

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

### Instructions to Bidders for bid package associated with:

#### Package #8: Overhead (OH) Signs

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

- 1) OH Sign Installation for Segments 2A, 4 & 5

Specific instructions for submitting questions, pricing and other best value requirements can be found on the Package #8, Overhead Sign 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 3<sup>rd</sup> 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 OH Sign 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 the installation of all OH Signs and shall include all work shown and detailed on the plans and Instructions to Bidders. 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 sign installation will be 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, and that all punch list work (if required) has been completed and approved by the JV and CDOT.

2. Kraemer/IHC Joint Venture (JV), or other subcontractors awarded ICC work, to perform all survey, traffic control, Type 7 barrier, Type 3 guardrail (including patching), median cable barrier, tree removal, fence removal, new ROW fence installation, all electrical and lighting items, seeding and erosion control (except maintenance necessitated by Subcontractor).
3. Subcontractor shall be responsible for all furnishing and installing all aspects of the sign structure, including but not limited to: caisson installation, concrete column work (all concrete work above existing/future grade), anchor bolts, sign structure, all signs on the structure, temporary sign covers (as necessary, used to cover sign after installation, prior to the sign becoming relevant per phasing), etc.
4. 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.
5. 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.
6. Subcontractor to carry all material overages and yield risks.
7. Access must be maintained to all existing residents & businesses at all times.
8. Subcontractor shall attend project coordination meetings (both daily and weekly) while Work is being performed.
9. 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.
10. All potholing costs will be the responsibility of the Subcontractor. An approximate quantity is shown on Appendix B, but as with all bid items and quantities they are the responsibility of the subcontractor and will not be measured for payment.
11. Utilities must be protected by the Subcontractor if in the vicinity of the Work.
12. The JV has specified several areas throughout the corridor that will be made available to the subcontractor for storage of OH Sign Structures. If the subcontractor elects to use the areas for storage it will be the responsibility of the subcontractor to protect the area from theft and/or traffic. These areas are shown on the pdf document provided.
13. 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.
14. Subcontractor shall include all winter protection costs in their bid price proposal.
15. Subcontractor shall include all muck excavation (if required) costs in their bid price proposal.
16. All concrete or other waste removals generated by the subcontractor will become the property of the subcontractor.
17. It's anticipated that other subcontractors to the JV, and the JV itself will be working within the workzone and coordination between entities is expected.
18. Subcontractor is responsible for calling in all utility locates ahead of sign installation
19. Subcontractor shall include all material and other escalations in their pricing.
20. Subcontractor shall be responsible for hauling off all spoils generated by caisson installation
21. Multiple mobilizations will be required throughout the duration of construction. Please reference the roll plot provided that shows different areas highlighting approximate schedule window.

22. Some materials (4 OH Structures) are shown on the plans are to be provided by CDOT. The Subcontractor should assume that these materials will be made available for the Subcontractor to for pickup at CDOT's Maintenance Yard in Platteville, CO. It will be the responsibility of the subcontractor to provide a forklift or crane to load the materials onto trucks supplied by the Subcontractor.
23. For the OH Sign Structures that are being furnished by CDOT and installed by the Subcontractor, the anchor bolts associated with these structures will need to be supplied by the Subcontractor. Stated differently, the Subcontractor will be responsible for furnishing and installing all sign structure anchor bolts, regardless if the sign structure is supplied by CDOT.
24. Temporary shoring, if required for any reason, is the responsibility of the subcontractor.
25. It is likely that night work will be required for various elements of work. Subcontractor to include all costs associated with night work in their bid.
26. A roll plot has been provided in the documents to show approximate phasing and schedule duration. This roll plot should be used to help understand the schedule and phasing, but should not be used for sign takeoff purposes. For takeoffs please reference the plans provided.
27. The plans call out for VMS signs to be installed by others. The Subcontractor still needs to furnish and install the sign structure, foundations, and other signs shown on the structure. The JV will install the VMS sign onto the structure once completed by the Subcontractor.
28. The plans call our for several VTMS inserts to be installed by the JV or Others. The Subcontractor still needs to furnish and install the sign with a blockout for the VTMS insert.
29. It is anticipated that temporary covers blocking the installed sign may be required due to phasing for the Express Tolls Signs. Please include as incidental to your pricing a budget for temporarily covering and uncovering all Express Lane Signs (all signs having to do with tolling).