

North I-25 Express Lanes, Johnstown to Fort Collins, Design Build Project

Instructions to Bidders for bid package associated with:

Package #2: IRRIGATION PIPE PACKAGE

The Joint Venture of Kraemer North America, LLC and Interstate Highway Construction, Inc. (JV) has been awarded the North I-25 Express Lanes, Johnstown to Fort Collins Design Build Project (Project) from The Colorado Department of Transportation (CDOT). Current portions of the Project have already been constructed or are currently under construction.

CDOT Executive Management and the Transportation Commission have allocated significant additional funding for this project. This additional funding will allow CDOT to construct the entire project on the EIS alignment with a wider rural median in lieu of the interim closed median option in the original design-build procurement package. As part of the requirements for the additional funding, a portion of the new scope shall be advertised for competitive procurement. The selection of a subcontractor for each of the packages will be based on a Best Value determination. This is to encourage competition and to provide more opportunities within this project to the contracting community. A list of preliminary bid packages currently includes:

- Package #1: Concrete Box Culvert Extensions Package (under review)
 - **Package #2: Irrigation Pipe Package (currently being advertised)**
 - Package #3: East & West Frontage Road Construction Package
 - Package #4: Waterline Package
 - Package #5: I-25 Bridge over the Great West Railroad (including retaining walls) Package
 - Package #6: Overhead Sign Package
 - Package #7: Ground Sign Package
 - Package #8: Port of Entry Relocation Package
 - Package #9: US-34 Landscaping Package
 - Package #10: Kechter Bridge over I-25 (including roadway and retaining walls) Package
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As part of Bid Package #2, CDOT and the JV are soliciting bids for work associated with irrigation pipe removal and installation. Approximate locations of the Work are as follows:

- Wasteway Ditches (8-IR-XXX-001, 002 & 003), Mile Post 263.55, near Sta. 3781+80
- Lower Poudre Augmentation Company Ditch (8-IR-LPAC-001), Mile Post 265.81, near Sta. 3901+75
- Timnath Public Works Ditch (8-IR-TPW-001), Mile Post 266.4, near Sta. 3928+50
- Sand Dike Ditches (8-IR-SD-002, 003 & 004), Mile Posts 266.68-267.47

Specific instructions for submitting questions, pricing and other best value requirements can be found on the document "Request for Proposal, Bid Package #2".

General information pertaining to all Bid Packages includes:

- It is the responsibility of all bidders (subcontractors) to submit complete scopes of work without exception and unit prices for every bid item listed in each respective package. All bids must conform to the clarifications under each package. Beyond minor clarifications and corrections, failure to follow these instructions will result in rejection of the bid. Please review the individual package instructions for more details.
- If subcontractors are bidding on multiple packages, each must be stand-alone bids and cannot be tied together. Each package will be reviewed on its own merit. Subcontractors that submit on multiple packages may be awarded none, one or all packages submitted, but should consider each package as a stand-alone proposal.
- DBE participation is very important to the project. The current overall Project goal is 12%. Please clearly identify the dollars of eligible DBE participation on the affidavit. In the event the Subcontractor is unable to meet the DBE goal, the Subcontractor will provide good faith effort documentation to the JV for possible submittal to CDOT's Civil Rights and Business Resource Center, depending on the overall Project goal status.
- The JV will offer one-on-one meetings with any interested subcontractor to discuss project scope and schedule. Please refer to the RFP for contact information and dates to schedule a meeting with CDOT and the JV.
- Answers to all submitted questions will be posted by the date provided. All questions will be made public (there are no confidential questions allowed).
- It is intended that a minimum of three bids be received. However, per CRS 43-1-113(16), there are exceptions to the minimum number of bidders.
- The Best Value bidder will become a "subcontractor" to the JV. The subcontractor must commit to performing a minimum of 30% of the Work with their own forces and equipment.
- The Approved Construction Quality Management Plan used on the Design-Build Project shall apply to all Subcontractors equally as it does to the Design Build Contractor.
- If there are no bidders, there are less than the minimum of three bidders, the Best Value bidder is greater than 10% over the Independent Cost Estimate (ICE) cost, or the Best Value bidder does not sign the KIJV subcontract, then the award by review process will be followed.
- CDOT will provide Quality Assurance on the bid packages. The JV/Subcontractor shall be responsible for all Process Control (PC) on the bid packages. The JV will provide 3rd party QC testing for concrete and earthwork as necessary. The subcontractor will need to provide QC pre-pour or pre-placement inspection.
- This project operates under an Owner Controlled Insurance Program (OCIP). The subcontractor deemed best value shall enroll in the program. A complete description of the program can be found in Book 1 and Exhibits. In summary, the subcontractor does not need to include General Liability insurance, Excess Liability insurance, Contractors Pollution Liability insurance, and Builders Risk insurance.

By submitting a best value proposal each subcontractor acknowledges that:

- They have reviewed and understand all provided Project plans and specifications.
- They have reviewed and agree to accept the JV's draft subcontract. A blank template of the subcontract has been provided with the other documents available on the website.
- They have reviewed the construction schedule provided with all other documentation and will be able to perform their work within the timeframes shown.
- They can and shall provide a performance and payment bond for the Bid Package they are competing for upon request. A bid bond is not required.
- They have reviewed and agree to perform work according to CDOT Standard Specifications, Revisions to Standard Specifications and Project Special Specifications, specifically noting the following:
 - Additional requirements committed to by the JV for this project per the JV's Project Specific Quality Management Plan (QMP) that exceed CDOT Standard Specifications, Revisions to Standard Specifications and Project Special Specifications include the following:
 - All entities must participate in a QMP orientation / overview prior to the start of work
 - All entities must participate in pre-activity meetings with KIJV and CDOT personnel prior to commencing work.
 - All entities performing work must complete and submit QC Checklists documenting that work was inspected.
 - All entities performing work must attend the daily 3 PM construction coordination meeting.

General Notes relating to Irrigation Pipe Bid Package:

Subcontractors submitting bids for this package must include the cost of all materials, equipment, labor, jobsite supervision, second tier subcontractors (if applicable), overhead, and profit to perform work detailed in the Bid Package, per the contract requirements. The subcontractor must provide all appropriate resources to properly execute and supervise the Work per the JV's schedule. Lump Sum pricing will be submitted for each of the irrigation lines (completed by subcontractor on Price Proposal Form) and shall include all work shown and detailed on the plans and Instructions to Bidders. The total of all irrigation lines added together is the Bid Price Proposal amount that will be used in the Best Value determination. Progress payments for each irrigation line will be prorated and based on the schedule of values provided by the subcontractor on the Price Proposal Form. All quantities shown on the plans and Price Proposal Form are for information only and will not be measured.

General Notes:

1. Schedule completion dates for each irrigation line are shown on the schedule and listed on the Schedule Affidavit. "Completion" is defined as all Work has been completed and approved by the JV and CDOT, the subcontractor has removed all equipment, materials, waste, etc. and has demobilized from the area, and that all punch list work (if required) has been completed and approved by the JV and CDOT.

2. Kraemer/IHC Joint Venture (JV) to perform all survey, traffic control, fence removals, fence resets, access roads, temporary fences, barrier, and erosion control (except maintenance necessitated by Subcontractor).
3. Subcontractor shall maintain clear zone distance from I-25 traveled way greater than or equal to 30'. No equipment, materials, and other items may be stored within clear zone of I-25.
4. Subcontractor shall maintain clear zone distance from frontage road traveled way greater than or equal to distances established in the plans and specs. No equipment, materials, and other items may be stored within clear zone of frontage roads.
5. Subcontractor to carry all material overages and yield risks.
6. Excess spoils from excavation (if not used by Subcontractor as embankment) is to remain on site within 200' of work zone (material does not need to be hauled offsite). Material shall either be stockpiled by subcontractor or loaded in trucks provided by JV.
7. Any slurry material generated from boring operations shall be the responsibility of the subcontractor to haul and remove offsite.
8. Common backfill material (for embankment) will be available to subcontractor, provided in a stockpile by the JV, within 200' of work zone.
9. Class 1 backfill material will not be available at work zone and is expected to be provided by Subcontractor.
10. All dewatering costs (excluding costs associated with obtaining the permit) for management of groundwater and nuisance irrigation water to be the sole responsibility of Subcontractor.
11. Site access, egress, and laydown areas shown in plans.
12. Initial grading, maintenance, and management of laydown areas are the responsibilities of the Subcontractor.
13. Subcontractor to perform all subgrade preparation.
14. Subcontractor to perform all removals required for irrigation line tie in and/or as shown on the plans.
15. Subcontractor to perform all clearing and grubbing necessary to complete the work.
16. Sawcutting, drilling, epoxying, waterstop, and any other requirements to connect to existing structures is the sole responsibility of the Subcontractor.
17. Toe walls, aprons, headwalls, footings, concrete ditch paving and other concrete scope associated with the Work as shown in the plans are the responsibilities of the Subcontractor.
18. Unless otherwise noted on the plans, utilities must be maintained by the Subcontractor during construction.
19. The Subcontractor shall finish ditch grading to match irrigation pipe invert as shown on RFC plans. Ditch grading shape shall also match shape of existing ditch as closely as possible.
20. Removal of ROW fence required to complete the work, and installation of new fence, will be the responsibility of the JV.
21. By submitting a bid the subcontractor certifies that they have the ability and will obtain a performance and payment bond for the project. The cost of the bond shall be included in the pricing.
22. Subcontractor shall include all winter protection costs in their bid price proposal.
23. All concrete or other waste removals generated by the subcontractor will become the property of the subcontractor.
24. Subgrade Stabilization below the irrigation lines will be the responsibility of the subcontractor.

25. Damage to Existing slope and ditch paving caused by the subcontractor shall be the sole responsibility of the subcontractor to remedy.
26. Reset of signs impacted by subcontractor construction (if necessary) will be the responsibility of the subcontractor.
27. Subcontractor shall be responsible for supplying their own portable toilets and dumpsters.
28. Removal of existing lines or flashfilling of existing lines, if called out on the plans, shall be the responsibility of the subcontractor.
29. In reference to CDOT Standard Specifications, the Project falls under the 2017 version. However, a few updates have been incorporated into the Contract since then. Sections 1-19 of Book 2 are up to date and reflect updated specifications. We are not using the 2019 version.

Wasteway Irrigation Line (8-IR-XXX-001, 002 & 003) Specific Construction Notes:

1. Irrigation shutdown duration approximately Nov 1, 2020 – April 1, 2021 dependent on irrigation demand. 100% of all Work shall be completed during this time period.
2. Subcontractor to carry all costs associated with Slope and Ditch paving, including grading and overages.
3. Subcontractor to carry all earthwork associated with Slope and Ditch paving
4. There shall be no weep holes in Slope and Ditch paving.
5. Subcontractor to perform all subgrade preparation.
6. One lane of traffic on CR 34E and the West Frontage Road shall be maintained at all times. JV will provide Traffic Control.
7. Restoration of CR 34E shall be the responsibility of the subcontractor.
8. On west side of I-25 subcontractor shall reconstruct slope paving tie in of existing 24" RCP and new 18" concrete end section, similar to a "Y" connection.

Lower Poudre Augmentation Company (8-IR-LPAC-001) Specific Construction Notes:

1. 2-week shutdown to be coordinated with irrigation company. 100% of all Work shall be completed during this time period.
2. Construction of this line is likely to take place during Poudre Bridge construction, so high levels of coordination with JV/Bridge contractor are required.
3. Subcontractor responsible for re-grading Cache La Poudre Ditch as shown on the plans.
4. Subcontractor must install pipe and enough embankment/fill around and above pipe to allow construction access over pipe.

Timnath Public Works (8-IR-TPW-001) Specific Construction Notes:

1. Irrigation shutdown duration approximately Nov 1, 2020 – April 1, 2021 dependent on irrigation demand. 100% of all Work shall be completed during this time period.
2. Temporary shoring may be required to tie new 24" RCP into existing 24" RCP. If needed, temporary shoring is the responsibility of the subcontractor.
3. All "V" ditch grading as shown on the plans is the responsibility of the subcontractor.
4. It is anticipated that the existing waterline shown on the plans, shown below the new 24" RCP, will be active during construction.

5. It is believed that the existing fiber line shown on the plans is below the new 24" RCP. Subcontractor to verify by potholing prior to construction.
6. Subcontractor to assume that they can access the work area by crossing the existing GWRR track crossing at the frontage road without any additional permitting.

Sand Dike (8-IR-SD-002, 8-IR-SD-003, 8-IR-SD-004) Specific Construction Notes:

1. Irrigation shutdown duration approximately November 1, 2020 – April 1, 2021 dependent on irrigation demand. 100% of all Work shall be completed during this time period.
2. Subcontractor to take special consideration for invert tolerance with siphon elevations
3. Subcontractor shall submit method statement of installation of each siphon and associated air vent
4. Subcontractor shall maintain at least one lane of traffic on East & West Frontage Roads at all times during construction.
5. Subcontractor shall perform pilot bores at night under I-25 lane closures and shall submit bore log to JV following completion of pilot bore.
6. Existing 48" RCP next to 8-IR-SD-002 crossing will be removed by the JV in phases.
7. Existing irrigation lines next to 8-IR-SD-003 & 8-IR-SD-004 shall be flashfilled by subcontractor. Existing headwalls, wingwalls, aprons, etc. associated with those two lines will be removed and disposed of by subcontractor.
8. All irrigation lines under I-25 must be bored. Portions of the irrigation lines 8-IR-SD-002, 003 & 004 that are not under I-25 can be installed by open cut. Associated shoring and roadway repair costs are the responsibility of the subcontractor.
9. Temporary shoring, if required, is to be included by Subcontractor.