



The Daily Reporter

CONNECTING CALIFORNIA CONTRACTORS TO CONSTRUCTION BIDDING LEADS • EST. 1994

San Diego Braces For El Niño Storm Infrastructure Work

San Diego is preparing for a forecasted "super El Niño" winter that could bring severe flooding and coastal storm damage, putting a spotlight on the region's aging stormwater systems and century-old dams.

The condition of the city's outdated drainage networks and old dam infrastructure raises the prospect of upgrade and repair work as officials move to reduce flood risk ahead of extreme weather.

For contractors, aging stormwater and dam assets typically translate into demand for civil and water-in-

frastructure projects, from drainage improvements to structural rehabilitation of dams.

Firms working in San Diego County should watch for accelerated public-works spending tied to storm preparedness and emergency repairs as the El Niño season develops.

TOP STORIES

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2. Granite Lands \$50M Tiger Creek Dam Spillway Rebuild
3. Cross-Border Sewage Crisis Signals Work at Imperial Beach
4. Cadiz Taps Two Builders for \$403M Southern California Water Pipeline
5. Legislative Endgame Could Shape Billions in Construction Work

THIS ISSUE

- 21 public works projects open for bid
- 6 GFE outreach ads seeking certified subs
- 6 news stories for California contractors

CERTIFIED "TRADE NEWSPAPER" AND "FOCUSED NEWSPAPER" — CALIFORNIA DEPT. OF GENERAL SERVICES • WATER INFRASTRUCTURE, FLOOD CONTROL, AND WATER AGENCY PROJECTS ACROSS CALIFORNIA

FlatironDragados-Sukut JV Wins \$1.8B Anderson Dam Job

A joint venture of FlatironDragados and Sukut has secured a \$1.8 billion contract to upgrade the Anderson Dam near San Jose, one of the largest public-works packages in Santa Clara County in recent years.

The dam is currently operating at reduced capacity because of seismic concerns, and the work is aimed at bringing the structure up to modern earthquake safety standards.

For contractors and subcontractors in the Bay Area, a project of this scale points to substantial subcontracting and supply opportunities tied to heavy civil, earthwork and water-infrastructure trades.

The award underscores continued investment in California dam safety and reservoir reliability, work that is expected to generate demand for specialized labor and equipment throughout the project's duration.

Granite Lands \$50M Tiger Creek Dam Spillway Rebuild

Granite Construction has secured a roughly \$50 million contract from Pacific Gas & Electric to replace the spillway at the Tiger Creek Regulator Dam in Amador County, adding another major water-infrastructure project to the growing pipeline of dam rehabilitation work moving through California. The award puts one of the state's largest heavy-civil contractors on a demanding project that involves rebuilding aging concrete structures at a facility that has been in service for nearly a century.

The Tiger Creek Regulator Dam is a slab and buttress dam originally constructed in 1931. Structures of that vintage were built to standards and material specifications that pre-date modern seismic, hydraulic and safety codes, and decades of service under fluctuating reservoir conditions typically leave older concrete spillways in need of significant reconstruction. The scope of this project centers on replacing the crest structure and the spillway chute, the two components that carry and control high-velocity discharge when the dam passes flood flows.

For contractors, spillway replacement work of this kind is squarely in the heavy-civil and structural concrete category. Rebuilding a crest structure and chute generally means demolition and removal of deteriorated concrete, extensive excavation and foundation preparation, placement of new reinforced concrete sections, and careful surface work to handle the erosive forces that flowing water imposes on a spillway. Work at a slab and buttress dam adds complexity because the crews must tie new construction into the existing structural system without compromising the dam's stability.

The location itself drives much of the difficulty. Tiger Creek sits in the Sierra foothills of Amador County, where access, staging and material delivery are constrained by terrain and remote roads. Crews will likely contend with steep grades, limited laydown space, and the need to move large volumes

of concrete and equipment into a confined canyon setting. Seasonal hydrology also shapes the schedule, since much of the in-water and near-water work on a spillway must be timed around lower-flow periods and reservoir management by the utility.

Because this is a PG&E-owned facility rather than a state or local agency job, the project follows utility procurement and safety protocols rather than a conventional public-bid process. Still, the work is meaningful for the broader California construction market. It signals continued utility investment in aging hydroelectric and water-control assets, a category that has drawn heightened attention across the state as owners confront dam-safety obligations, climate-driven flood risk and the cost of deferred maintenance on early-20th-century structures.

The trades that stand to benefit from a job like this are the ones that specialize in heavy concrete and earthwork. Formwork carpenters, rebar placers and finishers will be central to rebuilding the crest and chute. Excavation and grading crews, blasting and rock-work specialists, and dewatering contractors will be needed to prepare foundations in a rocky canyon. Trucking and aggregate suppliers, concrete batch operations, and crane and rigging services all figure into moving material into a difficult site.

Beyond the structural concrete, spillway projects usually require a range of supporting disciplines. Mechanical trades may be involved if gates, hoists or discharge controls are part of the crest structure. Electrical and instrumentation contractors can be pulled in for monitoring systems, controls and any power feeds tied to the facility. Erosion control, environmental protection and water-quality compliance work is almost always part of the package on a dam site, opening opportunities for specialty environmental subcontractors.

Granite's role as the prime contractor means the firm will manage the overall build, but a project of this scale typically generates substantial subcontract and supply opportunities for regional firms. Contractors positioned in the Central Valley and Sierra foothills, including those in Amador, El Dorado, Calaveras and Sacramento counties, are the natural candidates to feed labor, equipment and materials to the site. Firms with experience on dam-safety and hydroelectric work carry an advantage because owners on this type of project place a premium on demonstrated familiarity with the safety and quality demands unique to water-retaining structures.

Phasing will be a defining feature of the effort. Spillway reconstruction generally proceeds in stages that keep the dam operable and safe throughout construction, meaning crews may build in sequences tied to reservoir levels and controlled discharge windows. That kind of staged approach places a premium on scheduling discipline, coordination between trades, and the ability to mobilize quickly during available work windows. Contractors chasing this work should expect tight constraints on when and how the most sensitive operations can occur.

For firms looking to participate, the practical steps are the ones that apply to most large utility and heavy-civil projects. Establishing relationships with Granite's procurement and project management staff, prequalifying as a subcontractor

or supplier, and lining up the bonding, insurance and safety credentials that utility owners require are the first moves. Demonstrating a track record on remote, environmentally sensitive concrete work will strengthen a firm's position for the specialty scopes.

The Tiger Creek award also fits a larger pattern worth watching. Across California, aging dams, spillways and water-control structures built in the first half of the last century are reaching the point where reconstruction is no longer optional. Utility owners and public agencies alike face pressure to bring these facilities up to modern standards, and each such project tends to generate work for the same pool of heavy-civil contractors, concrete specialists and material suppliers. A single \$50 million spillway job is significant on its own, but it is also a marker of a steady stream of comparable projects likely to reach the market in the years ahead.

For contractors evaluating where to focus their heavy-civil capacity, dam and spillway rehabilitation represents a durable niche. The work is technically demanding and often located in challenging terrain, but it rewards firms with the equipment, experienced crews and safety systems to execute it. The Tiger Creek Regulator Dam project offers a current example of that opportunity, and firms with the right qualifications should be watching for the subcontract and supply packages that a job of this size inevitably produces.

Cross-Border Sewage Crisis Signals Work at Imperial Beach

A persistent sewage pollution problem in Imperial Beach is disrupting local recreation, forcing a surf camp to bus children to cleaner beaches and prompting junior lifeguard programs to relocate up the coast, according to CalMatters.

The contamination stems from cross-border flows that have long fouled the waters near the San Diego County community, an issue that has drawn attention to the aging and overwhelmed wastewater infrastructure serving the region.

For contractors, the ongoing crisis underscores the scale of treatment and conveyance improvements needed along the southern coastline. Federal and state efforts to address transboundary sewage have historically involved upgrades to treatment plants and collection systems near the border.

Firms working in water and wastewater construction should watch for public funding tied to remediation of the Tijuana River watershed and related facilities, which could translate into future public-works opportunities in San Diego County.

Cadiz Taps Two Builders for \$403M Southern California Water Pipeline

A major water infrastructure project is moving into the construction phase in San Bernardino County, where Cadiz Inc. has awarded contracts to two established heavy-civil firms to build out its Northern Pipeline. The roughly \$403 million effort will convert a 220-mile natural gas pipeline into a water conveyance system designed to deliver supplies to communities across Southern California. The work marks one of the more unusual large-scale water projects to reach the

construction stage in the region, repurposing existing linear infrastructure rather than trenching an entirely new corridor.

W.M. Lyles Co. and Mike Bubalo Construction Co. have been selected as the builders on the project. Both bring deep experience in California water and underground work, and their selection signals that the pipeline conversion is transitioning from planning into active field execution. For contractors and suppliers watching Southern California's water sector, the award is a clear indicator that meaningful subcontracting and

material-supply opportunities are now in play along a very long project alignment.

The driving force behind the project is the persistent search for new and reliable water supplies in the Southern California interior. San Bernardino County and surrounding communities face the same pressures confronting much of the state: constrained imported supplies, aging distribution systems, and growing demand. Converting a former natural gas line into a water conveyance route allows Cadiz to establish a long-haul delivery backbone while leveraging an existing 220-mile corridor, an approach that can reduce some of the permitting and right-of-way hurdles that typically slow greenfield pipeline construction.

In concrete construction terms, the scope centers on transforming a pipeline originally engineered to move natural gas into one capable of safely and reliably carrying potable or raw water. That conversion is not a simple swap. It involves inspecting and rehabilitating the existing steel pipe, addressing internal linings and coatings suited to water rather than gas, and reworking or replacing valves, fittings, and appurtenances throughout the alignment. Pump stations, metering facilities, and control structures will typically be required to move water across such a long distance and to interconnect with receiving systems.

Because the pipeline stretches 220 miles, the work will almost certainly be executed in phases and across multiple geographic segments. Long linear projects of this type lend themselves to sequenced construction, with crews mobilizing along defined reaches to perform excavation at access points, tie-ins, and structure locations. Earthwork will be needed wherever the existing line must be exposed, repaired, or reconnected, and wherever new above-ground facilities such as pump stations and storage or metering sites are built. Site grading, foundations, and containment structures at those facilities represent discrete packages of work.

The conversion also carries a heavy mechanical and electrical component. Pumping water across a corridor of this length requires substantial horsepower, meaning pump and motor installation, piping manifolds, and associated electrical service and controls. SCADA and instrumentation systems to monitor flow, pressure, and water quality along the route are standard on modern conveyance projects. That combination of civil, mechanical, and electrical scope means the project will draw on a broad spectrum of trades rather than a single discipline.

For contractors, the range of work suggests opportunities well beyond the two prime builders. Pipeline rehabilitation

and coating specialists, welders and pipe fitters, electrical and instrumentation contractors, pump and mechanical installers, and earthwork and grading crews all have a potential role. Concrete subcontractors will be needed for structure foundations and facility slabs, while suppliers of pipe fittings, valves, pumps, and control equipment stand to benefit from procurement on a project of this magnitude. Firms with experience in remote, long-corridor work in the California desert environment will be particularly well positioned.

The scale of the contracts, totaling approximately \$403 million, underscores the volume of labor and material the project will consume. Work spread over hundreds of miles and multiple facility sites typically translates into extended schedules and sustained crew demand, which can be attractive for subcontractors looking for backlog stability. It also means logistics, staging, and access planning will be significant considerations, given the length of the alignment and the likelihood that portions run through sparsely developed terrain.

With the prime contracts now awarded, the immediate opportunity for other firms lies in the subcontractor and supplier tiers. Contractors interested in participating should be reaching out to W.M. Lyles and Mike Bubalo Construction to understand how the work will be packaged, which segments will be prioritized, and what specialty scopes the primes intend to subcontract. Establishing relationships early, before segment-by-segment buyout accelerates, is often the difference between winning packages and missing them on projects of this length.

Firms positioning for a role should prepare to demonstrate relevant experience in water conveyance, pipeline rehabilitation, and desert or remote-corridor construction. Documenting qualifications for pump station and electrical work, coating and lining scopes, and long-haul pipe handling will help subcontractors stand out. Given the water-utility nature of the end use, contractors should also anticipate the quality, testing, and disinfection requirements that accompany potable water systems, and be ready to staff accordingly.

More broadly, the Cadiz Northern Pipeline reflects a continuing appetite in California for creative water-supply solutions and the construction dollars that follow. As the state wrestles with drought cycles and supply reliability, projects that add new conveyance and delivery capacity are likely to keep generating work for heavy-civil, mechanical, and electrical contractors. The repurposing model at the heart of this project may also draw attention from other agencies weighing

whether existing linear infrastructure can be adapted for water use.

For Southern California builders, the message is straightforward: a large, multi-phase water project with hundreds of millions of dollars in construction value is now under way in San

Bernardino County. Contractors and suppliers with the right qualifications should be tracking the project's phasing and buyout closely, engaging the two prime builders, and lining up the crews, equipment, and material commitments needed to compete for the packages that will roll out along the 220-mile route.

Legislative Endgame Could Shape Billions in Construction Work

California contractors watching the Capitol have reason to pay close attention as state lawmakers head into the final stretch of the legislative session. According to CalMatters, several unresolved deals on the agenda before adjournment carry direct implications for the construction and public-works industry, touching on climate money, wildfire response, and the ambitious California Forever development. How these fights land will help determine where public and private dollars flow in the coming construction cycles.

Among the biggest items in play is climate funding, a broad category that in past sessions has translated into bond measures, grant programs, and direct appropriations underwriting everything from clean-energy facilities and grid upgrades to water infrastructure and coastal resilience projects. For firms that bid public work, the size and structure of any climate spending package matters enormously, because it dictates whether money reaches shovel-ready projects quickly or gets tied up in study and permitting phases that push construction starts years out.

Wildfire is the second major thread lawmakers are expected to take up before campaigning begins in earnest. Wildfire policy in California has repeatedly generated construction demand, whether through hardening of the electrical grid, fuel-reduction and vegetation-management contracts, defensible-space work, or the rebuilding that follows destructive fire seasons. Any legislation that funds prevention, utility infrastructure, or recovery efforts opens the door to work for grading contractors, utility crews, and general builders across fire-prone regions of the state.

The third storyline that could reshape a whole corner of the construction market is California Forever, the proposed new community that backers envision rising on ranch land in Solano County. A project of that scale, if it clears its legislative and regulatory hurdles, would represent one of the largest greenfield building programs in the state, requiring massive earthwork, new roads, water and sewer systems, and housing construction from the ground up. Legislative decisions this session could either advance or stall the framework the developers need to move forward.

For contractors, the through-line across all of these items is timing. Bills that pass in the closing days of a session often carry funding that does not turn into actual bid opportunities until agencies write program rules, issue guidelines, and re-release solicitations. That lag can stretch many months, meaning firms hoping to capture climate or wildfire dollars should be tracking not just whether a measure passes but how the implementing agency intends to distribute the money and on what schedule.

The scope of work that could emerge from a climate package tends to span multiple trades. Grid and clean-energy provisions bring electrical and mechanical work, from substation construction to renewable generation and battery storage installations. Water-focused spending drives demand for pipeline crews, treatment-plant builders, and heavy-civil contractors handling reservoirs, conveyance, and stormwater capture. Resilience and adaptation funding often flows to coastal armoring, levee repair, and similar earthwork-intensive projects. Each category calls on a different slice of the contracting community.

Wildfire-related work has its own construction profile. Utility hardening programs generate underground and overhead electrical work, pole replacement, and access-road construction in remote terrain. Fuel-reduction contracts favor firms with equipment for clearing and hauling vegetation across large landscapes. And when rebuilding is on the table, the demand shifts toward residential and commercial general contractors, along with the full range of subcontractors needed to reconstruct communities, from site work through finishes.

California Forever, by contrast, would be a single sustained program rather than a scattered set of grants. New-town development on that scale requires phasing that begins with mass grading and infrastructure before vertical construction can proceed. Contractors positioned for such a project would need to demonstrate capacity for large earthmoving operations, installation of dry and wet utilities, and the road and drainage systems that must be in place before homes and commercial buildings rise. The opportunity, should it materialize, would extend across many years and many bid packages.

Bid timing for anything tied to these legislative deals depends on the vehicle. Bond measures placed before voters would not produce contracts until after an election and subsequent issuance of the bonds. Direct appropriations can move faster but still require agencies to stand up programs. Private development like California Forever runs on its own schedule, driven by entitlement approvals rather than the legislative calendar, though state action can accelerate or delay those approvals.

Firms that want to be ready should treat this legislative window as an early-warning system. Monitoring which measures survive the session, and reading the fine print on how funds are structured, gives contractors a head start on aligning their qualifications, bonding capacity, and prequalification paperwork with the programs likely to fund upcoming work. Establishing relationships with the agencies that will administer new money is another way to be positioned when solicitations finally hit the street.

It is also worth remembering that legislation passed in the final days of a session frequently arrives with less detail than contractors would like, leaving key questions about eligibility, local match requirements, and project selection to be sorted out later. That uncertainty is itself useful information: it signals where firms should be asking questions and pressing for clarity as implementation begins, rather than waiting for a finished bid document to appear.

As lawmakers close out the session and turn toward the campaign trail, the construction industry has a stake in every one of these unresolved deals. Climate money, wildfire spending, and the fate of California Forever each point toward potential work for California builders and the trades that support them. The contractors who track these outcomes now, and prepare accordingly, will be the ones best placed to compete when the resulting projects finally move from statute to solicitation.

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The Daily Reporter delivers public-works bid leads, GFE outreach ads, and construction news to 4,000 California construction firms every week — at no charge. Read online and subscribe.

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PROJECTS OPEN FOR BID

21 public works projects currently accepting bids, grouped by area. Project titles link to plans, specifications, and bidding details.

ALAMEDA COUNTY ¹

[Request for Prequalification of Electrical Contractors and Subcontractors for Selected EBMUD...](#)

East Bay Municipal Utility District (EBMUD) Dec 30, 2026 · 4:00 PM

CALIFORNIA COUNTY ¹

[Area All Areas - Alameda County Colusa County Contra Costa County El Dorado County Fresno County...](#)

Various (Quality Bidders) TBD

FRESNO COUNTY ¹

[Requirements Contract to Furnish & Install Polyethylene Water Service Replacements](#)

City of Fresno Sep 29, 2026 · 8:00 AM

LOS ANGELES COUNTY ¹⁰

[Groundwater Pre-filter and Carbon Filtration Removal, Replacement and Repair Services in Los...](#)

Caltrans Sep 7, 2026 · 5:00 PM

[The services shall include, but not limited to: preparation of environmental documents in...](#)

LA County Public Works Sep 9, 2026 · 5:00 PM

[Flow Measuring Systems](#)

Metropolitan Water District of Southern California Sep 17, 2026 · 4:00 AM

[On-Call Land Surveying, Mapping and Aerial Mapping Services](#)

Metropolitan Water District of Southern California Sep 21, 2026 · 4:00 AM

[Copper Basin Reservoir Discharge Valve Replacement](#)

Metropolitan Water District of Southern California Sep 22, 2026 · 7:00 AM

[Janitorial Services](#)

Santa Clarita Valley Water Agency Sep 23, 2026 · 9:00 AM

[Avenue of the Oaks Tank 2 Tank Coating Project](#)

Santa Clarita Valley Water Agency Sep 29, 2026 · 3:00 AM

[Ridge Route Tank Relining Project](#)

Santa Clarita Valley Water Agency Sep 29, 2026 · 4:00 AM

[Olympian Tanks 1 and 4 Exterior Repainting Project](#)

Santa Clarita Valley Water Agency Sep 29, 2026 · 5:00 AM

[Inland Feeder/San Bernardino Valley Municipal Water District Foothill Pump Station Intertie, Stage 1](#)

Metropolitan Water District of Southern California Sep 29, 2026 · 7:00 AM

RIVERSIDE COUNTY ³

[Turf Replacement with Water Efficient Landscaping for Fire Stations 5, 11, & 13](#)

City of Riverside Sep 10, 2026 · 5:00 AM

[Riverside Regional Water Quality Control Plant Headworks Overflow](#)

City of Riverside Sep 11, 2026 · 5:00 AM

[Civil Engineer Consultant for Pierce Street Wastewater Lift Station](#)

City of Riverside Sep 15, 2026 · 5:00 AM

SACRAMENTO COUNTY ¹

[On-Call Consultant Services for the Water Forum](#)

City of Sacramento Sep 21, 2026 · 8:00 AM

SAN FRANCISCO COUNTY ¹

[Ductile Iron Water Main Replacement and Rehab,... Cost: \\$17,250,000.00](#)

SF Public Utilities Commission Sep 23, 2026 · 5:00 PM

SANTA CLARA COUNTY ³

[Notice of Intention to Sell Securities](#)

Santa Clara Valley Water District Sep 9, 2026 · 1:15 AM

[On-Call Fence and Gate Repair and Maintenance Services](#)

Santa Clara Valley Water District Sep 23, 2026 · 7:00 AM

[San Francisco Intertie Valves and Joints](#)

Santa Clara Valley Water District Oct 2, 2026 · 7:00 AM

GOOD FAITH EFFORT OUTREACH

Post your subcontractor outreach ad.

Seeking certified DBE/DVBE/MBE/WBE/SBE subs for a bid? Your outreach ad runs in every edition through your bid date and reaches our full subscriber list.

the-daily-reporter.vercel.app/ad-form

ADVERTISE WITH US

Display advertising in **The Daily Reporter**

The Daily Reporter is a four-color digital newspaper published 52 times each year in three editions — Southern California, Northern California, and a statewide Water edition — plus Builder's Blueprint. It is free to read at www.TheDailyReporter.net and reaches 4,000 California construction firms by email. Rates below are per insertion, full color. Multi-run ads can be changed each issue at no extra cost.

AD TYPE	SIZE	1 WK	6 WK	13 WK	26 WK
Two-page spread	17 1/4" × 11 1/4"	\$969	\$811	\$653	\$495
Full page (boxed)	8" × 9 3/4"	\$574	\$526	\$478	\$430
Half page	8" × 4 3/4"	\$364	\$337	\$310	\$283
One third	2 7/8" × 7 1/2"	\$289	\$270	\$251	\$232

All display ads also run in our subscriber emails. Good Faith Effort legal advertising is priced by column inch — email your ad for a no-obligation quote. Same-day publishing available at no extra cost. Ad creation and design services available at \$75/hour.

C&S PUBLISHING (916) 729-5432 CandSPublishing@gmail.com

**REQUEST FOR SUBCONTRACTORS/SUPPLIERS/SERVICE PROVIDERS****Caltrans Contract 03-0N4504****Fulton Avenue Overcrossing to Auburn Boulevard on-Ramp Overcrossing****General work description:** HMA, CI 2 AB, Roadway Excavation, Concrete Barrier and Sign Structures.**EE: \$5.8 Million****Bid Date: September 9, 2026 at 2:00 PM******Quotes not received by 11:00 AM on bid day may not be reviewed/evaluated****

Flatiron Dragados Constructors, Inc. (FDCI), requests subcontractor/supplier/service participation for the following Items of work, but not limited to: Construction Area Signs & Roadway Signs, Clear & Grub, Erosion Control, Landscaping & Irrigation, AC Paving, Cold Plane AC, CIDH, Joint Seal Assemblies, Post Tensioning, Rebar, Erect Steel Structures, Overhead Signs, CIDH Concrete Pile (Sign Foundation), Asphalt Dike/Curbs, Underground Utilities, Fences & Gates, Metal Railing, Bridge Concrete Barrier, Striping & Markings, Electrical, Sign Illuminating System, Minor Concrete, Traffic Control, Aggregates including: CL4 AB & RSP, Ready Mix Concrete, Concrete Pumping Services, Furnish Structural Steel/Bridge, Welded Steel Pipe, Misc. Metals, Iron & Steel, Trucking Services, Lead Compliance Plan, Remove Traffic Stripe (Water Blasting), Street Sweeping, SWPPP Plan, SWPPP Materials.

Caltrans Spec Section 2-1.11 IN-USE OFF-ROAD DIESEL-FUELED VEHICLE LIST. CARB Certs required from listed Subs.

100% performance/payment bonds will be required for the full amount of the subcontract price. Please contact FDCI for any assistance to this solicitation, including obtaining bonding, insurance, equipment, materials and/or supplies. Provide subcontractor/supplier scopes/quotes as early as possible to enable estimators to perform a thorough evaluation of all quotes received. Quotes will be broken down into comparable packages as reasonably necessary to facilitate participation. Quotes must be valid for the same duration as specified by the Owner for Contract Award. We are signatory to Operating Engineers, Laborers, Cement Masons, Carpenters and Pile Drivers Unions. Non-signatory subs will be required to sign an agreement for trades covered under our union agreements. Flatiron intends to work cooperatively with subcontractors and suppliers for all bid items you are licensed and qualified to perform. Bid items can be split to facilitate participation from all certified firms. Flatiron will reimburse for bond premium up to 2%. Firms must possess & provide current contractor's license number & DIR Registration number on the quote. Firms must possess insurance and workers compensation coverage meeting project requirements. Waiver of Subrogation is required. Please contact Flatiron for any assistance required by your firm. Subcontractors/Suppliers will be required to execute our standard agreements and agree to the standard general terms & conditions. Copies are available for review on our Box.com ftp site upon email request.

To view and download projects docs for FREE from the Caltrans website you will need to "Create an Account" with Caltrans Bidding Connect. Use the following link: DES-PPM&OE - Advertised Projects (ca.gov) select All Advertised Projects page and enter the Contract number: 03-0N4504. Sign in is required to access project plans.

To access FREE project documents from our FD BOX ftp site, please send an email request to NorCalBids@FDcorp.com

You will be provided with a BOX link to view & download plans and specs for FREE from our BOX.com ftp site. Please send an email if you would like to schedule an appointment to review project documents or meet with an estimator in our office. These services are offered by appointment only.

Please send all quotes by email to NORCALS@FDcorp.com

Flatiron Dragados Constructors, Inc.

1200 Concord Ave., Suite 465, Concord, CA 94520

Phone 707-742-6000 Bid Fax 707-746-1603

An Equal Opportunity Employer

Contractor License 1134655

Run your outreach ad in every edition through your bid date – the-daily-reporter.vercel.app/ad-form



S+B James Construction is seeking subcontractor bids for the **Antioch USD Orchard Park School New Gym & Multipurpose Room (MPR) Buildings and Classroom Modernization project.**

Project Description: Antioch Unified School District will be constructing a new Gym and MPR Building, as well as modernizing the existing MPR Building into new Classrooms, Prep Rooms and Offices.

This Project will include an extension of the existing Drop-Off Area and Parking Lot, as well as new exterior Sports Courts and Site Improvements.

Trade work to include:

Final Clean
Surveying
Demo & Abatement
Concrete
Structural Steel
Casework
Waterproofing, Caulking & Sealants
Building Insulation
Roofing
Flashing & Metal
Expansion Joints
Glass & Glazing
DFH
Overhead Doors
Cement Plaster, Stucco & EIFS
Drywall & Framing
Ceramic Tile
Acoustical Ceiling
Flooring
Painting
Athletic Surfacing
Specialties
Signage
Wall Protection
Operable Partitions
Food Svc Equipment
Theater Equipment
Athletic Equipment
Window Coverings
Seating
Wheelchair Lifts
Fire Sprinklers
Plumbing
HVAC
Electrical
Photovoltaic
Low Voltage & Comm/Security
Earthwork
Asphalt Painting
Fence & Gates
Landscape & Irrigation
Site Concrete
Utilities

Project Location: 5150 Live Oak Avenue, Oakley, CA 94561
Project Duration: October 2026 – February 2028
Architect: HKIT

Project Labor Requirements: Prevailing Wage, Certified Payroll, Skilled and Trained Workforce as defined in Chapter 2.9 (Section 2600et seq.) of the Public Contract Code. There is not a PLA on this project. S+B James is signatory to the Carpenters and Laborers Union. All scopes under Carpenters and Laborers must use labor from respective unions.

Owner Controlled Insurance Program (OCIP): The District will have an OCIP in place on this Project

S+B James Prequalification Required: All bidders are required to prequalify with S+B James prior to bidding on this project. Contact Sabrina Naranjo sabrinanaranjo@sbjames.com for a prequalification link. S+B James uses TradeTap to qualify subcontractors.

Antioch Unified School District Prequalification: Prequalification of Contractor and MEP Subcontractors. In accordance with California Public Contract Code section 20111.6, the Contractor is required to submit to the District a completed set of prequalification documents on forms provided by the District and be deemed prequalified by the District prior to entering into the Contract for the Project. In addition, all mechanical, electrical or plumbing ("MEP") Subcontractors of any tier (contractors that hold C-4, C-7, C-10, C-16, C-20, C-34, C-36, C-38, C-42, C-43 or C-46 licenses), must also be prequalified. It is the responsibility of the bidder to ensure that all MEP Subcontractors holding any of the licenses listed above are properly prequalified. This prequalification requirement for MEP Subcontractors applies even if the subcontractor will perform, or is designated to perform, work that does not require one of the licenses listed above, but the subcontractor holds one of the licenses listed above. Prequalification documents are available from the Antioch

Unified School District website at https://www.qualitybidders.com/users/sign_up

Certified Business Enterprises: Antioch USD is committed to the utilization of Disabled Veterans Business Enterprises and Local Business Enterprises subcontractors and suppliers on this project.

Bids Due: Early Release Trades Bid Packages: 02B Survey, 03A Concrete, 05A Metals, 26A Electrical, 31A Earthwork, 32A Asphalt Paving, 32C Landscape, 33A Site Utilities due: 9/9/26, 3PM All Other Bid Packages due 9/14/26, 3PM

Job Walk (all trades)(not mandatory): 8/26 2PM
Pre-Bid RFIs Due: 9/2/26 @3PM

Bid Award Criteria: Bids will be evaluated based on a Best-Value Selection. Subcontractors will be chosen based on their ability to provide a combination of quality, efficiency, expertise, and cost-effectiveness. The goal of the best-value selection process is to identify Subcontractors who can deliver a project that meets or exceeds expectations in terms of quality, efficiency, and overall value.

ALL BIDS MUST BE SUBMITTED ON A PROJECT BID FORM AND SIGNED ITB FORM (INCLUDE BREAKOUTS) WHICH CAN BE FOUND IN BUILDING CONNECTED.

Contact Sabrina Naranjo, sabrinanaranjo@sbjames.com, 916-699-5381 for an invite to this project in Building Connected or Daniel Martinez danielmartinez@sbjames.com, 310-483-4771 for project specific questions.

Run your outreach ad in every edition through your bid date – the-daily-reporter.vercel.app/ad-form



SULLY-MILLER CONTRACTING Co.

Subcontractor Bids Requested Form

We are seeking (SBE PARTICIPATION - 27% and VSBE PARTICIPATION - 0%) subcontractors & suppliers for the portion of this work, which includes, but not limited to, the following:

THE PORT OF LONG BEACH Harbor Scenic Dr. Roadway & Infrastructure Improvements

Project ID: HD-S3171

Engineer's Estimate: \$71,800,000.00

Bid Date & Time: SEPTEMBER 15, 2026 @ 2:00PM

TRADES REQUESTED (but not limited to): ADJUST UTILITIES, CLEARING AND GRUBBING, CONCRETE, ELECTRICAL, LANDSCAPE / IRRIGATION, HAUL HAZARDOUS SOIL & DISPOSAL, SIGNS, STRIPE / MARK, SWPPP, TRAFFIC CONTROL, TRUCKING, PILES, DEMO & REMOVALS

Sully-Miller Contracting Company is requesting all qualified Subcontractors/Vendors to please send in a Scope Letter for bid items being priced, 48-72 hours prior to Bid Date & Time so any questions can be addressed by the Estimator.

Plans, Specifications and Project Requirements are available for viewing on the Sully-Miller Website: www.sully-millerplans.com, via <https://www.planetbids.com/portal/portal.cfm?CompanyID=19236#> and/or the State of California Department of General Services' (DGS), <https://caleprocure.ca.gov/pages/PublicSearch/supplier-search.aspx>, respective online vendor databases.

Sully-Miller is willing to set aside any portion of work, no matter how small to encourage (SBE PARTICIPATION - 27% and VSBE PARTICIPATION - 0%) participation.

If you require information regarding assistance in obtaining bonding, insurance, credit, equipment, supplies, materials, or related services, please call our office.

100% Payment and Performance Bonds May Be Required

Sully-Miller Contracting Company

An Equal Opportunity Employer

License No. 747612-A

DIR Registration No. 1000003664

135 S. State College Blvd., Suite 400, Brea, CA 92821

Contact: Estimating Department at bids@sully-miller.com

Run your outreach ad in every edition through your bid date – the-daily-reporter.vercel.app/ad-form



SULLY-MILLER CONTRACTING Co.

Sully-Miller Railworks Joint Venture Subcontractor Bids Requested Form

We are seeking (SBE PARTICIPATION - 27% and VSBE PARTICIPATION - 5%) subcontractors & suppliers for the portion of this work, which includes, but not limited to, the following:

Port of Long Beach

PIER B ON-DOCK RAIL SUPPORT FACILITY WEST EXPANSION & PIER B STREET REALIGNMENT

Project ID: HD-S3135

Engineer's Estimate: \$78,952,000.00

Bid Date & Time: September 15, 2026 @ 2:00 PM

TRADES REQUESTED (but not limited to): ADJUST UTILITIES, AGGREGATES , BAR REINFORCED STEEL, CATCH BASINS, CHAIN LINK FENCE , CLEARING AND GRUBBING, COLD MILLING, CONC.STRUCTURES & REBAR (CB'S), CONCRETE, CONSTRUCTION AREA SIGNS, DEWATERING, ELECTRICAL , EROSION CONTROL (TYPE D), EXCAVATION, FENCING, FILTER FABRIC FENCE, GEOTEXTILE FABRIC, GRINDING/GROOVING CONCRETE, GUARD RAIL, HAZARDOUS SOIL DISPOSAL, IMPORT MATERIALS, K-RAIL, LANDSCAPE / IRRIGATION, LOOPS, HAUL HAZARDOUS SOIL, CONCRETE SLURRY, ENVIRONMENTAL, CAMERA SYSTEM, FULE LINE, PIPE LINING, PIPE FUSING, RCP, RAIL ROAD , ROOT PRUNE / BARRIER, SANDBLASTING, SIGNS , SIGN STRUCTURES, SAWCUT, SHORING, SOIL SERILANT, STORM DRAIN, STREET LIGHTS, STRIPE / MARK, STRUCTURES, SURVEY/SURVEY MONUMENTS, SWPPP, TEMPORARY RAILING, THERMOPLASTIC TRAFFIC STRIPING, TRAFFIC CONTROL, TREE REMOVAL, TREE TRANSPLANT, TRUCKING, UNCLASSIFIED EXCAVATION, WATER PROOFING, RIP RAP, ROCK SLOPE PROTECTION, SWEEPING, REBAR, QUALITY CONTROL, ADJUST UTILITIES

Sully-Miller Railworks Joint Venture is requesting all qualified Subcontractors/Vendors to please send in a Scope Letter for bid items being priced, 48-72 hours prior to Bid Date & Time so any questions can be addressed by the Estimator.

Plans, Specifications and Project Requirements are available for viewing on the Sully-Miller Website: www.sullymillerplans.com, or via <https://www.polb.com/sbe> Click on the POLB Vendor Portal

SMRJV is willing to set aside any portion of work, no matter how small to encourage (SBE PARTICIPATION - 27% and VSBE PARTICIPATION - 5%) participation.

If you require information regarding assistance in obtaining bonding, insurance, credit, equipment, supplies, materials, or related services, please call our office.

100% Payment and Performance Bonds May Be Required

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135 S. State College Blvd., Suite 400, Brea, CA 92821

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**REQUEST FOR QUOTES FROM CERTIFIED SDVOSB/SDBE/VOSB/HUBZone/WBE/SBE SUBS,
SUPPLIERS & TRUCKERS:**

US Army Corp of Engineers
PROJECT TITLE: NATOMAS REACH B PP5
PROJECT LOCATION: Sacramento
Project # W9123826S0018

The Corps of Engineers highly encourages all bidders to meet the recommended subcontracting goals as follows: Small Businesses - 30.0%, Small Disadvantaged Businesses - 10.0%, Women-Owned Small Businesses - 5.0%, HUBZone Small Business - 2.0%, Veteran-Owned Small Business - 4.0%, Service-Disabled Veteran Owned Small Business - 3.0%

SUB BIDS DUE NO LATER THAN September 28, 2026 at 12:00 p.m.

BID DATE: September 29, 2026 at 9:00 a.m.

We are soliciting quotes for the following items of work including, but not limited to: SUBCONTRACTORS: CAS /Roadway Signs, Demo, Clear & Grub, Erosion Control, AC Paving, Cold Plane AC, Rebar, Erect Steel Structures, Painting & Concrete Stain, AC Dike & Curbs, Underground Utilities, Fencing, Metal Railing, Striping, Electrical, Minor Concrete, Masonry, PCC Paving, Grouting, Epoxy Resin, Misc. Metals, Wood & Plastics, Thermal & Moisture Protection, Openings, Thermal Moisture Protection, Finishes, HVAC, Electrical, Earthwork – Shoring & Dewatering, Exterior Improvements, Utilities, Waterway & Marine, Instrumentation & Controls **SUPPLIERS:** Aggregates Class 2, Ready Mix, Concrete Pumping, Furn. Structural Steel Bridge, Welded Steel Pipe, Misc. Metal, Trucking, SWPPP Plan, SWPPP Materials. Geotextile Materials, Street Sweeping, Traffic Control, Sheetpile Installation. **PROFESSIONAL SERVICES:** Vibration Monitoring, Survey, Quality Control, Pre/Post Survey

Non-Minority Subs/Suppliers: You will be expected to carry a proportionate percentage of 2nd-tier non-minority participation with your quote. 2nd-tier non-minority participation will be evaluated with your price.

100% performance/payment bonds will be required for the full amount of the subcontract price. Please contact Flatiron for any assistance to this solicitation, including obtaining bonding, lines of credit, insurance, equipment, materials and/or supplies. Provide subcontractor/supplier scopes/quotes as early as possible to enable estimators to perform a thorough evaluation of all quotes received. Quotes will be broken down into comparable packages as reasonably necessary to facilitate participation. Quotes must be valid for the same duration as specified by the Owner for Contract Award. We are signatory to Operating Engineers, Laborers, Cement Masons, Carpenters and Pile Drivers Unions. Non-signatory subs will be required to sign an agreement for trades covered under our union agreements. Flatiron intends to work cooperatively with subcontractors and suppliers for all bid items you are licensed and qualified to perform. Bid items can be split to facilitate participation from all certified firms. Flatiron will reimburse for bond premium up to 2%. Firms must possess and provide current contractor's license number and DIR Registration number on the quote. Firms must possess insurance and workers compensation coverage meeting project requirements. Waiver of Subrogation is required. Please contact Flatiron for any assistance required by your firm. Subcontractors/Suppliers will be required to execute our standard agreements and agree to the standard general terms and conditions. Copies are available for review on our Box.com ftp site upon email request.

Project documents may be downloaded for FREE from our Box ftp site. Please send an email request to

NORCALBIDS@fdcorp.com

Please email ALL Scopes/Quotes to: NorCalBids@fdcorp.com

Flatiron Dragados Constructors, Inc.

1200 Concord Ave., Suite 465, Concord, CA 94520

Phone 707-742-6000 Bid Fax 707-746-1603

An Equal Opportunity Employer

Contractor License 1134655

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200 Parr Boulevard, Richmond, CA 94801
p 510-234-0926 f 510-237-2435 www.overaa.com

We request bids from all qualified subcontractors and suppliers including DVBE/DBE/SDVOSB/SBE/MBE/VOSB/WBE's for the following Project:

Windsor SECONDARY TREATMENT SYSTEM UPGRADES PROJECT

Bid Date: October 8, 2026 until 2:00PM

Contact: Larry Etcheverry, larrye@overaa.com

Anna Stein, annas@overaa.com

Danny Holdren, dannyh@overaa.com

Scope of work includes: The work consists of dewatering the Water Reclamation Facility's aeration basin, further excavation and installation of a new concrete aeration basin facility with a flow splitting structure, air lines, diffusers, a mixing system, a surface wasting pumping system, and a high flow return pump connected to the adjacent high flow storage pond. In conjunction with the new aeration basin, a new blower building with internal blowers will be constructed with a separate electrical control building. Additional work includes a separate carbon feed building with internal tanks and chemical metering pumps, a below grade secondary clarifier weir flow splitting structure, and relocation of a concrete sand filter high flow diversion structure.

Duration: 482 working days with Intermediate Milestones

Disadvantaged Business Enterprise: DBE/DVBE/MBE/WBE/SBE participation is encouraged. Funding for this project may be provided in full or part through an agreement with the United States Environmental Protection Agency (EPA) Water Infrastructure Finance Innovation Act (WIFIA) program. Special attention should be directed to Section 9 of the Special Provisions, which outlines requirements for Contractors and Subcontractors based on this funding source.

Pre Bid Conference: January 14, 2026 at 10:00AM and a second bid walk date of January 28, 2026 at 10:00 A.M. at 8400 Windsor Road, Windsor, CA 95492-0100. Attendance at either mandatory bid walk will satisfy this requirement of qualified bidders.

Location: 8400 Windsor Road, Windsor, CA 95492

Documents are available at no cost on www.buildingconnected.com, login is required.

Electronic copies of the Contract Documents, including Proposal Forms, Plans, and Specifications will be available at no charge at the Town of Windsor website (<https://www.townofwindsor.com/bids.aspx>). Bidders will need to fill out a short informational form in order to gain access to the bid documents.

We encourage bids from all Subcontractors/Suppliers including DVBE/SDVOSB/VOSB/MBE/WBE/DBE/SBE bidders. We are an equal opportunity employer. We encourage contracting with a group of DBEs when a contract is too large for one firm to handle individually. We offer to assist you with bonding, credit, and insurance. Acceptance of Subcontractor's bid is expressly conditioned upon Subcontractor's assent to all terms and conditions contained in the applicable Overaa standard agreement without modification. These agreements are available for viewing in the Bidding Opportunities tab on our website, <https://www.overaa.com/subcontractors/bidding-opportunities>. By submitting a bid, Subcontractor is certifying that it has read the applicable Overaa standard agreement (either the Subcontract Agreement or Purchase Order Agreement) in full and accepts all terms without modification. Further, by submitting a bid, Subcontractor waives any rights or claims it may have to modify the terms of the Overaa standard agreement, whether through negotiations, discussions, or other means.

Overaa's standard agreements include the right for Overaa to require Subcontractors to furnish a faithful performance and labor bond, in a form and from a surety acceptable to Overaa, in the amount of 100% of the Subcontract price. Subcontractors will be required to comply with all subcontract insurance requirements, which includes providing a waiver of subrogation endorsement to their workers compensation insurance. Overaa utilizes the environmentally-friendly Textura electronic invoicing and payment system to streamline and expedite subcontractor invoicing and payment. Service fees charged by Textura for processing of electronic payments to Subcontractor shall be the responsibility of Subcontractor. Please contact our office if you would like more information. We are signatory to both Carpenters and the Laborers Union Collective Bargaining Agreements.

Run your outreach ad in every edition through your bid date – the-daily-reporter.vercel.app/ad-form