**WASHINGTON STATE DEPARTMENT OF TRANSPORTATION**

**BID CHECK REPORT**

**PS&E JOB NO:** 08C527  
**REGION NO:** 3  
**VERSION NO:** 3  
**WORK ORDER#:** XL3178  
**REVISION NO:** B  
**CONTRACT NO:** 007720  
**NUMER:** 0  
**CONTRACTOR NUMBER:** 469025

**LOW BIDDER**  
**SECOND BIDDER**

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ITEM DESCRIPTION</th>
<th>UNIT</th>
<th>PRICE PER UNIT/EST. QUANTITY</th>
<th>PRICE PER UNIT/EST. QUANTITY</th>
<th>% DIFF.</th>
<th>PRICE PER UNIT/EST. QUANTITY</th>
<th>PRICE PER UNIT/EST. QUANTITY</th>
<th>% DIFF.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>MOBILIZATION</td>
<td>L.S.</td>
<td>187,000.00</td>
<td>145,000.00</td>
<td>-22.46%</td>
<td>118,000.00</td>
<td>-36.90%</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>REMOVING PLASTIC LINE</td>
<td>L.F.</td>
<td>2.0000</td>
<td>0.7500</td>
<td>-62.50%</td>
<td>0.8500</td>
<td>-57.50%</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>REMOVING PLASTIC TRAFFIC MARKING</td>
<td>EACH</td>
<td>50.0000</td>
<td>27.4500</td>
<td>-45.10%</td>
<td>31.5000</td>
<td>-37.00%</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>REMOVING PLASTIC CROSSWALK LINE</td>
<td>S.F.</td>
<td>1,500.00</td>
<td>823.50</td>
<td>-47.65%</td>
<td>945.00</td>
<td>-55.50%</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>REMOVING MISCELLANEOUS TRAFFIC ITEM</td>
<td>L.S.</td>
<td>311.76%</td>
<td>88.24%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>PAVEMENT REPAIR EXCAVATION INCL. HAUL</td>
<td>S.Y.</td>
<td>25.0000</td>
<td>28.0000</td>
<td>12.00%</td>
<td>15.0000</td>
<td>-40.00%</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>BRIDGE DECK REPAIR</td>
<td>EST.</td>
<td>20,000.00</td>
<td>0.00%</td>
<td>20,000.00</td>
<td>0.00%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ITEM NO.</td>
<td>ITEM DESCRIPTION</td>
<td>UNIT MEAS</td>
<td>EST. QUANTITY</td>
<td>PRICE PER UNIT/EST.</td>
<td>% DIFF.</td>
<td>TOTAL AMOUNT</td>
<td>PRICE PER UNIT/EST.</td>
<td>% DIFF.</td>
</tr>
<tr>
<td>---------</td>
<td>-------------------------------------------------------</td>
<td>-----------</td>
<td>---------------</td>
<td>---------------------</td>
<td>---------</td>
<td>--------------</td>
<td>---------------------</td>
<td>---------</td>
</tr>
<tr>
<td><strong>SURFACING</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>SHOULDER FINISHING</td>
<td>MI.</td>
<td>2.0000</td>
<td>4,000.0000</td>
<td>-25.00%</td>
<td>3,000.0000</td>
<td>3,000.0000</td>
<td>-25.00%</td>
</tr>
<tr>
<td>9</td>
<td>LIQUID ASPHALT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>ASPHALT FOR FOG SEAL</td>
<td>TON</td>
<td>22.9000</td>
<td>680.0000</td>
<td>127.94%</td>
<td>1,550.0000</td>
<td>975.0000</td>
<td>43.38%</td>
</tr>
<tr>
<td><strong>HOT MIX ASPHALT</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>REMOVING EXISTING OVERLAY FROM BRIDGE DECK</td>
<td>S.Y.</td>
<td>4550.0000</td>
<td>20.0000</td>
<td>-70.00%</td>
<td>6.0000</td>
<td>4.0000</td>
<td>-80.00%</td>
</tr>
<tr>
<td>12</td>
<td>PLANING BITUMINOUS PAVEMENT</td>
<td>S.Y.</td>
<td>91480.0000</td>
<td>2.5000</td>
<td>-36.00%</td>
<td>1.6000</td>
<td>1.5000</td>
<td>-40.00%</td>
</tr>
<tr>
<td>13</td>
<td>HMA FOR PRELEVELING CL. 3/8 IN. PG 64-22</td>
<td>TON</td>
<td>95.0000</td>
<td>125.0000</td>
<td>31.58%</td>
<td>8,750.00</td>
<td>8,050.00</td>
<td>4.0000</td>
</tr>
<tr>
<td>14</td>
<td>HMA FOR PRELEVELING CL. 1/2 IN. PG 64-22</td>
<td>TON</td>
<td>150.0000</td>
<td>125.0000</td>
<td>38.89%</td>
<td>18,750.00</td>
<td>16,875.00</td>
<td>3,375.00</td>
</tr>
<tr>
<td>15</td>
<td>HMA FOR PAVEMENT REPAIR CL. 1/2 IN. PG 64-22</td>
<td>TON</td>
<td>480.0000</td>
<td>125.0000</td>
<td>0.00%</td>
<td>18,750.00</td>
<td>120.0000</td>
<td>-4.00%</td>
</tr>
<tr>
<td>16</td>
<td>HMA CL. 1/2 IN. PG 64-22</td>
<td>TON</td>
<td>12020.0000</td>
<td>88.0000</td>
<td>-11.36%</td>
<td>78.0000</td>
<td>80.0000</td>
<td>-9.09%</td>
</tr>
<tr>
<td>ITEM NO.</td>
<td>ITEM DESCRIPTION</td>
<td>UNIT</td>
<td>PRICE PER UNIT/UNIT QUANTITY</td>
<td>EST. QUANTITY</td>
<td>ENGR’S. EST. QUANTITY</td>
<td>PRICE PER UNIT/UNIT MEAS</td>
<td>TOTAL AMOUNT</td>
<td>% DIFF.</td>
</tr>
<tr>
<td>-------</td>
<td>-----------------</td>
<td>------</td>
<td>-----------------------------</td>
<td>--------------</td>
<td>----------------------</td>
<td>--------------------------</td>
<td>----------------</td>
<td>--------</td>
</tr>
<tr>
<td>17</td>
<td>JOB MIX COMPLIANCE PRICE ADJUSTMENT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>CALC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>COMPACTION PRICE ADJUSTMENT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>CALC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>ASPHALT COST PRICE ADJUSTMENT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>CALC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>LONGITUDINAL JOINT DENSITY PRICE ADJUSTMENT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>CALC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>CYCLIC DENSITY PRICE ADJUSTMENT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>CALC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**TRAFFIC**

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ITEM DESCRIPTION</th>
<th>UNIT</th>
<th>PRICE PER UNIT/UNIT QUANTITY</th>
<th>EST. QUANTITY</th>
<th>ENGR’S. EST. QUANTITY</th>
<th>PRICE PER UNIT/UNIT MEAS</th>
<th>TOTAL AMOUNT</th>
<th>% DIFF.</th>
<th>AMT. DIFF.</th>
<th>PRICE PER UNIT/UNIT MEAS</th>
<th>TOTAL AMOUNT</th>
<th>% DIFF.</th>
<th>AMT. DIFF.</th>
</tr>
</thead>
<tbody>
<tr>
<td>22</td>
<td>TRUCK-MOUNTED IMPACT ATTENUATOR</td>
<td>EACH</td>
<td>6,500.000000</td>
<td>2,000.000000</td>
<td>-69.23%</td>
<td>2,050.000000</td>
<td>-68.46%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.0000</td>
<td></td>
<td>6,500.00</td>
<td>2,000.00</td>
<td>-4,500.00</td>
<td>2,050.00</td>
<td>-4,450.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>OPERATION OF TRUCK-MOUNTED IMPACT ATTENUATOR</td>
<td>HR</td>
<td>40.000000</td>
<td>40.000000</td>
<td>0.00%</td>
<td>41.000000</td>
<td>2.50%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>80.0000</td>
<td></td>
<td>40.0000</td>
<td>40.0000</td>
<td>-4,500.00</td>
<td>41.0000</td>
<td>2.50%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>REPAIR TRUCK-MOUNTED IMPACT ATTENUATOR</td>
<td>EST.</td>
<td>3,200.00</td>
<td>3,200.00</td>
<td>0.00%</td>
<td>3,260.00</td>
<td>80.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>3,200.00</td>
<td>3,200.00</td>
<td>-4,500.00</td>
<td>3,260.00</td>
<td>80.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>FLEXIBLE GUIDE POST</td>
<td>EACH</td>
<td>50.000000</td>
<td>47.000000</td>
<td>-6.00%</td>
<td>55.000000</td>
<td>10.00%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>61.0000</td>
<td></td>
<td>50.0000</td>
<td>47.0000</td>
<td>-4,500.00</td>
<td>55.0000</td>
<td>10.00%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>PAINT LINE</td>
<td>L.F.</td>
<td>0.150000</td>
<td>0.120000</td>
<td>-20.00%</td>
<td>0.140000</td>
<td>-6.67%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>70810.0000</td>
<td></td>
<td>0.1500</td>
<td>0.1200</td>
<td>-4,500.00</td>
<td>0.1400</td>
<td>-6.67%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>10,621.50</td>
<td>8,497.20</td>
<td>-2,124.30</td>
<td>9,913.40</td>
<td>-708.10</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ITEM NO.</td>
<td>ITEM DESCRIPTION</td>
<td>UNIT</td>
<td>PRICE PER UNIT/ENGR'S. EST. QUANTITY</td>
<td>% DIFF.</td>
<td>PRICE PER UNIT/AMT. DIFF.</td>
<td>% DIFF.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---------</td>
<td>---------------------------</td>
<td>--------</td>
<td>-------------------------------------</td>
<td>---------</td>
<td>--------------------------</td>
<td>---------</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>PLASTIC LINE</td>
<td>L.F.</td>
<td>4.0000</td>
<td>-63.75 %</td>
<td>1.6000</td>
<td>-60.00 %</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>3,280.00</td>
<td>-2,091.00</td>
<td>1,312.00</td>
<td>-1,968.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>PROFILED PLASTIC LINE</td>
<td>L.F.</td>
<td>4.0000</td>
<td>-25.00 %</td>
<td>3.4000</td>
<td>-15.00 %</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1,852.00</td>
<td>-463.00</td>
<td>1,574.20</td>
<td>-277.80</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>PLASTIC WIDE LINE</td>
<td>L.F.</td>
<td>4.0000</td>
<td>-62.50 %</td>
<td>1.7500</td>
<td>-56.25 %</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>16,304.00</td>
<td>-10,190.00</td>
<td>7,133.00</td>
<td>-9,171.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>PLASTIC CROSSWALK LINE</td>
<td>S.F.</td>
<td>5.0000</td>
<td>9.20 %</td>
<td>6.2500</td>
<td>25.00 %</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>20,500.00</td>
<td>22,386.00</td>
<td>25,625.00</td>
<td>5,125.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>PLASTIC STOP LINE</td>
<td>L.F.</td>
<td>10.0000</td>
<td>-28.90 %</td>
<td>8.1500</td>
<td>-18.50 %</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>5,470.00</td>
<td>-1,580.83</td>
<td>4,458.05</td>
<td>-1,011.95</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>PLASTIC TRAFFIC ARROW</td>
<td>EACH</td>
<td>50.0000</td>
<td>-51.25 %</td>
<td>225.0000</td>
<td>-43.75 %</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>5,000.00</td>
<td>-877.00</td>
<td>4,750.00</td>
<td>-250.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>PLASTIC TRAFFIC LETTER</td>
<td>EACH</td>
<td>56.0000</td>
<td>-30.77 %</td>
<td>52.0000</td>
<td>-20.00 %</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>3,640.00</td>
<td>-1,120.00</td>
<td>2,912.00</td>
<td>-728.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>34</td>
<td>PLASTIC RAILROAD CROSSING SYMBOL</td>
<td>EACH</td>
<td>2.0000</td>
<td>-21.43 %</td>
<td>320.0000</td>
<td>-8.57 %</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>700.0000</td>
<td>550.00</td>
<td>640.00</td>
<td>-60.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>35</td>
<td>PLASTIC JUNCTION BOX MARKING</td>
<td>EACH</td>
<td>13.0000</td>
<td>-14.29 %</td>
<td>35.0000</td>
<td>0.00 %</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>35.0000</td>
<td>-65.00</td>
<td>455.00</td>
<td>0.00 %</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>36</td>
<td>RAISED PAVEMENT MARKER TYPE 1</td>
<td>HUND</td>
<td>18.5000</td>
<td>-51.25 %</td>
<td>225.0000</td>
<td>-43.75 %</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>400.0000</td>
<td>195.0000</td>
<td>225.0000</td>
<td>-43.75 %</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>37</td>
<td>RAISED PAVEMENT MARKER TYPE 2</td>
<td>HUND</td>
<td>10.6000</td>
<td>-38.89 %</td>
<td>315.0000</td>
<td>-30.00 %</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>450.0000</td>
<td>275.0000</td>
<td>3,339.00</td>
<td>-1,431.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ITEM No.</td>
<td>ITEM DESCRIPTION</td>
<td>UNIT MEAS</td>
<td>EST. QUANTITY</td>
<td>PRICE PER UNIT/</td>
<td>EST. QUANTITY</td>
<td>PRICE PER UNIT/</td>
<td>% DIFF.</td>
<td>PRICE PER UNIT/</td>
<td>% DIFF.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>----------</td>
<td>------------------</td>
<td>-----------</td>
<td>---------------</td>
<td>-----------------</td>
<td>---------------</td>
<td>-----------------</td>
<td>---------</td>
<td>----------------</td>
<td>---------</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>TOTAL AMOUNT</td>
<td></td>
<td>AMT. DIFF.</td>
<td></td>
<td>TOTAL AMOUNT</td>
<td>AMT. DIFF.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>AMT. DIFF.</td>
<td></td>
<td></td>
<td></td>
<td>AMT. DIFF.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TRAFFIC</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>38</td>
<td>TUBULAR MARKER</td>
<td>EACH</td>
<td>14.0000</td>
<td>65.0000</td>
<td>45.0000</td>
<td>-30.77%</td>
<td>51.5000</td>
<td>-20.77%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>910.00</td>
<td>630.00</td>
<td>-280.00</td>
<td>721.00</td>
<td>-189.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>39</td>
<td>TEMPORARY PAVEMENT MARKING</td>
<td>L.F.</td>
<td>81830.0000</td>
<td>0.5000</td>
<td>0.1200</td>
<td>-76.00%</td>
<td>0.1500</td>
<td>-70.00%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>40,915.00</td>
<td>9,819.60</td>
<td>-31,095.40</td>
<td>12,274.50</td>
<td>-28,640.50</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>40</td>
<td>PERMANENT SIGNING</td>
<td>L.S.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>41</td>
<td>TYPE 1 INDUCTION LOOP</td>
<td>EACH</td>
<td>24.0000</td>
<td>2,800.0000</td>
<td>1,150.0000</td>
<td>-58.93%</td>
<td>1,300.0000</td>
<td>-53.57%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>67,200.00</td>
<td>27,600.00</td>
<td>-39,600.00</td>
<td>31,200.00</td>
<td>-36,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>42</td>
<td>TYPE 2 INDUCTION LOOP</td>
<td>EACH</td>
<td>20.0000</td>
<td>1,500.0000</td>
<td>550.0000</td>
<td>-63.33%</td>
<td>650.0000</td>
<td>-56.67%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>30,000.00</td>
<td>11,000.00</td>
<td>-19,000.00</td>
<td>13,000.00</td>
<td>-17,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>43</td>
<td>SEQUENTIAL ARROW SIGN</td>
<td>HR</td>
<td>1781.0000</td>
<td>10.0000</td>
<td>1.5000</td>
<td>-85.00%</td>
<td>1.5500</td>
<td>-84.50%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>17,810.00</td>
<td>2,671.50</td>
<td>-15,138.50</td>
<td>2,760.55</td>
<td>-15,049.45</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>44</td>
<td>PORTABLE CHANGEABLE MESSAGE SIGN</td>
<td>EACH</td>
<td>3.0000</td>
<td>3,900.0000</td>
<td>3,000.0000</td>
<td>-23.08%</td>
<td>3,050.0000</td>
<td>-21.79%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>11,700.00</td>
<td>9,000.00</td>
<td>-2,700.00</td>
<td>9,150.00</td>
<td>-2,550.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>45</td>
<td>OPERATION OF PORTABLE CHANGEABLE MESSAGE SIGN</td>
<td>HR</td>
<td>3170.0000</td>
<td>5.0000</td>
<td>1.0000</td>
<td>-80.00%</td>
<td>3.0000</td>
<td>-40.00%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>15,850.00</td>
<td>3,170.00</td>
<td>-12,680.00</td>
<td>9,510.00</td>
<td>-6,340.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>46</td>
<td>OTHER TEMPORARY TRAFFIC CONTROL</td>
<td>L.S.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>47</td>
<td>FLAGGERS AND SPOTTERS</td>
<td>HR</td>
<td>3980.0000</td>
<td>50.0000</td>
<td>45.0000</td>
<td>-10.00%</td>
<td>50.0000</td>
<td>0.00%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>199,000.00</td>
<td>179,100.00</td>
<td>-19,900.00</td>
<td>199,000.00</td>
<td>0.00%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>48</td>
<td>OTHER TRAFFIC CONTROL LABOR</td>
<td>HR</td>
<td>612.0000</td>
<td>50.0000</td>
<td>47.0000</td>
<td>-6.00%</td>
<td>60.0000</td>
<td>20.00%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>30,600.00</td>
<td>28,764.00</td>
<td>-1,836.00</td>
<td>36,720.00</td>
<td>6,120.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**WASHINGTON STATE DEPARTMENT OF TRANSPORTATION**  
**BID CHECK REPORT**  

**PS&E JOB NO:** 08C527  
**REVISION NO:**  
**BIDS OPENED ON:** Apr 29 2009  
**CONTRACT NO:** 007720  
**REGION NO:** 3  
**AWARDED ON:** May 4 2009  
**WORK ORDER#:** XL3178  
**TITLE:** US 101 & SR 109  
**PROJECT:** NH-9999(506), STATE  
**COUNTY(S):** GRAYS HARBOR  
**LOW BIDDER:** LAKESIDE INDUSTRIES, INC.  
**2ND BIDDER:** GRAVITATE CONSTRUCTION COMPANY  

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ITEM DESCRIPTION</th>
<th>UNIT</th>
<th>PRICE PER UNIT/ % DIFF.</th>
<th>TOTAL AMOUNT</th>
<th>AMT.DIFF.</th>
<th>PRICE PER UNIT/ % DIFF.</th>
<th>TOTAL AMOUNT</th>
<th>AMT.DIFF.</th>
</tr>
</thead>
<tbody>
<tr>
<td>49</td>
<td>TRAFFIC CONTROL SUPERVISOR</td>
<td>L.S.</td>
<td>-40.48 %</td>
<td>50,400.00</td>
<td>-26,650.00</td>
<td>-50.89 %</td>
<td>24,750.00</td>
<td>-20,400.00</td>
</tr>
<tr>
<td>50</td>
<td>CONSTRUCTION SIGNS CLASS A</td>
<td>S.F.</td>
<td>-25.00 %</td>
<td>15,000.00</td>
<td>-827.20</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>-410.00 %</td>
<td>3,520.00</td>
<td>2,692.80</td>
<td>-48.00 %</td>
<td>2,640.00</td>
<td>880.00</td>
</tr>
</tbody>
</table>

**OTHER ITEMS**

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ITEM DESCRIPTION</th>
<th>UNIT</th>
<th>PRICE PER UNIT/ % DIFF.</th>
<th>TOTAL AMOUNT</th>
<th>AMT.DIFF.</th>
<th>PRICE PER UNIT/ % DIFF.</th>
<th>TOTAL AMOUNT</th>
<th>AMT.DIFF.</th>
</tr>
</thead>
<tbody>
<tr>
<td>51</td>
<td>ADJUST MONUMENT CASE AND COVER</td>
<td>EACH</td>
<td>40.00 %</td>
<td>350.0000</td>
<td>14,000.00</td>
<td>64.00 %</td>
<td>410.0000</td>
<td>5,300.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>5,300.00</td>
<td>21,730.00</td>
<td>8,480.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>52</td>
<td>ADJUST INLET</td>
<td>EACH</td>
<td>14.29 %</td>
<td>400.0000</td>
<td>11,100.00</td>
<td>100.00 %</td>
<td>700.0000</td>
<td>1,350.00</td>
</tr>
<tr>
<td>53</td>
<td>ADJUST MANHOLE</td>
<td>EACH</td>
<td>30.00 %</td>
<td>650.0000</td>
<td>19,500.00</td>
<td>100.00 %</td>
<td>700.0000</td>
<td>3,000.00</td>
</tr>
<tr>
<td>54</td>
<td>ADJUST CATCH BASIN</td>
<td>EACH</td>
<td>14.29 %</td>
<td>400.0000</td>
<td>10,000.00</td>
<td>100.00 %</td>
<td>700.0000</td>
<td>1,000.00</td>
</tr>
<tr>
<td>55</td>
<td>ADJUST VALVE BOX</td>
<td>EACH</td>
<td>60.00 %</td>
<td>400.0000</td>
<td>16,000.00</td>
<td>22,400.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>56</td>
<td>TRAINING</td>
<td>HR</td>
<td>0.00 %</td>
<td>20.0000</td>
<td>0.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>57</td>
<td>REIMBURSEMENT FOR THIRD PARTY DAMAGE</td>
<td>EST.</td>
<td>0.00 %</td>
<td>5.00</td>
<td>0.00 %</td>
<td>5.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>58</td>
<td>MINOR CHANGE</td>
<td>CALC</td>
<td>0.00 %</td>
<td>0.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**DATE:** 03/20/2009  
**TIME:** 06:15
**DOT_RGG801**

**WASHINGTON STATE DEPARTMENT OF TRANSPORTATION**

* * * BID CHECK REPORT * * *

**DATE:** 03/20/2009  **TIME:** 06:15

**PS&E JOB NO:** 08C527  **REVISION NO:** 3  **REGION NO:** 3  **WORK ORDER#:** XL3178

**CONTRACT NO:** 007720  **VERSION NO:** 3

---

**HWY:** SR 101, 109

**TITLES:**
- US 101 & SR 109
- OAK ST. TO LITTLE HOQUIAM RIVER BR. & JCT US 101 TO SR 109 SPUR - PAVING

**PROJECT:** NH-0099(506), STATE

**COUNTY(S):** GRAYS HARBOR

---

**LOW BIDDER**

- **TITLE:** LAKESIDE INDUSTRIES, INC.
- **ADDRESS:** 2400 SARGENT BLVD
- **PHONE:** 98520-4214
- **CONTRACTOR NUMBER:** 469025

**2ND BIDDER**

- **TITLE:** GRANITE CONSTRUCTION COMPANY
- **ADDRESS:** 7717 NEW MARKET ST SW
- **PHONE:** 98520-4214
- **CONTRACTOR NUMBER:**

---

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ITEM DESCRIPTION</th>
<th>UNIT</th>
<th>EST. QUANTITY</th>
<th>PRICE PER UNIT/ MEAS</th>
<th>PRICE PER UNIT/ ENGR'S. EST.</th>
<th>TOTAL AMOUNT</th>
<th>% DIFF.</th>
<th>TOTAL AMOUNT</th>
<th>% DIFF.</th>
</tr>
</thead>
<tbody>
<tr>
<td>59</td>
<td>SPCC PLAN</td>
<td>L.S.</td>
<td></td>
<td></td>
<td></td>
<td>1,000.00</td>
<td>50.00 %</td>
<td>1,500.00</td>
<td>50.00 %</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

**CONTRACT TOTAL**

- **TOTAL:** $2,633,555.50
- **PRICE PER UNIT:** $2,165,345.47
- **% DIFF.:** -17.78%
- **TOTAL AMOUNT:** $2,167,987.00
- **% DIFF.:** -17.68%

---

**BASE TOTAL**

- **TOTAL:** $2,633,555.50
- **PRICE PER UNIT:** $2,165,345.47
- **% DIFF.:** -17.78%
- **TOTAL AMOUNT:** $2,167,987.00
- **% DIFF.:** -17.68%