



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director

November 22, 2016

TO ALL BIDDERS CONCERNED:

SUBJECT:

F-115-7(309)318 / Pin 011092
650 North & I-15 Interchange/Intersection
Addendum Number: 2

To Whom It May Concern:

We are submitting the following changes to the subject project.

1. Special Provision 00221S "Bidding Contract Time" has been revised.
2. Special Provision 00222S "Lane Rental" has been revised.
3. Plan Sheet TS-06, TS-07, TS-08, TS-09 and TS-10 have been revised.

Please consider these revisions before submitting your bid.

***** ADDENDUM IS AVAILABLE AND MAY BE DOWNLOADED FROM THE UDOT WEBSITE AT <http://eprpw.dot.utah.gov>**

**RECEIPT OF THIS ADDENDUM MUST BE ACKNOWLEDGED WHEN YOU SUBMIT YOUR BID.
YOUR BID WILL BE DECLARED NON-RESPONSIVE IF YOU DO NOT ACKNOWLEDGE THIS
ADDENDUM.**

Sincerely,

MICHAEL ROMERO
Project Manager

Attach: _____

July 8, 2015

SPECIAL PROVISION

**PROJECT # F-I15-7(309)318
PIN # 11092**

SECTION 00221S

BIDDING CONTRACT TIME

Add Section 00221

PART 1 GENERAL

1.1 SECTION INCLUDES

- A. Procedures for bidding contract time for the Price + Time bidding process.
 - 1. Includes incentive/disincentive for early/late completion of project milestones.
- B. Description of time component pricing, and time related incentive or disincentive.
 - 1. Refer to Section 00515M for information regarding bidding time and determination of the low bidder.
 - 2. Time is a bid item that captures societal costs and is used for evaluation of the low bidder. Incentive/Disincentive is the only time related payment. Refer to this Section, article 1.7.

1.2 RELATED SECTIONS

- A. Section 00515M: Contract Award And Execution
- B. Section 00555: Prosecution and Progress

1.3 REFERENCES Not Used

1.4 DEFINITIONS Not Used

1.5 SUBMITTALS Not Used

1.6 TIME COMPONENT

- A. Determine the bid price for the time component as follows.
 - 1. Measure contract time in calendar days.
 - 2. Determine the number of consecutive calendar days required between each start milestone and finish milestone in Table 1.
 - a. Consider all requirements of the contract when determining the number of calendar days,
 - b. Include the days of the start milestone and finish milestone in the number of calendar days.
- B. The Department does not guarantee that any milestone can be completed in the minimum calendar days shown in Table 1.
- C. Bidders are responsible to complete the milestones within the time bid and according to project requirements.
- D. The Department will consider the bid non-responsive if the bidder:
 - 1. Does not submit a bid for the time component.
 - 2. Submits a time component bid for any awardable portion of the contract which is outside the minimum or maximum range.
- E. Negative amounts are not permitted for time related bid items.
- F. Time is bid in calendar days. Consider seasonal project specific weather conditions during bid preparation.

Table 1

Determination of Calendar Days						
A	B	C	D	E	F	G
TIME SEGMENT	START MILESTONE	FINISH MILESTONE	TIME-RELATED COST-RATE	TIME-RELATED COST-RATE METHOD	MIN	MAX
			Dollars per calendar day	User Cost or Liquidated Damages	Calendar Days	Calendar Days
1 (see note 1)	First Day of Construction or no later than January 16 th , 2017	Completion Segment 1	\$5,000	User Cost	40	60
2 (see note 1)	First Day of Construction Segment 2 or no later than April 3 rd , 2017	Substantial Completion	\$10,000	User Cost	60	110

- NOTE 1: Time Segment 1 is the duration required to complete Wall R-748 as shown in the structural plans. Construction of R-748 is the only item of work allowed during Time Segment 1. Time Segment 2 is the duration required for substantial completion of all other items. Beginning work on any items other than Wall R-748 will begin time on Time Segment 2.
- NOTE 2: Use of traffic control devices are not permitted between Time Segment 1 and Time Segment 2 unless approved by the Engineer.
- NOTE 3: Notify Engineer in writing 10 days prior to beginning work.

1.7 INCENTIVES/DISINCENTIVES RELATED TO “TIME”

- A. Contract time related charges are determined by multiplying the number of calendar days accrued for each time segment by its corresponding time related cost rate and summing the products.
- B. Document accrued time charges per time segment for the duration of the project.
- C. Payments or deductions to the Contractor will be based on the difference between the time related bid amounts and the actual time charges assessed for the completed project.

1. Payment for the incentive will be made in the project accounting system after substantial completion.
2. Deduction for any milestone disincentive will be made on the first progress payment after the total number of calendar days bid for a milestone has passed without completion as defined in Table 1.

D. Incentive

1. The Contractor is eligible for incentive when a milestone is achieved before the number of calendar days bid as determined by the Department.
2. Payment is made at the rate shown in column D for the difference between the number of calendar days bid and the actual number of calendar days used to achieve the milestone when Column E is defined as "User Cost."
3. Payment is made at the rate shown in the schedule of liquidated damages in Section 00555 based on the original contract amount when Column E is defined as "Liquidated Damages."
4. The maximum incentive payment the contractor will be eligible for in Segment 1 will be \$25,000. The maximum incentive payment the contractor will be eligible for in Segment 2 will be \$100,000. The maximum incentive payment for all combined milestones is \$125,000.

E. Disincentive

1. When the time related cost in Column E is defined as "User Cost."
 - a. The Contractor is assessed a disincentive when a milestone is not achieved within the number of calendar days bid as determined by the Department.
 - b. Disincentive is assessed at the rate shown in column D for the difference between the number of calendar days bid and the actual number of calendar days used to achieve the milestone.
 - c. There is no maximum dollar amount for disincentive charges.
 - d. Liquidated damages are charged in addition to disincentive for the difference between the maximum calendar days and the actual number of days to achieve the milestone if milestone completion is not achieved prior to the maximum calendar days shown in Table 1. Refer to Section 00555.

2. When the time related cost in Column E is defined as “Liquidated Damages.”
 - a. The Contractor is assessed disincentive at the rate shown in the schedule of liquidated damages in Section 00555 based on the original contract amount.
 - b. Disincentive is assessed for the difference between the number of calendar days bid and the actual number of calendar days used to achieve the milestone.
 - c. Disincentive applies until milestone completion or the maximum calendar days defined in Column G, whichever occurs first.

F. Liquidated Damages

1. Liquidated damages are assessed according to Section 00555 for the difference between the number of maximum calendar days from Column G and the actual number of calendar days used to achieve the milestone.

G. Timeline of Incentive, Disincentive, and Liquidated Damages

1. Refer to Figure 1

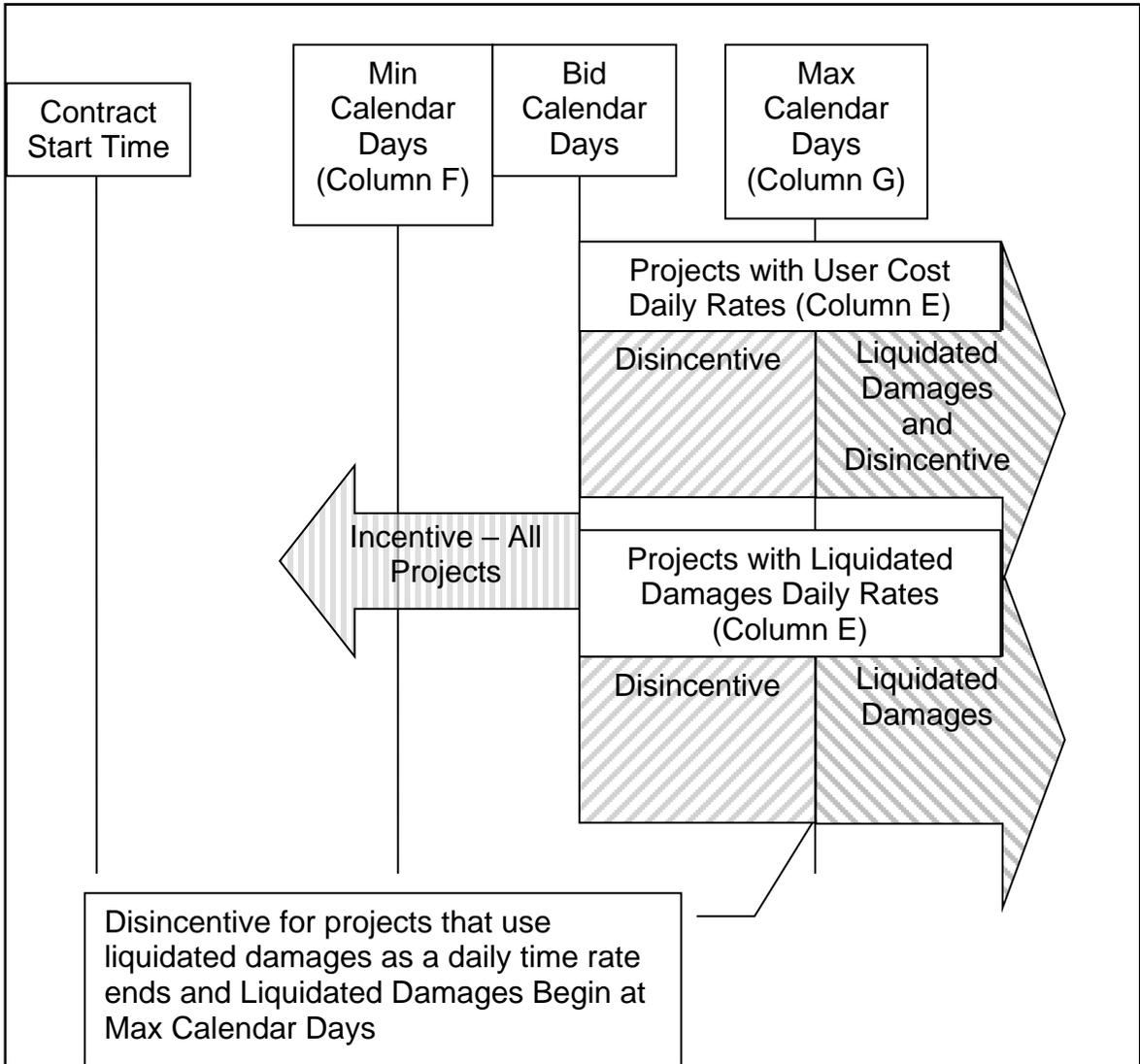


Figure 1 – Timeline of Incentive, Disincentive, and Liquidated Damages

PART 2 PRODUCTS Not Used

PART 3 EXECUTION Not Used

END OF SECTION

SPECIAL PROVISION

**PROJECT # F-I15-7(309)318
PIN # 11092**

SECTION 00222S

LANE RENTAL

Add Section 00222S

PART 1 GENERAL

1.1 SECTION INCLUDES

- A. Procedures for bidding lane rental to minimize the duration of lane closures outside of those permitted within Section 00555M and as defined in Article 1.6.F of this Section.
 - 1. Includes incentive/disincentive for closing lanes for a shorter duration than bid.
- B. Description of lane rental pricing, and related incentive or disincentive.
 - 1. Refer to Section 00515M for information regarding lane rental and determination of low bidder.
 - 2. Incentive/Disincentive is the only lane rental related payment. Refer to this Section, article 1.8.

1.2 RELATED SECTIONS

- A. Section 00515M: Award and Execution of Contracts
- B. Section 00555M: Prosecution and Progress

1.3 REFERENCES Not Used

1.4 DEFINITIONS

- A. Lane Closure: Lane closure means denying any lane or any portion of a lane to traffic. A lane reduced to less than 11 feet is considered a lane closure.
- B. Lane Rental Time: Any continuous time period or fraction where the lane is closed. Includes traffic control setup and takedown.

- C. Rental Rates: The amount, as shown in the Special Provisions that represents the time cost of interference and inconvenience to the road user for each lane closure.

1.5 SUBMITTALS

- A. Refer to this Section, article 1.7, paragraph C1 for measurement related submittals.

1.6 PRICING THE BID ITEM “LANE RENTAL”

- A. Determine the price for the bid item titled lane rental as follows:
 - 1. Determine the number of Saturday and Sunday closures as permitted and multiply per rates defined in Article 1.6.F.
- B. Due to bidding software limitations:
 - 1. The Department will consider the bid non-responsive if the bidder does not submit a bid for the lane rental item.
 - 2. A bid of \$1.00 on the lane rental item indicates Contractor intent to bid no closures as described in this section.
- C. Negative amounts are not permitted for the lane rental bid item.
- D. Maintain the minimum number of lanes open as specified in the contract.
- E. The lane rental item is included in the contract to allow bidders to account for the lane rental charges that will be made in accordance with this Section. The amount bid for this item should be based on the bidder's estimate of rental time and the amount charged for each rental time increment specified in this Section.
- F. Lane rental for SR-103 (650 North) Roadway Closure defined below.
 - 1. SR-103 (650 North) Roadway Closure:
 - a. SR-103 (650 North) between the intersection with SR-126 (Main Street), thru and including southbound I-15 ramps, up-to the northbound I-15 ramps.
 - i. Maintain access to/from northbound I-15 ramps and 650 North to Hill Airforce Base east of the interchange
 - ii. A maximum of four (4) days of roadway closures over two (2) weekends are permitted
 - iii. Saturday lane rental is \$35,000 per day and is defined from 9:00 PM Friday to 9:00 PM Saturday
 - iv. Sunday lane rental is \$15,000 per day and is defined from 9:00 PM Saturday to 3:00 AM Monday
 - v. No other closures are permitted

- b. SR-103 (650 North) Roadway Closures must have approval by the Engineer two (2) weeks prior to implementation
- c. Coordinate with Utah Highway Patrol and 3rd Party PIM for all closures at least three weeks prior to each event.

1.7 ASSESSMENT AND ACCRUAL OF LANE RENTAL CHARGES

A. General

- 1. Lane rental charges will be assessed when lanes are closed per Article 1.6.F. Lane rental charges will not be assessed when lanes are closed in accordance with Section 00555M.
- 2. Lane rental charges will be assessed for closure of lanes that pre-existed the contract and also those that are constructed under this contract.
- 3. Planned or intentional closure of lanes outside of the hours allowed for lane rental is not permitted.

B. Conditions applicable during the performance of work to which lane rental applies

- 1. Notify Engineer in writing 7 days in advance of lane rental closures.

C. Measurement

- 1. Document lane rental on a form approved by the Engineer. Submit this documentation to the Engineer for approval. These documents will be the source documents for measurement of lane rental accrued and assessed.
- 2. Submit documentation to the Engineer for approval every Monday showing lane rental usage for the previous week. As a minimum, include the following:
 - a. Show every day of the week separately, and document every day, whether lane rental is used or not.
 - b. For each lane rental location, document the following:
 - 1) Hour and minute the lane rental began.
 - 2) Hour and minute the lane rental ended.
 - 3) Total duration of the lane closure in the time increment shown in Table 1 rounded up to the nearest whole time increment.
 - 4) Affected lane.
 - 5) Roadway centerline designation.
 - 6) Closure starting station.
 - 7) Closure ending station.
 - 8) Lane rental rate.
 - 9) Extended lane rental charge.
 - c. Measure lane rental by the time increment as defined in Article 1.6.F.

- d. The cumulative lane rental accrued to date.
 - e. The balance of lane rental remaining, calculated as the difference between the lane rental bid and the lane rental accrued to date.
 - 3. Determine the number of lane closures by counting the number of lane locations subject to closure as defined above.
- D. Assessment of Lane Rental Charges
- 1. Lane rental charges are determined by multiplying the rental time by the appropriate rental charge for each closure specified in the contract and summing the products.
- E. Accrual of Lane Rental Charges
- 1. A tally of cumulative lane rental charges is kept throughout the project, and subtracted each month from the original lump sum bid for this item.

1.8 INCENTIVE/DISINCENTIVES RELATED TO “LANE RENTAL”

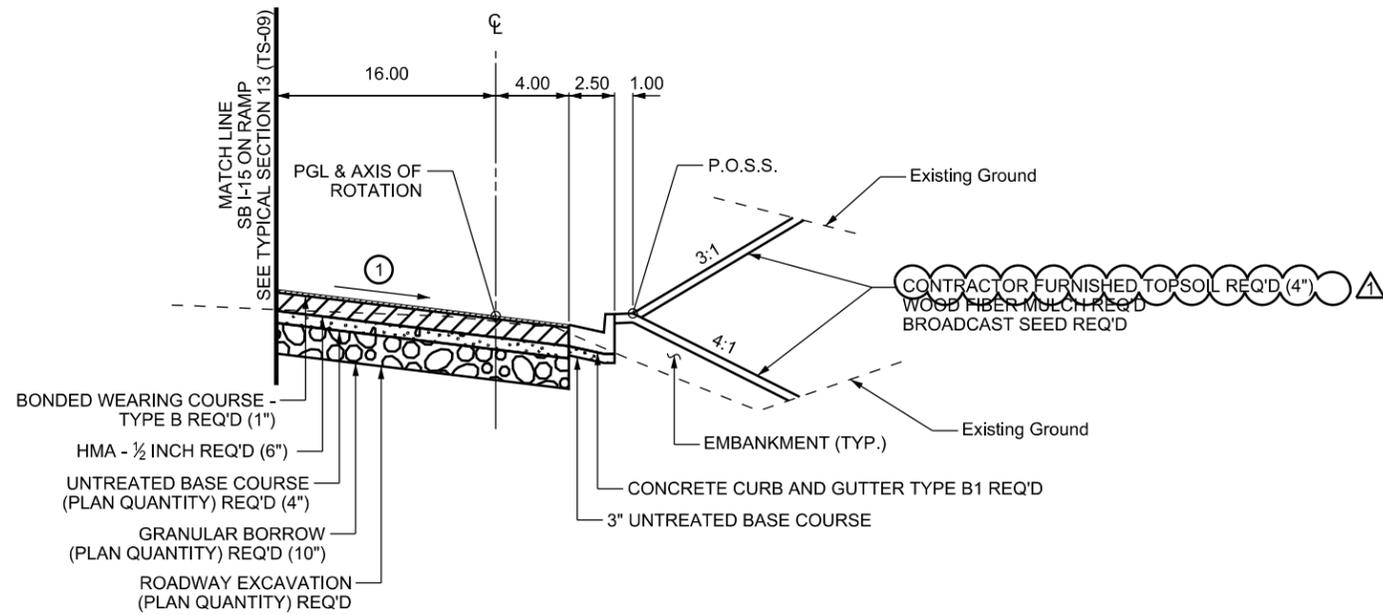
- A. Payments/deductions to the contractor are based on the difference between the lane rental bid amount and the actual lane rental charges assessed. Payment for the incentive, or a deduction for the disincentive, is made in the project accounting system.
- B. Incentive
- 1. No incentive will be paid for excess Lane Rental bid amount remaining upon substantial completion of the project.
- C. Disincentive
- 1. The Department will deduct the difference from moneys due the contractor if the accrued lane rental charges exceed the amount of lane rental bid by the contractor.
 - 2. These deductions will begin on the first progress payment when the accrued lane rental charges exceed the lane rental bid by the Contractor.
 - 3. Failure of the contractor to remove closure within time frame and open 650 North to traffic as described in Section 00555M will be accompanied with a disincentive cost. These disincentive costs will be measured as follows:
 - a. \$10,000 for failure to remove closure within first 15 minutes
 - b. \$13,000 for any encroachment within the second 15 minutes
 - c. \$16,000 for any encroachment within the third 15 minutes
 - d. \$20,000 for any encroachment within the fourth 15 minutes
 - e. Commencing with the second hour, the Contractor will be charged \$20,000 for every 15-minute interval of encroachment.

- D. Liquidated damages are charged in addition to lane rental if lane rental occurs after the specified contract time.

PART 2 PRODUCTS Not Used

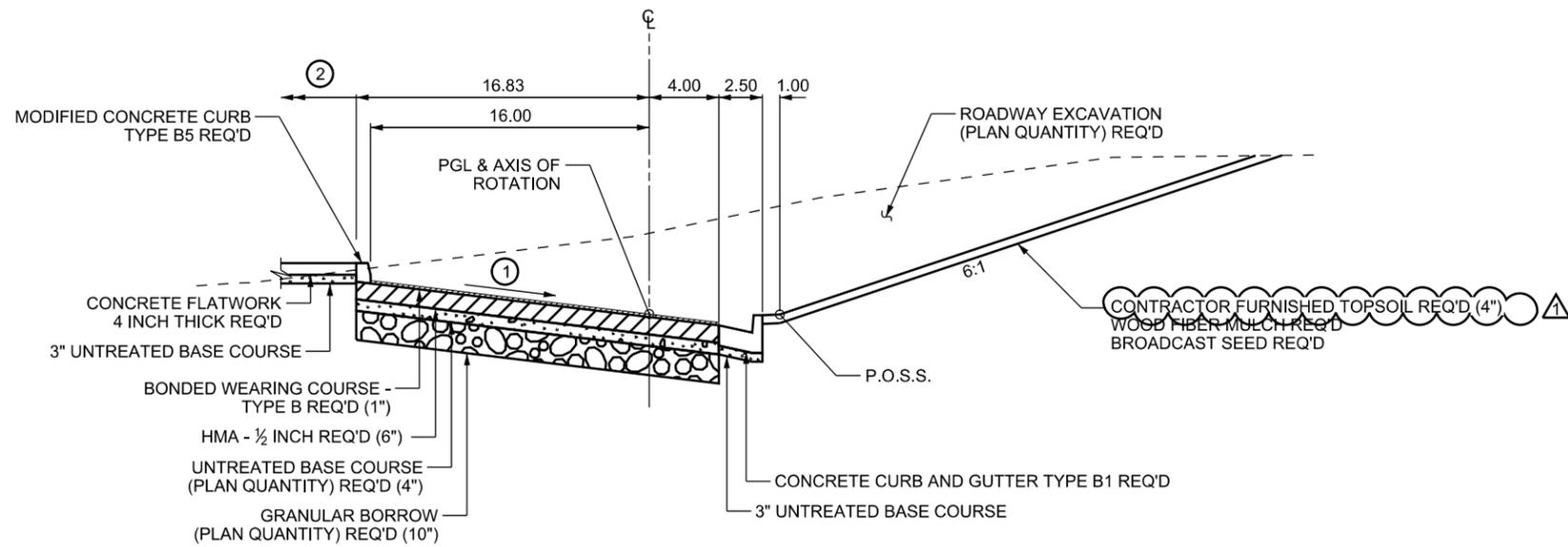
PART 3 EXECUTION Not Used

END OF SECTION



TYPICAL SECTION 7

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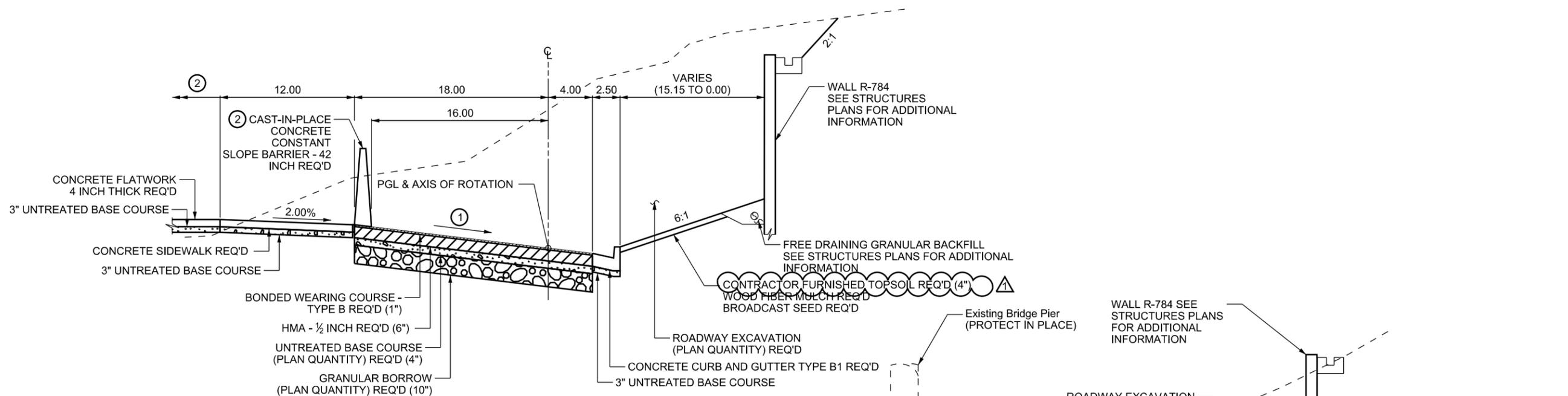


TYPICAL SECTION 8

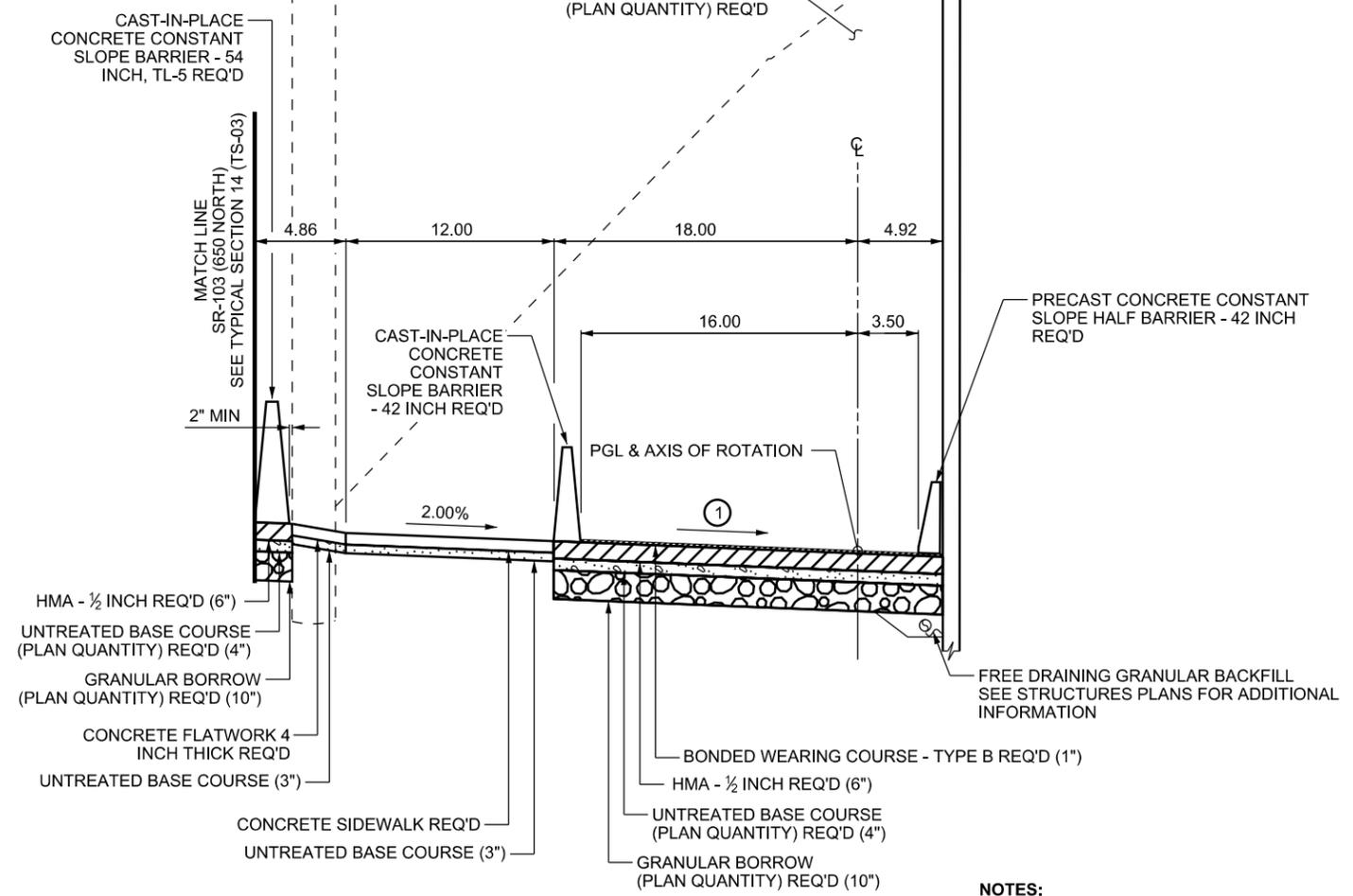
DLT LANE
 301+21.72 TO 302+20.36
 DESIGN SPEED 25 MPH
 CLEAR ZONE 14 FT

- NOTES:**
- ① SUPERELEVATE ROADWAY ACCORDING TO SUPER ELEVATION DIAGRAMS SHOWN ON ROADWAY PROFILE SHEETS.
 - ② TYPICAL SECTIONS REPRESENT TYPICAL ROADWAY SECTION AND DO NOT REFLECT VARYING AREAS SUCH AS INTERSECTIONS AND MEDIANS. SEE RD AND RDDT SHEETS FOR ADDITIONAL INFORMATION.

UTAH DEPARTMENT OF TRANSPORTATION AVENUE CONSULTANTS		APPROVED	DATE
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TYPICAL SECTION		11/21/16	
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PROJECT		NO.	
11092		DATE	
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11092		REMARKS	
SHEET NO.		TS-06	



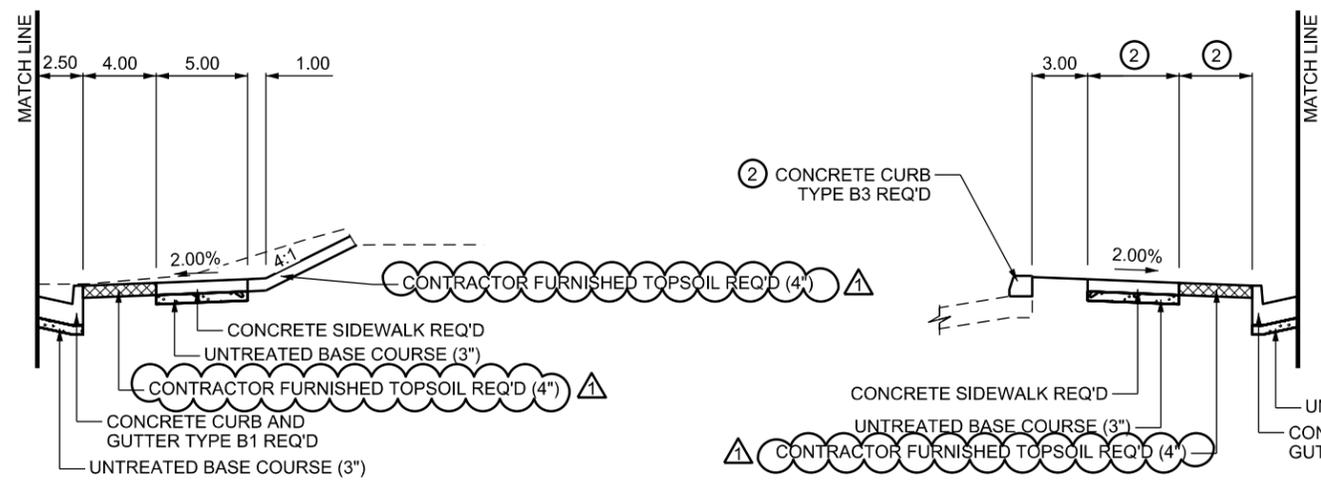
TYPICAL SECTION 9
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 304+64.28 TO 305+05.35
 DESIGN SPEED 35 MPH
 CLEAR ZONE 14 FT



TYPICAL SECTION 10
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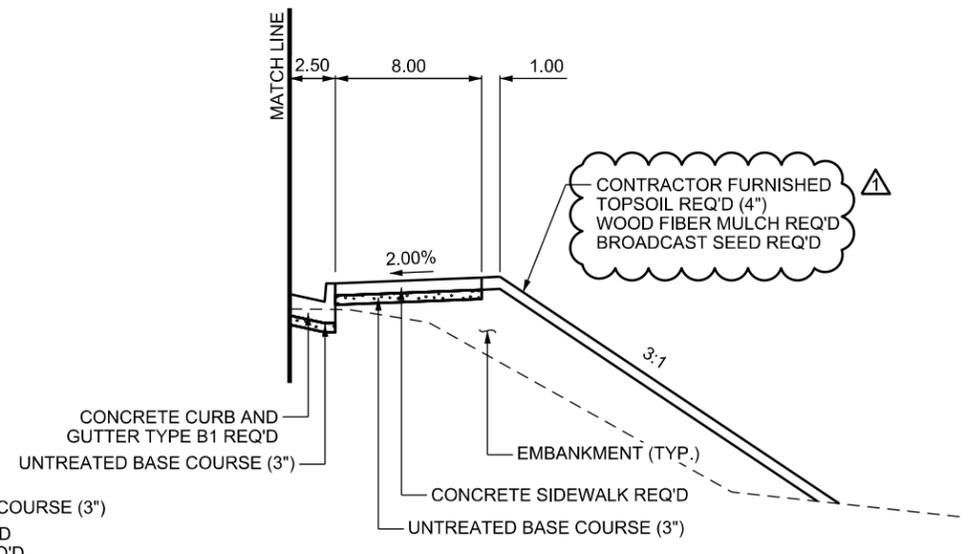
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REVISIONS		APPENDUM 2 - UPDATE TO BID ITEM NAME	
NO.	DATE	APPROVED BY	REMARKS
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DRAWN BY		QC CHECK	

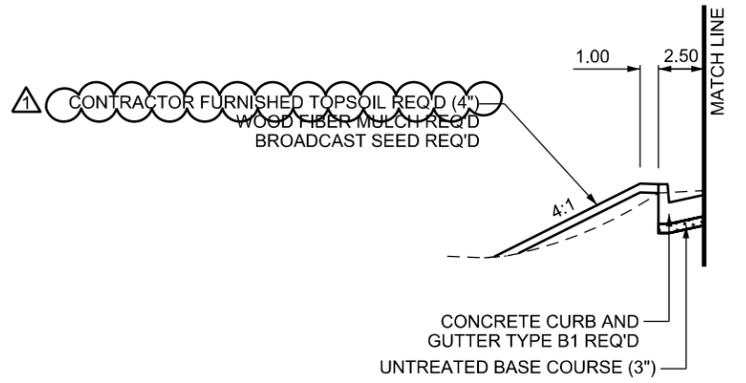


SIDE TREATMENT "A"

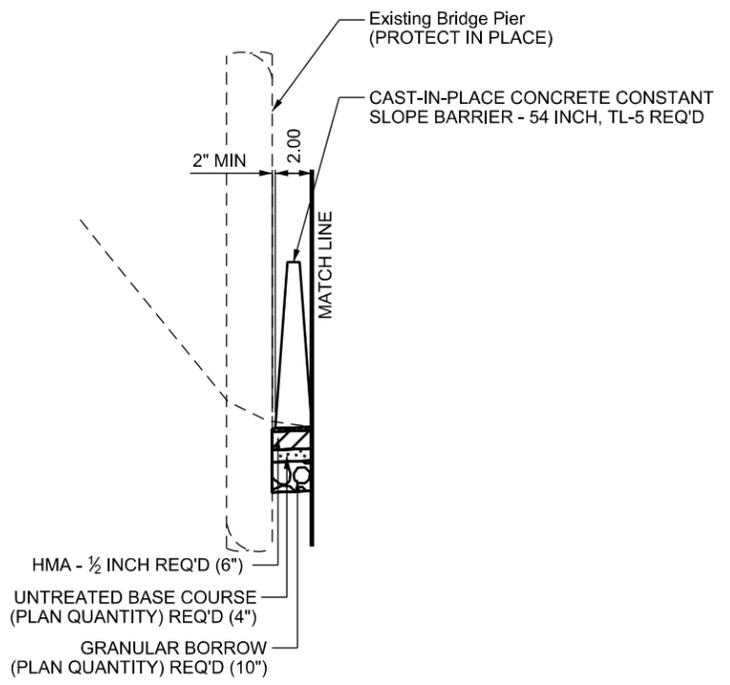
SIDE TREATMENT "B"



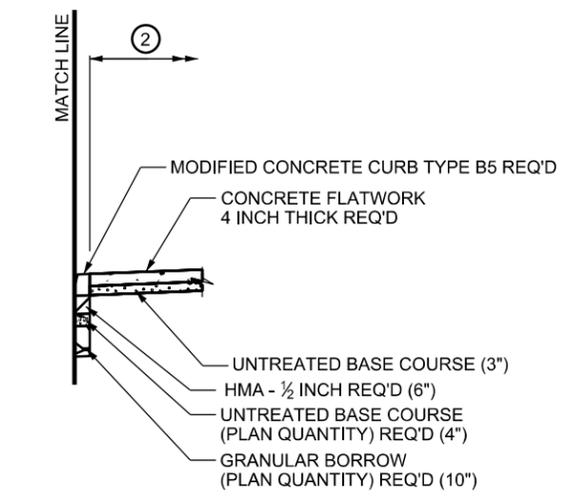
SIDE TREATMENT "C"



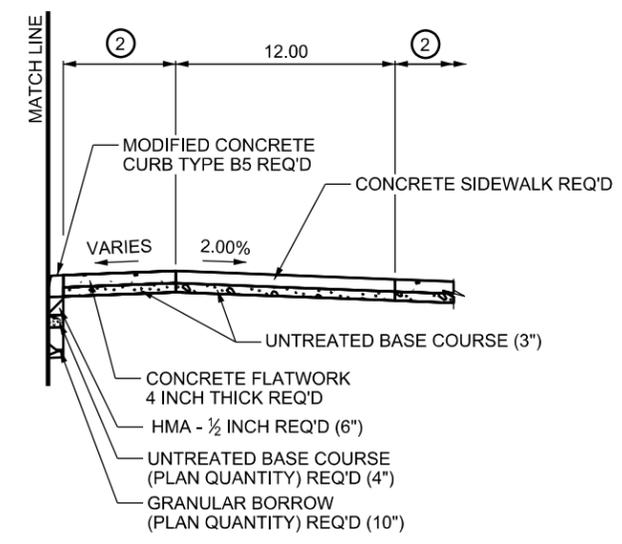
SIDE TREATMENT "D"



SIDE TREATMENT "E"



SIDE TREATMENT "F"



SIDE TREATMENT "G"

NOTES:

- ① SEE TYPICAL SECTION SHEETS, TS-01 THROUGH TS-04 FOR SIDE TREATMENT LOCATIONS.
- ② TYPICAL SECTIONS REPRESENT TYPICAL ROADWAY SECTION AND DO NOT REFLECT VARYING AREAS SUCH AS INTERSECTIONS AND MEDIANS. SEE RD AND RDDT SHEETS FOR ADDITIONAL INFORMATION.

UTAH DEPARTMENT OF TRANSPORTATION AVENUE CONSULTANTS		DRAWN BY RE	QC CHECKED BY	DATE 11/21/16	APPROVED BY DILL
650 NORTH & I-15 INTERCHANGE/INTERSECTION		F-115-7(309)318		TYPICAL SECTION	
PROJECT		PROJECT NUMBER		REMARKS	
SHEET NO.		TS-10		REVISIONS	
ADDENDUM 2 - UPDATE TO BID ITEM NAME		AER		NO. DATE APPROVED BY	
11/21/16		11/21/16		11/21/16	