

**CITY OF SAUK CENTRE
ADVERTISEMENT FOR BIDS
2026 FULL DEPTH RECLAMATION AND PAVING**

Notice is hereby given that the City of Sauk Centre will accept bids for a reclamation and paving of approximately 2,656 SY of bituminous parking lot at the Sauk Centre Senior Center.

A copy of the work detail map and bid form may be picked up at the City Administrator's Office, 320 Oak St. South, Sauk Centre, MN 56378 or by calling 320-352-2203 or at www.saukcentremn.gov.

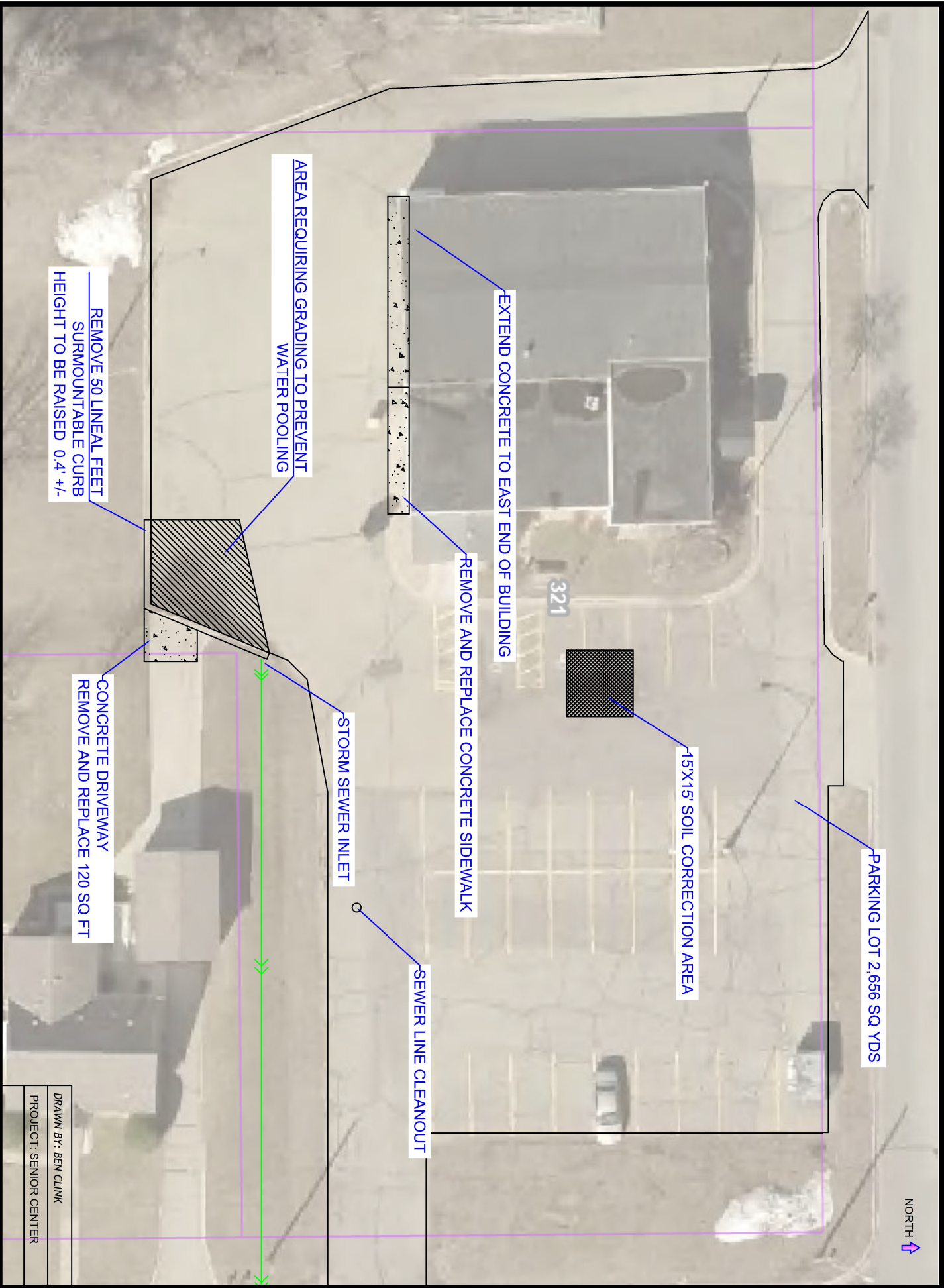
No bidder may withdraw their bid for a period of twenty (20) days after the date set for the bid opening. The City reserves the right to reject any or all bids and waive any irregularity. City also reserves the right to increase or decrease the scope of the project due to budgetary considerations at the same price per unit.

A Bid Bond or Cashiers Check equal to 5% of the bid will be required for this project and shall be submitted with the bid.

Bids will be accepted until May 28, 2026 at 11:00 a.m. at City Hall at which time they will be publicly opened.

By Order of the City Council
s/Vicki M. Willer, City Administrator

PUBLISH: May 14, 2026



NORTH ↑

PARKING LOT 2,656 SQ YDS

15X15' SOIL CORRECTION AREA

321

REMOVE AND REPLACE CONCRETE SIDEWALK

EXTEND CONCRETE TO EAST END OF BUILDING

STORM SEWER INLET

SEWER LINE CLEANOUT

AREA REQUIRING GRADING TO PREVENT WATER POOLING

REMOVE 50 LINEAL FEET SURMOUNTABLE CURB HEIGHT TO BE RAISED 0.4' +/-

CONCRETE DRIVEWAY REMOVE AND REPLACE 120 SQ FT

DRAWN BY: BEN CLINK
PROJECT: SENIOR CENTER

**Sauk Centre 2026 Senior Center Improvement
Sauk Centre, MN**

Project Description: Senior Center Parking Lot

The scope of this project is to complete a full depth reclamation and overlay of the Senior Centre Parking Lot located at 321 4th St N, Sauk Centre, MN. Full depth reclamation and paving approximately 2,656 SQ Yards of bituminous roadway.

Parking Lot- +/- 23,900 sq ft (2,656 sq yards) of bituminous parking lot

Existing curb is to stay in place and bituminous shall be placed up to existing curb after milling, except areas that are marked. Finished parking lot shall have proper slope to facilitate drainage of the parking lot to the curbline. Excess millings will be the responsibility of the contractor to remove; there is a dump site at the public works building 6 blocks away for the excess millings to be hauled to. Prep grading and compaction for the pavement will be the responsibility of the paving contractor and shall be included in the pavement estimates.

Project start date is as soon as possible after acceptance by city council with a completion deadline of September 30, 2026. Erosion best management practices will be the responsibility of all contractors working on the project.

Soil correction will be required on the east side of the building, approximately 10'x10'x12" deep in the bad area.

The south west corner of the parking lot will require regrading and curb removal to get the water drainage to improve. Approximate area 24 feet x 24 feet, elevation needs to be brought up 0.4ft +/- . Final grade to be determined with contractor. Excess millings to be used for this elevation change. Surmountable curb to be removed and reinstalled, approximately 50 feet.

Contractor to provide weight slips of each load of asphalt for the project.

Line striping to be completed by the City of Sauk Centre.

Contractor is responsible to properly adjust all manholes prior to final lift of asphalt being applied. See project map and layout for full description.

Project Supervisor: Ben Clink
 Public Works Supervisor
 320-249-7609

Bids will be publicly opened on Thursday May 28th, 2026 at 11:00 am at Sauk Centre City Hall.

The City reserves the right to select any combination of the quotes or to reject all quotes.

A Bid Bond will be required for this project. The contractor that is awarded the project will be required to obtain a performance bond for the project. All costs associated with this shall be the responsibility of the contractor and accounted for in their bid.

FULL-DEPTH RECLAMATION AND GRANULAR-BASE STABILIZATION

1. GENERAL

1.1 Description. Full-depth reclamation (FDR) shall consist of pulverizing and mixing existing asphalt pavement and base course material, soil and water (as needed), to produce a dense, hard, treated base. It shall be proportioned, mixed, placed, compacted, and cured in accordance with this specification, and shall conform to the lines, grades, thicknesses, and typical cross sections of the existing streets.

2. MATERIALS

2.1 Recycled Asphalt Pavement (RAP) and Base Material. Shall consist of the existing asphalt pavement, existing base course material and/or subgrade material. The base course and subgrade material shall not contain roots, topsoil, or any material deleterious to a properly compacted subgrade. The particle distribution of the processed material shall be such that 100% passes a 3-inch (75 mm) sieve, at least 95% passes a 2-inch (50 mm) sieve, and at least 55% passes a No. 4 (4.75 mm) sieve. A second pass of the reclaiming equipment may be required to meet these specifications.

3. EQUIPMENT

3.1 Description. FDR may be constructed with any machine or combination of machines or equipment that will produce a satisfactory product meeting the requirements for pulverization, water application, mixing, compacting, finishing, and curing as provided in this specification.

3.2 Mixing Methods. Mixing shall be accomplished in place, using single-shaft or multiple-shaft mixers. Agricultural disks or motor graders are not acceptable mixing equipment.

3.3 Application of Water. Water may be applied through the mixer or with water trucks equipped with pressure-spray bars. If using the spray bar system, road base shall be pre-wet to obtain optimum moisture content.

3.4 Compaction. The processed material shall be compacted with one or a combination of the following: Tamping or grid roller, pneumatic-tire roller, steel-wheel roller, vibratory roller, or vibrating-plate compactor. The full depth recycled material shall be rolled with a vibratory pad/tamping foot roller and a vibratory steel drum soil compactor. The pad/tamping foot roller drum shall have a minimum of 112 tamping feet 73 mm [3 in] in height, a minimum contact area per foot of 110 cm² [17 in²], and a minimum width of 2.15 m [84 in]. The vibratory steel drum roller shall have a minimum 2.15 meter [84 in] width single drum.

4. CONSTRUCTION REQUIREMENTS

4.1 General

4.1.1 Preparation. Prior to the start of the reclamation, all utilities and drainage systems shall be relocated as necessary.

Methods, equipment, tools, and any machinery to be used during construction shall be approved by the Public Works Supervisor prior to the start of the project. Prior to the actual reclaiming of the roadway, drop inlets or catch basins that might be affected shall be sufficiently barricaded to prevent reclaimed subbase material, silt or runoff from plugging the drainage system.

Sufficient surface drainage must be provided for each stage of construction so that ponding does not occur on the reclaimed sub-base course prior to the placement of bituminous asphalt.

Reclamation shall be accomplished by means of a self-propelled, traveling rotary reclaimer or equivalent machine capable of cutting through existing bituminous concrete pavement to depths of up to 15 inches with one pass. The machine shall be equipped with an adjustable grading blade leaving its path generally smooth for initial compaction. Equipment such as road planers or cold milling machines designed to mill or shred the existing bituminous concrete, rather than crush or fracture it, shall not be allowed.

Existing bituminous concrete pavement and any underlying granular material must be pulverized and mixed so as to form a homogenous mass of reclaimed sub-base material which will bond together when compacted.

In areas where the vertical or horizontal geometry of the proposed roadway is different than that of the existing, the roadway shall be reclaimed in-place and the reclaimed material sub-base placed in windrows or stockpiled while any filling or excavation is performed. When the proposed sub-grade elevation is achieved, the reclaimed sub-base material will be removed.

Reshaping using the reclaimed sub-base material should be minimized in order to ensure that the roadway has a uniform thickness of reclaimed sub-base material throughout. Unless otherwise specified, when reshaping of the roadway is required, it should be performed utilizing additional sub-base or processed aggregate base. The reclaimed sub-base material shall be compacted prior to the placement of any additional granular material used (sub-base or processed aggregate base). Subsequent to the compaction of the reclaimed sub-base material, any reshaped material or additional material placed on the roadway should not exceed five (5) inches in depth before being compacted.

The reclaimed sub-base material shall be compacted to the requirements above prior to the placement of traffic on the roadway.

A motor grader shall be used for shaping, fine grading, and finishing the surface of the reclaimed material or any other granular materials placed to form the surface prior to paving.

Any surface irregularities which develop during or after the above-described work shall be corrected until it is brought to a firm and uniform surface satisfactory to the Public Works Supervisor.

4.1.2 Mixing and Placing. FDR processing shall not commence when the soil aggregate or sub-grade is frozen, or when the air temperature is below 40°F (4°C). Moisture in the base course material shall not exceed the quantity that will permit a uniform and intimate mixture of the pulverized asphalt and base material and shall be within 2% of the optimum moisture content for the processed material at start of compaction.

4.2.2 Scarifying. Initial pulverization or scarification may be required to the full depth of mixing. Scarification or pre-pulverization is a requirement for the following condition, when the processed material is more than 3% above or below optimum moisture content. When the material is below

optimum moisture content, water shall be added. The pre-pulverized material shall be sealed and properly drained at the end of the day or if rain is expected.

4.2.3 Mixing. Mixing shall continue until a uniform mixture is produced. The mixed material shall meet the following gradation conditions:

1) The final mixture (bituminous surface, granular base, and sub-grade soil) shall be pulverized such that 100% passes the 3-inch (75 mm) sieve, at least 95% passes the 2-in. (50 mm) sieve, and at least 55% passes the No. 4 (4.75 mm) sieve. No more than 50% of the final mixed material shall be made of the existing bituminous material unless approved by the Public Works Supervisor and included in a mixture design. Additional material can be added to the top or from the sub-grade to improve the mixture gradation, as long as this material was included in the mixture design.

2) The final pulverization test shall be made at the conclusion of mixing operations. Mixing shall be continued until the product is uniform in color, meets gradation requirements, and is at the required moisture content throughout. The entire operation of spreading, water application, and mixing shall result in a uniform pulverized asphalt, soil, and water mixture for the full design depth and width.

4.3 Compaction. The processed material shall be uniformly compacted to a minimum of 98% of maximum density based on a moving average of five consecutive tests with no individual test below 98%. Field density of compacted material can be determined by nuclear method in the direct transmission mode (ASTM D 2922, AASHTO T 310), sand cone method (ASTM D 1556, AASHTO T 191), or rubber balloon method (ASTM D 2167). Optimum moisture and maximum density shall be determined prior to start of construction and also in the field during construction by a moisture-density test (ASTM D 558 or AASHTO T 134).

At the start of compaction, the moisture content shall be within 2% of the specified optimum moisture. No section shall be left undisturbed for longer than 30 minutes during compaction operations. All compaction operations shall be completed within 2 hours from start of mixing.

4.4 Finishing. As compaction nears completion, the surface of the FDR material shall be shaped to the existing lines, grades, and cross sections. If necessary or as required by the Public Works Supervisor, the surface shall be lightly scarified or broom-dragged to remove imprints left by equipment or to prevent compaction planes. Compaction shall then be continued until uniform and adequate density is obtained.

During the finishing process the surface shall be kept moist by means of water spray devices that will not erode the surface. Compaction and finishing shall be done in such a manner as to produce a dense surface free of compaction planes, cracks, ridges, or loose material. All finishing operations shall be completed within 4 hours from start of mixing.

4.5 Curing. Finished portions of the FDR base that are traveled on by equipment used in constructing an adjoining section shall be protected in such a manner as to prevent equipment from marring or damaging completed work.

After completion of final finishing, the surface shall be cured by application of a bituminous or other approved sealing membrane, or by being kept continuously moist for a period of 7 days with a water spray that will not erode the surface of the FDR base. If curing material is used, it shall be applied as soon as possible, but not later than 24 hours after completing finishing operations. The surface shall be kept continuously moist prior to application of curing material.

For bituminous curing material, the FDR base surface shall be dense, free of all loose and

extraneous materials, and shall contain sufficient moisture to prevent excessive penetration of the bituminous material. The bituminous material shall be uniformly applied to the surface. The exact rate and temperature of application for complete coverage, without undue runoff, shall be specified by the Public Works Supervisor.

Should it be necessary for construction equipment or other traffic to use the bituminous-covered surface before the bituminous material has dried sufficiently to prevent pickup, sufficient sand cover shall be applied before such use.

4.6 Traffic. Completed portions of FDR base can be opened immediately to low-speed local traffic and to construction equipment, provided the curing material or moist curing operations are not impaired, and provided the FDR base is sufficiently stable to withstand marring or permanent deformation. The section can be opened up to all traffic after the FDR base has received a curing compound or subsequent surface and is sufficiently stable to withstand marring or permanent deformation. If continuous moist curing is employed in lieu of a curing compound or subsequent surfacing within 7 days, the FDR base can be opened to all traffic after the 7-day moist curing period, provided the FDR base has hardened sufficiently to prevent marring or permanent deformation.

4.7 Surfacing. Subsequent pavement layers (asphalt, chip-seal, or concrete) can be placed any time after finishing, as long as the surface is sufficiently stable to support the required construction equipment without marring or permanent distortion of the surface.

4.8 Maintenance. The contractor shall maintain the FDR material in good condition until all work is completed and accepted. Maintenance shall include immediate repairs of any defects that may occur. If it is necessary to replace any processed material, the replacement shall be for the full depth, with vertical cuts, using FDR material. No skin patches will be permitted.

5. INSPECTION AND TESTING

5.1 Description. The contractor shall make such inspections and tests as deemed necessary to ensure the conformance of the work to the contract documents. These inspections and tests may include, but shall not be limited to:

Recycling operations including recycling speed, yield monitoring, monitoring treatment depth, procedures for avoiding recycling and curing in inclement weather, methods to ensure that segregation is minimized, procedures for mix design modification, grading and compacting operations.

Density testing at the recycled material testing will be performed using the nuclear method. Only those materials, machines, and methods meeting the requirements of the contract documents shall be used unless otherwise approved by the Public Works Supervisor. All testing of processed material or its individual components, unless otherwise provided specifically in the contract documents, shall be in accordance with the latest applicable ASTM or AASHTO specifications in effect as of the date of advertisement for bids.

PRICE AND PAYMENT PROCEDURES

- A. Measurement and Payment
 - 1. A Bid Item has been provided for Full Depth Reclamation. Measurement will be by the square yard, based on the width of the existing street
 - a. Payment for leveling and compaction of the material immediately after it is reclaimed is to be included in the Bid Unit Price per square yard.
 - b. The Bid Unit Price is to include the motor grader and any water necessary to maintain the roadway until paved.
 - c. The Bid Item shall include multiple passes as necessary to achieve the desired aggregate material and depth.
 - d. All costs related to the project phasing shall be included in the Bid Item.
 - 2. Finish grading and tolerancing prior to paving is considered incidental to the reclamation.
 - 3. All other Work and costs of this Section shall be incidental to the Project and included in the Total Base Bid.

REFERENCES

- B. Minnesota Department of Transportation "Standard Specifications for Construction," 2020 Edition (MnDOT Spec.)
 - 1. 2106 - Excavation and Embankment.
 - 2. 2111 - Test Rolling.
 - 3. 2112 - Subgrade Preparation.
 - 4. 3149 - Granular Material.
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FLEXIBLE PAVING CITY OF SAUK CENTRE

PART 1 GENERAL

1.01 **SUMMARY**

- A. Section Includes
 - 1. Hot plant mixed asphalt-aggregate mixtures for wearing and non-wearing pavement courses.
 - 2. Bituminous tack coat.

1.02 **PRICE AND PAYMENT PROCEDURES**

- A. Measurement and Payment
 - 1. Method of Measurement and Payment shall conform to MnDOT Section 2360.4 and 2360.5, except as modified herein.
 - 2. A Bid Item has been provided for bituminous material for Tack Coat.
 - a. Measured by volume in gallons at 60 degrees F.
 - b. Payment for bituminous material used for Tack Coat includes compensation in full for all costs incidental to the furnishing and application at the Bid Unit Price per gallon.
 - c. Cleaning of all debris and dirt from the previous bituminous surfaces prior to placement of Tack Coat is included in the Bid Unit Price for Tack Coat.
 - d. Payment for tacking exposed edges of existing bituminous surfaces and concrete curb and gutter in conjunction with non-wearing course placement is considered incidental to the placement of the non-wearing course.
 - 3. Bid Items have been provided for:
 - a. Type SP 12.5 Non Wearing Course Mixture & Type SP 9.5 Wearing Course Mixture.
 - b. Measured by the weight in tons of material placed and accepted for each specified Bid Item as stated in the Bid Form. Payment shall be made in accordance with the acceptance and payment schedules provided in the MnDOT 2360 Plant Mixed Asphalt Pavement, MnDOT 2020.
 - c. The Bid Unit Price includes both the bituminous course mixture and asphalt binder material.
 - d. Partial payment will not exceed 70 percent of the total calculated payment until the required testing and product documentation is received and found to be acceptable to the Public Works Supervisor.
 - e. Scheduling
 - a) All bituminous non wearing course and bituminous wear course is to be constructed in 2025.

- f. Reclamation Project Area Non-Wear Course Paving Completion Requirement:
 - 1) The streets included in the reclamation project area shall have the non-wear course pavement installed and accepted within 25 working days of reclamation of the street.
 - 2) The Contractor will be subject to a daily charge for failure to complete the non-wear course pavement completion requirement within the permitted duration. Non-compliance charges will be assessed at a rate of \$1,500 per day for each day with which the Public Works Supervisor determines that the Contractor has not complied.
- 4. Preparation of Bituminous Non-Wearing: Measurement and Payment shall be considered incidental and shall include the following:
 - a. Final clean-up of the bituminous non-wearing course with a power pickup broom.
 - b. Any final adjustment of structures as needed.
- 5. All other Work and costs of this Section shall be incidental to the Project and included in the Total Base Bid.

1.03 **REFERENCES**

- A. Minnesota Department of Transportation "Standard Specifications for Construction," 2020 Edition (MnDOT Spec.)
 - 1. 2020 MnDOT Specification 2360 Plant Mixed Asphalt Pavement dated. A copy can be found at: [Standard Specifications for Construction - MnDOT \(state.mn.us\)](http://www.state.mn.us/dot/specs/standard-specifications-for-construction-mndot-state-mn-us)
 - a. Within this document replace the words "Department Bituminous Engineer" or "District Materials Engineer" with the word "Public Works Supervisor."
 - 2. 2357 - Bituminous Tack Coat.
 - 3. 2535 - Bituminous Curb.
 - 4. 3139 - Graded Aggregate For Bituminous Mixtures.

1.04 **SUBMITTALS**

- A. Submit mixture design report to the Public Works Supervisor. Conform to MnDOT Spec. 2360.2.F and MnDOT Spec. 2360.2.G.8, and Division 01.
- B. Contractors shall submit mix design report for all projects, regardless of the size of the project.
- C. Contractor shall submit Q/C results in accordance with MnDOT Spec. 2360.2.G.8 and MnDOT's most recent Materials Control Schedule.

1.05 **SEQUENCING AND SCHEDULING**

- A. Aggregate base and concrete curb and gutter to be completed and approved by the Public Works Supervisor prior to placement of bituminous surfaces.
 - B. The Contractor shall provide a 48-hour notice for scheduling and noticing of the residents prior to paving operations.
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- C. The Contractor shall include “No Parking” signs along the routes scheduled for paving at least 24 hours in advance.
- D. Adjust structures prior to placement of bituminous wearing course as needed.
- E. Complete the bituminous wear and non-wear courses as described in this Section.

PART 2 PRODUCTS

2.01 MATERIALS

- A. Mixture Designation: Conform to MnDOT 2360.1.B, except as modified in the typical section Detail Drawing and Bid Form.
- B. Conform to MnDOT Section 2360.2, except as modified herein.
 - 1. Recycled Asphalt Shingles are not allowed in wear or non-wear course pavements.
 - 2. Sewage Sludge Ash (SSA) is not allowed in wear or non-wear course pavements.
- C. Bituminous Tack Coat
 - 1. Bituminous Material: Conform to MnDOT Spec. 2357.
 - a. Emulsified Asphalt, Cationic, CSS-1 or CSS-1H.
- D. Mixture Quality Management: Conform to MnDOT Spec. 2360.2.G.1 Quality Control and 2360.2.G.2 Quality Assurance, except as modified herein.
 - 1. Quality Control (QC) Testing: The Contractor will be allowed to provide historical testing data from the previous 3 days of production for each mixture type to meet the Production Sampling and Testing Rates indicated in Table 2360.11 for Coarse Aggregate Angularity and Fine Aggregate Angularity. The Contractor will be allowed to provide historical testing data from the previous 10 days of Contractor production for each mixture type to meet the Production Sampling and Testing Rates indicated in Table 2360.11 for TSR, Aggregate Specific Gravity, and Asphalt Binder Content.
 - 2. Quality Assurance testing will be completed at the discretion of the Public Works Supervisor.

PART 3 EXECUTION

3.01 GENERAL

- A. Conform to the requirements of MnDOT Spec 2360.3, except as modified herein.
 - B. The Contractor to review the proposed paving sequence with the Public Works Supervisor prior to placement of each bituminous course (lift).
 - C. The proposed sequence shall address the: longitudinal seams, compaction, traffic control, hauling routes, and placement of pavement markings.
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- D. Preparation of Bituminous Non-Wear Course
 - 1. Final clean-up of the bituminous surface with the use of a power pickup broom and front-end loader.
 - 2. Adjust structures as needed.
- E. Joints: Where new construction meets existing bituminous surfacing, the existing surface shall be uniformly milled or saw-cut straight and bituminous tack coat applied prior to placement of each bituminous course (lift).
 - 1. For joint construction, an existing bituminous surface shall be considered to include any bituminous surface not paved on the same day as the new construction. The Owner may require milling or saw cutting on surfaces paved the same day, if, in the opinion of the Owner, the mix has cooled to a point where a new milled or sawed edge is necessary.
 - 2. Construct 2-foot wide (min.) ramp where new construction does not match existing construction (i.e. wearing course to non-wearing course).

3.02 **RESTRICTIONS**

- A. Conform to MnDOT Section 2360.3.A, except as modified herein.
- B. All street surfaces checked and approved by the Public Works Supervisor prior to paving.
- C. Existing bituminous surfaces must be dry prior and during placement of any bituminous pavements.
- D. Wearing course shall not be placed when the air temperature in the shade and away from artificial heat is 50 degrees F or less, unless otherwise approved by the Public Works Supervisor.

3.03 **EQUIPMENT**

- A. Conform to MnDOT Spec. 2360.3.B.

3.04 **TREATMENT OF SURFACE**

- A. Bituminous Tack coat shall conform to MnDOT Spec. 2357, except as modified herein.
 - B. Restrictions
 - 1. The tack coat shall not be applied when the road surface is wet or when the weather conditions are unsuitable.
 - 2. The area for tack coat application shall be limited as directed by the Public Works Supervisor.
 - 3. The Contractor shall have sole responsibility of claims of tack coat on personal property due to lack of notification or signage of the area being tack coated.
 - C. Equipment: Conform to MnDOT Spec. 2360.3.B and MnDOT Spec. 2357.3.B.
 - D. Road Surface Preparation: Conform to MnDOT Spec. 2357.3.C.
 - E. Application
 - 1. At a uniform rate conforming to MnDOT Spec. 2357.3.D (Table 2357-2).
 - 2. Along the front edge of the concrete curb and gutter, prior to placement of both bituminous base and wearing course.
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BID FORM
Sauk Centre 2026 Senior Center Improvements
Sauk Centre, MN

THIS BID IS SUBMITTED TO:

City of Sauk Centre
320 Oak Street South
Sauk Centre, MN 56378

- 1.01 The undersigned Bidder proposes and agrees, if this Bid is accepted, to enter into an Agreement with Owner to perform all work as specified or indicated in the Documents for the prices and within the times indicated in the Bid and in accordance with other terms and conditions of the Bidding Documents.
- 2.01 Bidder accepts all of the terms and conditions of the instructions including without limitation those dealing with the disposition of Bid Security (Five Percent of the amount of Bid to accompany each bid in the form of Bid Bond or certified check).. The Bid will remain subject to acceptance for 45 days after Opening, or for such longer period of time that Bidder may agree to in writing upon request of Owner. The Owner reserves the right to reject any all Bids, to waive irregularities and informalities therein, and further reserves the right to award the contract to the best interests of the Owner.
- 3.01 in submitting this bid, Bidder represents that:
- A. Bidder has examined and carefully studied the Bidding Documents.
 - B. Bidder has visited the Project Site and become familiar with and is satisfied as to the general, local, and Project Site conditions that may affect cost, progress, and performance of the work.
 - C. Bidder is familiar with and is satisfied as to all federal, state, and local laws and regulations that may affect cost, progress and performance of the work.
 - D. Bidder is aware of the general nature of work to be performed by Owner and others at the Project Site that relates to the work as indicated in the Bidding Documents.
 - E. The Bidding Documents are generally sufficient to indicate and convey understanding of all terms and conditions for the performance of the work for which this Bid is submitted.
 - F. Bidder will submit written evidence of its authority to do business in the state where the Project is located not later than the date of its execution of the Agreement.
- 4.01 Bidder further represents that:
- A. The prices in this Bid have been arrived at independently, without consultation, communication, or agreement as to any matters relating to such prices with any other Bidder or with any competitor for the purpose of restriction competition.
 - B. The prices in this Bid have not or will not be made knowingly disclosed to any other Bidder or competitor prior to opening of the Bid.
 - C. No attempt has been made or will be made by the Bidder to induce any other person or firm to submit or not to submit a Bid for the purpose of restricting competition.
- 4.02 Bidder understands that the law may require the Owner to undertake an investigation and submit an evaluation concerning Bidder's responsiveness, responsibility, and qualifications before awarding a contract. Bidder hereby waives any and all claims, of whatever nature, against Owner, its employees and agents, which arise out of or relate to such investigation and evaluation, and statements made as a result thereof, except for statements that can be shown by clear and convincing evidence to be intentionally false and made with accrual malice. Nothing in this paragraph is intended to restrict Bidder's rights to challenge a contract pursuant to law.
- 5.01. Bidder will complete the work in accordance with the Documents for the following prices:

All specific cash allowances are included in the price(s) set forth below.

Bidder acknowledges that estimated quantities are not guaranteed, and are solely for the purpose of comparison of Bids, and final payment for all Unit Price Bid items will be based on actual quantities provided and that the City may increase or decrease quantities due to budget constraints prior to commencement of the project.

**Sauk Centre 2026 Senior Center Improvements
Sauk Centre, MN**

- A cash deposit, certified check or bond for at least five percent (5%) of the total bid amount must accompany the proposal.
- A current certificate of Insurance with proper coverage lines and a minimum of \$500,000.00 per claimant and \$1,000,000.00 for each incident of insurance limits of general liability and statutory for workers; compensation insurance with an endorsement naming the City as an additional insured on the Certificate of Insurance must be provided prior to commencement of work.

If Bidder is:

An Individual:

Name (typed or printed) _____

By: _____ (SEAL)
(Signature)

Doing business as: _____

Business Street Address: _____

Phone: _____ Fax _____

Email: _____

A Corporation:

Corporation Name: _____

State of Incorporation: _____

Type (General Business, Professional, Service, Limited Liability) _____

By: _____
(Signature)

Title: _____

Attest: _____ (SEAL)

Business Address: _____

Phone: _____ Fax _____

Email: _____

**2026
Senior Center Improvements
Sauk Centre, Minnesota**

Do not include sales tax. City is tax exempt.

No. Price	Item	Units	Qty.	Unit Price	Total
BASE BID:					
PART 1: SENIOR CENTER PARKING LOT					
1	MOBILIZATION	EA	1	\$ _____	\$ _____
2	FULL DEPTH RECLAIM BITUMINOUS PAVEMENT	SY	2,656	\$ _____	\$ _____
3	2.0" TYPE SP 12.5 BIT. NON-WEARING COURSE	TN	335	\$ _____	\$ _____
4	0.05 GAL/SY BIT. TACK COAT	GAL	135	\$ _____	\$ _____
5	2.0" TYPE 9.5 BIT. WEARING COURSE	TN	335	\$ _____	\$ _____
6	REMOVE AND REPLACE CONCRETE CURB	LF	50	\$ _____	\$ _____
7	REMOVE CONCRETE SIDEWALK	SQFT	130	\$ _____	\$ _____
8	INSTALL CONCRETE APRON/SIDEWALK	SQFT	350	\$ _____	\$ _____
9	SOIL CORRECTION 10'X10'	SQFT	100	\$ _____	\$ _____
10	REMOVE AND REPLACE CONCRETE DRIVEWAY	SQFT	120	\$ _____	\$ _____
 TOTAL PART 1: Senior Center Parking Lot					
 TOTAL BASE BID PART 1					\$ _____