if they protrude less than 4 inches above the original ground and will be covered with more than 48 inches of embankment. Remove all other stumps.
(c) Grub pits, channel changes, and ditches only to the depth necessary for the excavation.
(d) Backfill stump and grubbing holes with common backfill to the level of the surrounding ground according to Subsection 209.09. Compact backfill according to Subsection 209.10.

d.) **Where do we pile woody debris from clearing (bid item 25/add-alternate bid item 1) and grubbing (bid items 1, 5, and 6)?** Woody debris that wouldn't substantially impede a logging operation can be pushed out of your way and left in the woods. However, you will most likely want/need to create one or more piling locations for extra debris. These piling area(s)/landing(s) should be along roads. You can create more than one as needed. You can also construct piles in the already-cleared area along the Humbug road, just *not along the section to be decommissioned, please!*
When spreading material in the woods (again, as long as the material doesn't create obstacles for subsequent logging), organic material can be scattered around the area to a natural state/ aesthetically pleasing. Use common sense and position logs and stumps so they will not roll and are not on top of one another. Limb and scatter other construction slash to reduce slash concentrations. When scattering for erosion control, place construction slash as flat as practicable on the completed slope.

2.) **Sheet C2 clearing note 3 calls for organic matter to be removed from the project area and stockpiled where Butte County directs, and the Section 5 bid assumptions describe burn piles on the same Forest Service section. Which applies, and if material leaves the project area, to what location?** See above. The Forest Service, not Butte County, has identified (general) locations where piles of organic matter can be placed (see question 2). The location will be on the same Forest Service section as the project. No organic material leaves the project area.

3.) **Sheet C2 calls for unsuitable and surplus material to be disposed of "per Caltrans Standard Specifications and/or the Special Provisions" and names no edition. Which edition of the Caltrans Standard Specifications governs, and do its errata and Revised Standard Specifications apply?**

In general, you would use the latest version of all standard specs, as revised. Is there some reason a different version would be preferable? If there is a specific problem or question related to the disposal or unsuitable and surplus material, we can discuss that as it arises.

4.) **Can you clarify storage/disposal sites for rocks removed from the new construction segment during construction?** Assume you will be able to roll/place rocks anywhere they are out of your way in the forest, as long as they are not on top of some flagged area and they are not impeding drainage (blocking a ditch, etc)

Everybody's Favorite, Site 95:

5.) **At the bid walk, it was discussed that the plans for site 95 seemed like overkill to many of us (including some project owners' representatives). Are there updated specs for site 95?** The short answer is no, at least not yet. All of us have been hard at work trying to value-engineer this, but so far no agreement. Therefore, go ahead and bid on this site as it is described in the plans. (Also see question 16 below).

That said, if we do get a chance to value-engineer this crossing, then we would issue a change order after award. We do know any change would likely *significantly reduce the quantity of Class V RSP needed*. Therefore, for now we have decided to break out both the processing and the installation of the Class V riprap as separate bid items from the processing and installation of everything else. See updated proposal form.

Quarry, Rock, and Fill

6.)

a) What BMPs will be required for our processing/harvesting work?

You will need to stay 270 feet from live streams. You'll need to submit a plan of operation (after award). The plan of operation need not be particularly complex and we've attached a completeness checklist which will give you an idea of what type of information it needs to include. BCRCD staff is available to help you develop the plan of operation. Please integrate the cost of developing a plan of operation into the main rock bid item (now item 22).

b) Tell us more about MSHA/SMARA?

The contractor shall be responsible for complying with all safety, training and reporting requirements necessary to be in compliance with MSHA regulations. Perform the work in accordance with MSHA 30 CFR, part 56.) SMARA compliance would fall on FS. The contractor shall be responsible for leaving all material stockpiles in clean pushed up conditions with side slopes not exceeding 1.5H:1V.

c) **Specification Page 12 requires the contractor to generate or import enough ¾" - 1" gravel to convert the Type G Aggregate Base into Type F. During the walk through it sounded like the specifications might be changed to make the Type G work. Will the contractor be required to import and rescreen the existing material or use the on-site material as is?**

Yes, the contractor shall be required to re-screen the existing Type G aggregate base with the addition of imported or onsite processed material in order to achieve an aggregate base that meets the Type F specifications. Though the existing stockpiled material may meet the gradations for a Class 2 aggregate base spec, the original processing was not completed following the Caltrans quality control and compliance requirements needed to certify the material as Class 2 aggregate base. Butte County has agreed to allowing a Type F specification for the aggregate base which seems like the best option given the available material.

7.) **Detail 3 on sheet C3 for the Ditch Relief Culvert Installation, says that the dissipator rock shall be Class 2. As well, the detail 2.1 for Rolling Dip Sections also says that Class 2 RipRap shall be used. The table on sheet C3 does not have quantities for Class 2 RipRap. Should we be using the Class 1 RipRap for these applications listed for Class 2?**

The design engineer responds: "Class 2 RipRap should be used as per details 2.1 and 3 on sheet C3. These quantities were not accounted for in the original plan set. Allow for approximately 8 CY per rolling dip (34 x 8 = 272 CY) and 2.5 CY per Ditch Relief Culvert (2.5 x 13 = 32.5 CY) for approximately 305 CY of Class 2 RipRap total."

BCRCD requests you factor this cost into bid item 22. We will try to get the Forest Service to add this quantity to the mineral permit, allowing you to potentially harvest it from the quarry. We think they'll say yes but this isn't guaranteed, so you may choose to factor in the cost of importing this material instead.

8.) **Page 12 of 97 in the specifications calls for type F material as road surfacing. The note states that if the plasticity index (PI) is greater than 0, then the #200 sieve range changes to 8-12%. Drawing C2 under aggregate surfacing note #5 states there shall be no more than 45% passing the #4 sieve size and the #200 sieve shall be 10-15% with a PI between 5-11. The NV5 reports do not include a plasticity index test and the quarry feed material may not yield a PI high enough to meet the 5-11 range. Can Drawing C2 aggregate surfacing note #5 be removed from the project?**

The FS specifications supercede note #5 in Drawing C2.

9.) **Drawing C2 stream crossing note #1 states the structural backfill surrounding the pipe shall have a sand equivalent value of not less than 30. Note #7 states the backfill shall be free of rocks, limbs or other debris. Please clarify if native material can be used for backfill assuming large rocks would be removed.**

Good catch. Native material likely does not meet the sand equivalency value of 30. Therefore, factor the costs of adequate engineered backfill into your estimate for each culvert installation bid item. For each DRC, we estimate an average need of 6 cy of engineered fill (=78 cy for all 13 DRCs). Larger crossings would require larger volumes of engineered fill, so you'll likely need about 200 cy engineered fill for the entire project. The good news is: *Suitable engineered backfill can include either spec G or spec F aggregate* available from the quarry. It's still the contractor's responsibility to meet the 95% compaction spec.

10.) · Drawing C4 lists a net earthwork fill of 5,400 CY.

- **Cirby Tie Rd: Short 1300 CY**
- **Humbug Summit Re-alignment : 215 + 2133 = 2348 CY**
- **Jonesville Rd Upgrade: 2381 CY**
- **Humbug Summit Rd Upgrade: 1267 CY**
- **This totals 7296 CY short**
- **Is the intent to harvest material from the USFS quarry and haul to the project to make up the short fall? Is the general fill specification the same as the pit run or something else? Is the pit run an 8" minus material? Does the USFS permit allow this quantity of extraction? Can the type G material be used as general fill?**

You're referring to the table we've snipped below. The design engineer has responded: "The total net is the cubic yardage needed to bring existing ground elevations to proposed ground elevations. It does not incorporate the imported quantities for road base and pit run. Therefore, the site should be close to balanced once the imported material is included. 5,400 CY fill needed 3,241 CY base + 2,133 CY pit run = 5,374 CY imported."

Project engineer chimes in: "It is the intent that the project will balance. If shortcomings in material are found, contractor will work with BCRCD and project engineer to field-adjust grading such that the project's cut and fill will balance."

ROAD BASE, CUT AND FILL SUMMARY

TOTAL ROAD BASE: 3,241 CY
TOTAL PIT RUN ROCK: 2,133 CY
TOTAL HDM CLASS I (6" DIA) RSP: 727 CY
TOTAL HDM CLASS III (12" DIA) RSP: 82 CY
TOTAL HDM CLASS V (18" DIA) RSP: 521 CY
TOTAL CUT: 2,855 CY
TOTAL FILL (1.25 FILL FACTOR): 8,255 CY
TOTAL NET: 5,400 CY FILL

Culverts and Compaction

11.) **Looks like there is still 1 culvert in the plans that doesn't have carsonite markers. Should it?**

Good call. On Humbug Summit Road there is a culvert at station 41+30 that is right before the end of construction. The culvert is proposed as an 18" CMP DRC. There are

no carsonite markers shown next to it, but we will want to install them at that culvert even though markers are not shown on the plans.

This means the total number of carsonite markers needed for the whole project is 44, not 42, and the proposal form has been updated to reflect this as well.

12.) Sheets C2 and C4 defer culvert conformance to the Special Provisions, which are not in the package, and no metallic coating or corrugation profile appears on any of the sixteen sheets. Could you state the required metallic coating and corrugation profile? We would also appreciate confirmation of the required wall gauge. Sheet C2 gives thickness by round pipe diameter in brackets of 12 to 24 inch, 30 to 72 inch, 84 to 96 inch and over 96 inch, and most of the work is pipe arch with two dimensions. On that reading Site 26 at 42 by 29 inch and Site 97 at 81 by 59 inch each fall between brackets, and Site 25 at 35 by 24 inch returns 12 gauge on its span and 14 gauge on its rise. Which dimension governs the gauge for a pipe arch, and what gauge applies at Sites 25, 26 and 97?

The design engineer reponds:

" 2-⅔ inch x ½ inch Corrugated Galvanized Steel Pipe. The larger dimension governs.

See specified gauges below.

Site 25 (35" x 24" pipe arch): 12 gauge

Site 26 (42" x 29" pipe arch): 12 gauge

Site 97 (81" x 59" pipe arch): 10 gauge".

As additional context, *FP24 (707.02) says: Provide pipe, special sections (such as elbows, branch connections, and prefabricated flared end sections) and coupling bands conforming to AASHTO M 36 and either AASHTO M 218, AASHTO M 274, or AASHTO M 289 for the dimensions, classification type, and thicknesses specified.*

Fabricate underdrain pipe from steel sheets with a minimum thickness of 0.052 inch. Use any class of perforation specified in AASHTO M 36.

(707.17, gaskets) says:

(a) O-ring gaskets for flexible metal pipe: Conform to ASTM C1619, Class C.

(b) Continuous flat gaskets for flexible metal pipe with flat bands or bands with projections:

(1) Conform to ASTM D1056.

(2) Gasket thickness: ½ in greater than the nominal depth of pipe corrugations

(c) Continuous flat gaskets for flexible metal pipe with corrugated bands:

(1) Conform to ASTM D1056.

(2) Gasket thickness ⅜ in

13.) **We find no geotechnical report, boring log or test pit record in the package or on the sheets. Is any subsurface data available for the new alignment or the culvert sites?**

No.

14.) Compaction requirements on earthwork conflict. Please clarify whether 90% or 95% is required. Due to the proximity of the water source and the type of native soils, I highly recommend only requiring 90%. 95% would greatly increase the cost/risk.

The design engineer has confirmed 90% is acceptable.

15.) Bid item #13 includes 12 ea 18"x30' ditch relief culverts. Bid item #15 includes 13 ea ditch relief culverts. Shall the 12 ea culverts in bid item #13 be removed?

We apologixe for the confusion; we have updated the proposal form. Bid item 15 is for the materials and installation cost of (13) DRCs. Don't double-count these culverts in and other bid items (i.e., items #13 and #6).

16.) Bid item 8, 11 calls for the CMP pipe to be mitered. The pipe slope at site 95 is 3.36% and the slope at site 97 is 4.40%. Based on these minor slopes, are the pipe ends supposed to be trimmed to be 90 degrees?

Correct, Sites 95 and 97 arched CMP's are supposed to be mitered. Mitering a pipe end is typically done to improve the drainage inlet hydraulics, which assists with the passage of debris. Typically the end of a pipe will be mitered at an angle that matches the embankment slope. The section details for both of these sites shows a 50% embankment slope, so the miter would be 45 degrees on the ends of the pipes.

Permits and Erosion Control

17.) Drawing C2 general note #1 states the contractor is responsible for assuring the work is consistent with the Fish & Wildlife permit conditions and State [Water] Resource Control Board permit conditions. Please provide these permits.

There's no CDFW permit for this project which takes place on Federal lands. There will be a RWQCB permit. It will be provided to the awarded contractor upon filing with the CVRWQCB (expected in January or February), prior to project commencement.

18.) **Addenda bid item #17 (Erosion Control) requires the contractor to provide erosion control measures sufficient to maintain compliance with all permit requirements. Can the permit be provided or something to quantify the amount and type of BMP's needed for the project?**

BMPs for this project are expected to be within average ranges for this type of project. We encourage you to base their estimates on your experience, judgement and your knowledge of your own construction style. The CVRWQCB permit will be provided to the successful bidder after award.

Contracting, Bidding, and Prevailing Wage

19.) **Section 2 places the SWPPP with BCRCD. Could you identify the Legally Responsible Person under the Construction General Permit, the Qualified SWPPP Developer and Qualified SWPPP Practitioner, and the permit Risk Level, and confirm which party performs BMP installation, inspection and reporting?**

We mis-spoke when answering this on Nov. 5th. Let's try this again:

The Legally Responsible Person (LRP) will actually be Russell Nickerson, District Ranger for the Almanor Ranger District, Lassen National Forest. The Qualified SWPPP developer and Qualified SWPPP Practitioner is Kara Rockett of Plumas Corps. The Permit Risk Level is 2. The contractor performs BMP installation. Plumas Corps, with assistance from BCRCD as permissible by law, performs inspection and reporting.

20.) **Is this contract public works under California Labor Code 1720 and following, such that DIR contractor registration under 1725.5, electronic certified payroll reporting to the DIR, and the DAS 140 and 142 apprenticeship obligations apply alongside the Davis-Bacon requirements at Section 4 item 7?**

Thanks for your patience as we double-checked on this. Turns out, **yes,** both federal and state prevailing wage requirements apply to the project. Therefore, the higher of the two should be paid, which is California's. Contractor and any subcontractor(s) agree to furnish Certified Payroll Affidavits, Statements of Non-Performance, completed and processed DAS 140 & 142 forms and all other California Labor Compliance documents. (DAS 140 must be filed before the contractor is on the Job site.) All training fund contribution certifications submitted to the contractor must include a copy of the check sent to that institution. All certified payroll documents or non-performance documents with original signatures and payroll numbers must be submitted biweekly to Butte County Resource Conservation District and uploaded to DIR, https://efiling.dir.ca.gov/eCPR/pages/eCPROnlineForm.jsp Include DIR payroll submission confirmation sheets with weekly payroll reports.

The applicable wage determination is Operating Engineer (Heavy and Highway Work).

DIR has issued a notification that the wage determination will change on a given date during construction in 2027 (June 28th, 2027). Base your estimates on your knowledge of the wage determination before and after the increase.

21.) · Please clarify the stated basis of award: "Bids will be evaluated and awarded based on the base bid first, and if multiple base bids are within project budget, final award will be based on add-alternate bid."

- **When multiple base bids are within budget, will bidders be ranked by the add-alternate price alone or by the total of the base bid plus the add-alternate?**

Based upon available funding, a contract, if awarded, will be awarded for the Base Bid only, or the Base Bid together with Add-Alternate Bid No. 1 [clearing], or the Base Bid together with Add-Alternate Bid No. 1 [clearing] and Add-Alternate Bid No. 2 [decommissioning].

- **What budget amount will be used, and must the base-plus-alternate total also be within that amount?**

The engineer's estimate for the base bid is $1,776,568.15. No estimate is available for add-alternate item 1. The engineer's estimate for add-alternate item 2 is $29,600. These are estimates only and do not necessarily reflect actual funding limits.

- **Will all bidders be evaluated using the same alternate or combination of alternates?**

Yes.

- **What is the basis of award if only one base bid is within budget?**

See above.

- **If Public Contract Code section 20103.8 applies, which subdivision governs the evaluation?**

Subdivision (b).

22.) **Section 8 references a Bid Bond to be turned in with the bid, is there a particular Bid Bond Form required by the BCRCD?**

We have attached a bid form for your use.

Miscellaneous

23.) Detail 4.1/C3 shows a typical meadow/stream crossing rebuild on the decommissioned road. Please provide additional information to quantify the amount of tree placement, boulder placement, de-compaction, and stream bed rock. Will the contractor be directed by someone for placement of trees and boulders?

Please refer to sheets C5 and C6 in the design plans. Assume you will not be expected to drag boulders and trees from elsewhere and place them around the decommissioned road segment – except at its start and stop, as discussed in the proposal form. BCRCD will be present to direct you and answer questions about boulder placement.

24.) Will camping for construction workers be allowed in the area?

Yes, and there are a couple nice areas just 3-5 miles from the project area that each have a creek, good shade and ample room for fifth-wheels.

25.) Bid items #10 & #23 from the revised project proposal form issued in addenda #1 do not include quantity or units. Please provide.

Bid items #10 and #23 should both be lump-sum bids. We have updated the proposal form to reflect this.

END OF RESPONSE TO QUESTIONS

ADDENDUM TO RFP DOCUMENTS

ADDENDUM #2

Humbug Road Realignment Project, Bids Due Dec. 4, 2026
Addendum issued: 11/24/26

All Addenda can be found at: https://www.bcrcd.org/announcements

Addendum No. 2- The following changes to the Request for Proposals and clarifications are provided based on updated information and must be added/ considered when completing your submittal.

1) Page 4: Text stating:

"Proposals shall include the following originally signed documents:

- Proposal Form and references (Section 5)
- Non-Collusion Affidavit (Section 6)
- Fire Plan acknowledgement (Section 7)
- Bid Bond
- Certificate of Insurance (see required amounts, Section 4: Instructions To Firms, item 12.)
- Bidder Qualifications Form (Appendix E)"

Is modified to:

"Proposals shall include the following originally signed documents:

- Proposal Form and references (Section 5)
- Non-Collusion Affidavit (Section 6)
- Fire Plan acknowledgement (Section 7)
- Bid Bond
- Certificate of Insurance (see required amounts, Section 4: Instructions To Firms, item 12.)
- Bidder Qualifications Form (Appendix E).
- Signed Acknowledgement of Addenda forms (found in Section 5) confirming you read and understood Addenda 1 and 2."

2) Section 5, Proposal Form [Entire section]

Is modified to the following 8 pages.

SECTION 5: PROPOSAL FORM

When filing out this proposal form, please use the bid assumptions listed below:

• The contract sum shall be deemed to include all costs necessary to complete the work and shall include any costs which may arise from any reasonable unforeseen difficulties or delays encountered during the project.

• Vegetation/brush removed during site grubbing will be added to large burn piles on the same Forest Service section. Exact location to be determined by USFS/BCRCD.

• Spoils generated from construction and not re-used as fill, will be deposited in a location on the same Forest Service section. The location will be determined by BCRCD and will allow the spoils to be used as fill at other stream crossing sites.

• All construction-related debris and refuse encountered within culvert replacement sites and designated grading areas (old culverts, concrete, fencing, abandoned tires, etc.) will be hauled away and properly disposed of by the selected contractor.

• The successful contractor will work under the direct supervision of RAR with assistance from BCRCD, USFS, and BCPW. All tasks listed in the construction specifications must be completed to our satisfaction.

• The selected contractor must abide by all permit requirements as directed by BCRCD and RAR and/or regulatory staff to ensure the project remains in environmental compliance.

• This project will take place within applicable summer construction windows as determined by regulatory agencies and weather conditions.

• Total estimated construction duration is 4-10 weeks.

• Materials: See the Design Plans and “Rock Availability” in Section 2. The contractor will be responsible for trucking rock to the site and working with the Project Engineer and materials tester to ensure the rock meets project specifications.

- Culverts and Erosion Control: All culvert materials will be purchased by the contractor. All erosion control materials (except seed) will be purchased by the contractor.

Humbug Road Realignment Project Proposal Form

Please submit a lump-sum quote for each of the subtasks below, unless otherwise directed. Attach as many additional sheets as necessary to show BCRCD your firm's assumptions and calculations. Please also attach a rate sheet showing hourly costs for all staff who will be involved in the project.

NOTE: It is the contractor's responsibility to comply with the fire plan (Appendix C) and BCRCD expects fire plan compliance costs will be integrated into each bid item.

Items are subject to removal via change order, based on BCRCD budget.

Items may be increased or decreased by up to 25% in quantity without changing per-unit price. If the total pay quantity of any item of work required under the Contract varies from the Proposal quantity by 25 percent or less, payment therefor will be made for the quantity of work performed at the Contract unit price. See General Conditions, Articles 10 and 11 for details.

Items 25 and 26 are add-alternate bid items. Based upon available funding, a contract, if awarded, will be awarded for the Base Bid only, or the Base Bid together with Add-Alternate Bid No. 1 [clearing], or the Base Bid together with Add-Alternate Bid No. 1 [clearing] and Add-Alternate Bid No. 2 [decommissioning].

There will be no negotiation in price, either upwards or downwards, due to fluctuations in fuel cost.

LF=Linear Feet

Item	Description	Quantity	Unit	Unit Price	Total
0	**Mobilization**		Lump Sum	$	$
1	**26N33:** Road **reconstruction** to an outsloped 18-foot-wide rocked road with a 2-foot-wide shoulder on the outboard edge; includes two (2) turnouts and nine (9) rolling dips. Include grubbing, within the limits of grading.	2,721	LF		
2	**Site 25:** 35" by 24" arched CMP with installation of RSP, complete in place.	50	LF		
3	**Site 26:** 42" x 29" CMP pipe arch and accompanying culvert section rebuild with installation of RSP, complete in place.	60	LF		
4	**New Construction:** Outsloped 18-foot-wide rocked road with pit run subgrade, a 2-foot-wide shoulder on the outboard edge; includes two (2) turnouts and five (5) rolling dips. NOTE: For this segment only, the cost of grubbing goes in a separate bid item, bid item 5.	2,082	LF		

5	Cost of grubbing the new construction segment within the limits of grading. Assume trees have been felled and moved out of the way, but stumps remain.	2,082	LF		
6	**26N02:** Road reconstruction to an outsloped 18-foot-wide rocked road with 2-foot-wide shoulder on the outboard edge, inboard ditch with nine (9) rolling dips and two (2) turnouts. Include grubbing, within the limits of grading. *Note:* One of the project's 13 DRCs will go here (but please put materials and installation cost of that culvert in bid item 15.)	2,666	LF		
7	**Site 94:** 30" round CMP and accompanying culvert section rebuild with installation of RSP, complete in place.	50	LF	$	$
8	**Site 95:** 12.8-foot by 8.3-foot CMP pipe arch (mitered) & accompanying culvert section rebuild with installation complete in place. NOTE: For this crossing only, the cost of installing the RSP goes in a separate bid item.	80	LF		
9	**Site 95 RSP:** Excavation of channel per plans, installation and keying-in of 521 cy of Class V RSP.	1	Lump sum		
10	**Site 96: Sediment Basin:** See sheet C4, detail 11.	1	Lump Sum		
11	**Site 97:** 81" by 59" CMP pipe arch (mitered) & accompanying culvert section rebuild with installation of RSP, complete in place.	80	LF		
12	**Site 98:** 57" by 38" CMP pipe arch, & accompanying culvert section rebuild with installation of RSP, complete in place. See pages C10 and C12 in the design plans.	50	LF		
13	**Existing BU 91513:** The rebuilt Humbug Summit road will be an outsloped 18-foot-wide rocked road with a 2-foot-wide shoulder on each	1,929	LF		

	edge and an inboard ditch and with eleven (11) rolling dips and 1 (1) critical dip. *Note:* Twelve (12) of the project's 13 DRCs will go here (but please put materials and installation cost of those culverts in bid item 15.)				
14	**Site 99:** 24" CMP and accompanying culvert section rebuild with installation of RSP, complete in place. See pages C14 and C15 in the design plans.	50	LF		
15	**Ditch relief culverts**: 30 LF each of 18" round CMP, with installation of dissipater rock, complete in place	13	each		
16	**Trash racks:** See page C4, detail 9 in the design plans.	4	each		
17	**Erosion control** measures sufficient to maintain compliance with all permit requirements.	1	Lump Sum		
18	**Signs:** all to be installed per Forest Service EM7100-15 Manual, Typ. **14a.** Forest Service vertical route markers (FM1-7V) reading "BU 91513" **14b.**Carsonite vertical road markers (CRM-375 white), 72" tall with reflector, installed complete in place MUTCD Road Sign W7-1A MUTCD Road Sign W7-39	 6 44 1 1	 each each each each		
19	**Traffic Control**	1	Lump Sum		
20	Application for **encroachment permi**t from Butte County	1	Lump Sum		
21	**Water truck**	1	Lump Sum		
22	**Rock:** Ensuring adequate supply of all rock and aggregate needed for the project, excluding class V RSP.	1	Lump sum		

23	Ensuring adequate supply of the class V RSP currently called for in the design plans, i.e., 521 cy.	1	Lump Sum		
24	**Placing boulders** to deny vehicle access to Willow Cr Meadow	1	Lump Sum		
	BASE PROPOSAL PRICE			Sum of items 0-24 above:	
25	**Add/Alternate bid item 1:** Clearing of new road construction segment, 26N33, and 26N02 (to grading limits plus at least 10 feet either side).	1	Lump Sum		
	ALTERNATE PROPOSAL PRICE 1			From above plus item 25:	
26	**Add/Alternate bid item 2:** Decommissioning of "old" BU91513	2,069	LF		
	ALTERNATE PROPOSAL PRICE			From above plus items 25 and 26:	**$**

Total Amount (written in words)

_____

Authorized Contractor Signature Date

_____ _____

Contractor's Designated Representative

_____

Address

_____

_____

Telephone Number: _____

Cellphone Number: _____

LIST OF SUBCONTRACTORS

The Bidder shall list the name and address, Contractor license number, description of portion of work, Bid Item Numbers, Percentage, and DIR Registration Number of each subcontractor to whom the Bidder proposes to subcontract portions of the work, in an amount in excess of

a) one-half of 1 percent of the prime contractor's total bid, or,

b) ten thousand dollars ($10,000),

whichever is greater.

Business Name and Location	California Contractor License Number	Description of Portion of Work	Bid Items Numbers	Percentage of Bid Item Subcontracted	DIR Public Works Registration Number

Experience

List **at least three (3) road and/or bridge** construction projects that you recently completed (within the past five years) demonstrating similar tasks for a similar project in a similar setting. We are primarily interested in any projects where you worked directly with the Lassen National Forest and/or Butte County Public Works. List the project name, contract amounts, and contacts of contract officers.

1) Job/Project Name_____
   Owner_____ Year_____ Contract Amount_____
   Contact Name_____ Phone_____
   Project Description_____
   _____

2) Job/Project Name_____
   Owner_____ Year_____ Contract Amount_____
   Contact Name_____ Phone_____
   Project Description_____
   _____

3) Job/Project Name_____
   Owner_____ Year_____ Contract Amount_____
   Contact Name_____ Phone_____
   Project Description_____
   _____

4) Job/Project Name_____
   Owner_____ Year_____ Contract Amount_____
   Contact Name_____ Phone_____
   Project Description_____
   _____

ACKNOWLEDGEMENT OF RECEIPT of ADDENDA 1 and 2

Humbug Road Realignment Project: Bids Due Dec 4, 2026

The undersigned hereby acknowledges receipt of ADDENDA #1 and #2, which changed Section 5 (the Bid Proposal Form). Addendum #1 was issued November 5, 2026 and Addendum #2 was issued November 24, 2026.

The undersigned furthermore acknowledges that they have received and read Response To Questions #1, issued November 5, 2026, and Response to Questions #2, issued November 24, 2026.

Please submit a signed copy of this page with your bid packet to acknowledge that you have read and understood the Addendum and the Response to Questions. Failure to acknowledge receipt of all addenda may disqualify the bidder.

Name of proposer: _____

Signature of proposer: _____

Date: _____

END OF SECTION 5

End of Addendum #2

KNOW ALL MEN BY THESE PRESENTS, THAT WE, THE UNDERSIGNED

_____ as Principal;

and _____ as Surety,

are hereby held and firmly bound unto Butte County Resource Conservation Disrict hereinafter called the Owner, in the sum of _____ dollars ($_____), which sum is equal to at least ten (10) percent of the total amount of the Proposal, payment of which sum, well and truly to be made, we hereby, jointly and severally bind ourselves, our heirs, executors, administrators, successors, and assigns.

The condition of the above obligation is such that whereas the Principal has submitted to the Owner a certain Bid, attached hereto and hereby made a part thereof, to enter into a Contract in writing, for the construction of:

Humbug Road Realignment Project

THEREFORE,

(a) If said Bid shall be rejected, or in the alternate,

(b) If said Bid shall be accepted and the Principal shall sign and deliver a Contract, in the Form of Contract attached hereto and shall execute and deliver Performance and Payment Bonds in the forms attached hereto (all completed in accordance with said Bid), and shall in all other respects perform the agreement created by the acceptance of said Bid.

Then, this obligation shall be void, otherwise the same shall remain in force and effect; it being expressly understood and agreed that the liability of the Surety for any and all default of the Principal hereunder shall be the amount of this obligation as herein stated.

The Surety, for value received, hereby stipulates and agrees that the obligations of said Surety and its bond shall be in no way impaired or affected by any extension of the time within which the Owner may accept such Bid, and said Surety does hereby waive notice of any such extension.

IN WITNESS THEREOF, the above-bounded parties have executed this instrument under their several seals this _____ day of _____, 20____, the name and corporate seal of each corporate party being hereto affixed and those presents duly signed by its undersigned representative pursuant to authority of its governing body.

ATTEST:

_____
Principal

_____ By _____
(Principal Secretary)

_____ _____
(Witness as to Principal) (Address)

_____ _____
(Address)

ATTEST:

_____
Surety

_____ By _____
(Surety Secretary) Attorney-in-Fact

_____ _____
(Witness as to Surety) (Address)

_____ _____

The rate of premium on this bond is _____ per thousand.

Total amount of premium charged is
$ _____.

Completeness Review for Plan of Operation. [For Quarry]

(Plan must be signed and dated before beginning a review)

1. General Information
    a. ☐ Name of Mine/Project
    b. ☐ Type of Operation
    c. ☐ New or Continuing
    d. ☐ Mine Life (Duration of Operations)
        i. ☐ Seasonal: annual reclamation, or interim stabilization
        ii. ☐ Completion date of Operation
        iii. ☐ Completion of Reclamation
2. Principals (Contact)
    a. Operator(s)
        i. ☐ Name of Operator(s)
        ii. ☐ Address of Operator(s)
        iii. ☐ Phone number of Operator(s)
        iv. ☐ Email of Operators(s)
    b. Claim Owner (if different)
        i. ☐ Name of Claimants(s)
        ii. ☐ Address of Claimants(s)
        iii. ☐ Phone number of Claimants(s)
        iv. ☐ Email of Claimants(s)
        v. ☐ Claim number of physical location of operation only
    c. Other Lessees, assigns, agents, etc
        i. ☐ Name of Other(s)
        ii. ☐ Address of Other(s)
        iii. ☐ Phone number of Other(s)
        iv. ☐ Email of Other(s)
        v. ☐ Description of Involvement with Operations
3. Property or Area
    a. ☐ Legal Land Description (Township, Range, Section, Aliquot)
4. Description of Operations
    a. ☐ Access
    b. ☐ Location Map, Sketch, Drawing (of sufficient detail to find from nearest known landmark/town/etc.)
    c. ☐ Surface disturbance map of the Mine boundary (not claim boundary)
    d. ☐ Project Description
    e. ☐ Timing of Operations (Hours of operations, # days/week, weeks/month, months/year)
    f. ☐ Equipment and Vehicles
    g. ☐ Structures

5. Environmental Protection Addressed
    a. ☐ Air Quality
    b. ☐ Water Quality
    c. ☐ Solid Wastes
    d. ☐ Scenic Values
    e. ☐ Fish and Wildlife
    f. ☐ Cultural Resources
    g. ☐ Hazardous Substances
    h. ☐ Reclamation
6. For Forest Service Staff: Evaluation
    a. ☐ Required changes/modifications/special mitigation?
    b. ☐ Bond [**NOTE FOREST SERVICE WILL REQUIRE NO BOND ON THIS PROJECT - BCRCD**]