

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

Instructions to Bidders for bid package associated with:

Package #6: Port-of-Entry Relocation – ADDENDUM #1

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 construction)
 - Package #2: Irrigation Pipe Package (under construction)
 - Package #3: East & West Frontage Road Construction Package (under construction)
 - Package #4: Waterline Package (under construction)
 - Package #5: I-25 Bridges over GWRR & Retaining Wall Package (under construction)
 - **Package #6: Port of Entry Relocation Package (currently under advertisement)**
 - Package #7: Ground Sign Package
 - Package #8: Overhead Sign Package
 - Package #9: Kechter Bridge over I-25 (including roadway and retaining walls)
 - Package #10: Package US-34 Landscaping Package
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Included in Package #6, CDOT and the JV are soliciting bids for work associated with the following major scopes of work:

- 1) Demolition of the existing NB & SB Port-of-Entry Buildings
- 2) Construction of the new NB & SB Port-of-Entry Buildings
- 3) Construction of the new SB Inspection Structure
- 4) Construction of associated civil & ITS elements related to the Port-of-Entry

Specific instructions for submitting questions, pricing and other best value requirements can be found on the Package #6, POE Relocation RFP document.

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. The Subcontractor shall be responsible for all QC costs related to building or inspection structure construction.
- 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 the POE 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 POE area (completed by subcontractor on the Appendix B Price Form) and shall include all work shown and detailed on the plans, instructions to bidders, specifications, and other documents provided. The total price of all elements added together is the Bid Price Proposal amount that will be used in the Best Value determination. Progress payments for each direction 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 work element 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, notice of occupancy has been issued, 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, Type 3 guardrail (including patching), median cable barrier, frontage road asphalt removal and installation, pavement marking, tree removal, fence removal, new ROW fence installation, seeding, 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 unless positive protection is on-site.
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. Access must be maintained to all existing residents & businesses at all times.
7. Subcontractor shall attend project coordination meetings (both daily and weekly) while Work is being performed.
8. 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.
9. Site access and egress is expected to be through the new Frontage Roads. Access to I-25 will be limited or restricted during construction. ICC contractor must utilize the work zone footprint as a laydown area. Work will be ongoing by the JV on all sides of the ICC work area.
10. Initial grading, maintenance, and management of laydown areas are the responsibilities of the Subcontractor.
11. Unless otherwise noted on the plans, utilities must be maintained by the Subcontractor during construction.
12. 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.
13. Subcontractor shall include all winter protection costs in their bid price proposal.
14. Subcontractor shall include all muck excavation (if required) costs in their bid price proposal.
15. All concrete or other waste removals generated by the subcontractor will become the property of the subcontractor.
16. It's anticipated that other subcontractors to the JV, and the JV itself will be working within the work zone and coordination between entities is expected.
17. Subcontractor to be responsible for safety critical work as typically required by this type of work.
18. Relocation of the existing POE to the new POE is expected to occur within 21 days per each direction. At the end of the duration the POE must be fully functioning and substantially complete. The existing POE closure will not occur until notice of occupancy is given and a preliminary punch list is complete for the new POE location. Only one POE direction can be closed at any given time.
19. Upon issuance of award, the subcontractor is expected to begin the procurement process for all long lead items including but not limited to stone veneer, ITS materials, light poles, scale items, etc.

20. CDOT Standard Specifications requires all subcontractors (including 2nd & 3rd tier) to complete a CDOT Form #205, submit certified payroll for all work completed on-site per prevailing wages, submit certificate of compliance for all material incorporated into the project and to comply with Buy America requirements (Only 1/10th of 1% of the ICC contract value is exempt).
21. Temporary facilities are at the discretion of the subcontractor and are not required as a part of this project.
22. Embankment quantities assume a 2:1 was left by the JV along the Frontage Road off the shoulder and all cut was removed from the POE area. Topsoil will also be stripped from the area by the JV.
23. It's anticipated that other subcontractors to the JV, and the JV itself will be working within the work zone and coordination between entities is expected. Coordination will be needed with Gene Murren (303-422-7985) with Lumin8 Transportation (existing JV electrical subcontractor), Al Lucero (757-510-3083) with PrePass, Stone Security (existing POE security service provider), POE personal, utility providers and any other entities associated with the POE reconstruction.
24. All coordination for the project will go through the assigned JV representative for the project.
25. Subcontractor will be held responsible for any damages that occur to newly constructed items such as concrete pavement, storm system, and frontage roads.
26. Geogrid material shall be Tensar TX-160 TriAx grid.
27. Open/Close sign for the POE shall be provided new with Signal Tech product 46294 model DOT2167WW-100DSH or equivalent.

Existing Building Demolition Notes:

1. Lead and asbestos testing has been performed on the existing buildings and results have been provided. Lead and asbestos were not found in the existing buildings.
2. Subcontractor is required to terminate all utilities into the existing buildings.
3. Existing site removals includes but are not limited to:
 - a. Building & Foundation Removal per CDPHE Requirements
 - b. Canopy Structure & Foundation Removal
 - c. Existing Parking Lots
 - d. Existing light poles (Approx. 25 Ea), foundations and conduits
 - e. Propane Tank Disposable
 - f. Septic System/ Leach Field removal per local requirements and including associated piping and manholes
 - g. Scale Pit
 - h. Bollard Removal
 - i. Type 7 Barrier Removal (Approx. 2,300 LF)
 - j. All other removals / resets called out in plans and specs
4. Subcontractor to complete and submit a demolition plan for the existing building and inspection structure.

Building Construction Notes:

1. The Subcontractor or its agent is required to be licensed by the State of Colorado in order to procure certain permits. The subcontractor is responsible for all permitting and inspections costs and is required to procure the following permits at a minimum:
 - a. Building Permit through the Office of the State Architect
 - i. Expected to be coordination only. The State of Colorado has reviewed and commented on the 60% design plans.
 - ii. Will be required to pass all inspections required by The State of Colorado and International Building Codes
 - b. Electrical permit and inspections through DORA
 - c. Plumbing permit and inspections through DORA
 - d. Septic system permit and inspection through Larimer County Health
 - e. Footing/Foundation inspections are through AEC-West with a 1 week notice prior to inspection.
 - f. Demolition permits through CDPHE - 10-day application lead time minimum
2. Subcontractor to submit a QC Plan for approval on building items within 14 days of award. Subcontractor is responsible for all Quality Control work associated with the building construction. Subcontractor is expected to follow the JV QC Plan for all civil work.
3. Inspection structure has been designed by Heath Steel. For quotes on fabrication and building erection please contact Tony DeMario at 970-490-8061 or Tdemario@heathsteel.com. The ICC Contractor may elect to use a different prefabrication contractor as long as the aesthetics are maintained and the change is approved by CDOT. Any substitution may involve an additional cost to the subcontractor for additional plan reviews and permit approvals. The ICC Contractor will be responsible for all cost and schedule delays associated with any redesigns, permitting and city/county/state approvals at a minimum. Design for the inspection structure was at about 90% when provided for bidding purposes on 3/15/2021. It is anticipated that an addendum will include 100% completed plans prior to bid date.
4. ICC Subcontractor is expected to plan and coordinate inspections as such that no delay occurs to the buildings construction.
5. **Only one set of building plans were provided. The same building will be built for both the northbound and southbound POEs.**

Civil Construction Notes:

1. ICC Subcontractor to include all earthwork related costs including, but not limited to excavation, embankment, A-2-6 imported material, dewatering (if necessary), shoring (if necessary), compaction, fine grading, muck excavation, etc. See plans for description on import material requirements.
2. Drainage items shown include all excavation, backfill, aggregates, bedding, precast and cast-in-place concrete, concrete aprons, grates, toe walls, etc. per CDOT Standard Specifications.
3. Regarding the Type 9 Concrete Barrier between the POE and I-25, the JV will install the permanent barrier wall, empty conduits, pull boxes and anchors (anchor material supplied by the subcontractor) for the permanent barrier wall that divides I-25 traffic from the POE. The

Subcontractor is responsible to provide anchors, install light poles and fixtures, and all elements to complete a working lighting system. See plans for more information.

4. Subcontractor is expected to diamond grind 80 feet in each direction of the scale pit for smoothness.
5. Subcontractor will be required to follow CDOT's lane closure strategy for any work along or within mainline traffic. Lane closures are allowed from 9pm to 5am with a 1 week notice.
6. The Subcontractor is not responsible for permanent pavement markings.

Utility Notes:

1. The Subcontractor will be required to work with the East Larimer County Water District to install 1" water tap and meter pit and will cover all cost associated with installation.
2. ICC Contractor is expected to procure the septic system permit through Larimer County. Expected lead time from application to permit is roughly 5 days. The JV will provide design documents and support for procurement.
3. In order to activate the new northbound POE while maintaining existing SB POE operations, a new IP or an Ethernet Switch will need to be installed.
4. Power to the new sites is currently anticipated to be completed by August, 2021.
5. CDOT backbone is expected to be relocated by August, 2021.
6. CenturyLink service is expected to be provided to the northbound building site by June, 2021.