



BOONE COUNTY, MISSOURI
Request for Bid #: 22-10MAY16
Willowbrook & Shalimar Gardens Concrete Rehab-2016

ADDENDUM #1 - Issued April 28, 2016

This addendum is issued in accordance with the Request for Bid Notice to Bidders and is hereby incorporated into and made a part of the Request for Bid Documents. Offerors are reminded that receipt of this addendum **should** be acknowledged and submitted with Offeror's *Response Form*.

Specifications and Plans for the above noted Request for Bid and the work covered thereby are herein modified as follows, and except as set forth herein, otherwise remain unchanged and in full force and effect:

1. Clarification of Questions At Pre-Bid Conference:

Question: Can full depth asphalt or conventional Portland Cement Concrete (PCC) be used for the pavement section instead of Option 1-Roller Compacted Concrete (RCC) or Option 2-Compacted Concrete Pavement (CCP)?

Answer: Bidders shall submit bids for Option 1 or Option 2 or both as per the Plans and Contract. The winning bidder always has the option to submit to the County a Value Engineering Proposal. Value Engineering Proposals shall meet all conditions of Section 104.6 of the Missouri Department of Transportation Standard Specifications for Highway Construction (2011), which has been attached to this addendum. Exception to Section 104.6 will be that the Contractor may propose a different pavement type. Value Engineering Proposals shall also meet the following conditions:

Time – Extra working days will not be added to the original contract time. Proposals shall be able to be constructed in 35 working days.

PCC Pavement – The PCC pavement for this project shall be a 6" thick section of 4000 psi mix. Pavement shall be placed on a base course section consisting of a geogrid and 6" of rolled stone base as per Plans. The concrete shall meet the pavement specifications as per Boone County Roadway Regulations Chapter II, as well as the "Non RCC Concrete" Special Provisions in the original contract. High/early concrete mixes will not be allowed for use as concrete pavement. Proposals shall include costs associated with installing and sealing control joints, and constructing and testing sample cylinders. Roadway sections will not be opened to traffic until pavement as reached 3000 psi strength.

Full Depth Asphalt - Full depth asphalt pavement shall consist of 6 ½" thick layer of bituminous base, capped with 1 ½" of BP-2 surface course. Asphalt shall be placed on 6" of rolled stone base, underlain with a geogrid as per Plans.

Construction of the pavement section shall be in accordance with Boone County Roadway Regulations Chapter II. The Job Mix Formulas submitted for the

asphalt used in this job must be reflective of actual material being used and must be no more than 3 years old and must meet requirements of Missouri Standard Specification for Highway Construction, 2011. Mix designs may contain recycled asphalt pavement (RAP) at a quantity not to exceed 20%. Recycled asphalt shingles (RAS) will not be allowed in the mixes.

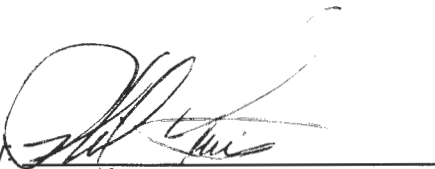
Question: Is there a certain type of roller required to compact the RCC?

Answer: Per Section 5.4 of the Guide Specification for Construction of Roller-Compacted Concrete, the roller used for primary compaction shall be a self-propelled steel drum vibratory roller having a minimum static weight of 10 tons. Final compaction shall be achieved using either a steel drum roller operating in static mode or a pneumatic-tire roller. Per Special Provision 90, pneumatic roller may be required at the County's discretion.

2. Amendment to Bid Documents:

Special Provision #105 states that a Bidder has the option to be bound by the Asphalt Cement Price Index for this project. If he wishes to do so, he shall execute the acceptance form in the Bid. The acceptance form was not included in the original bid documents, but may be found attached to this addendum. All bidders shall include the acceptance form in their sealed bid. It will be assumed those bidders which mark "Do Not Accept" or do not mark an option, do not wish to participate and will not be bound by the Price Index.

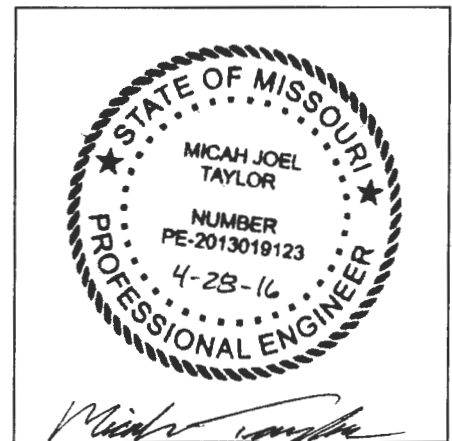
By



Phil Fichter, Buyer
Boone County Purchasing

Approved: Micah Taylor
Professional Engineer
MO Lic. # PE-2013019123

Boone County Resource Management
MO Engineering Corp. # N/A
801 E. Walnut, Room 315
Columbia, Missouri 65201
Phone: 573-886-4480
Fax: 573-886-4340



OFFEROR has examined copy of Addendum #1 to Request for Bid # 22-10MAY16 – Willowbrook & Shalimar Gardens Concrete Rehab-2016, receipt of which is hereby acknowledged:

Company Name: _____

Address: _____

Phone Number: _____ Fax Number: _____

Authorized Representative Signature: _____ Date: _____

Authorized Representative Printed Name: _____

Asphalt Cement Price Index Acceptance Form

Asphalt Price Index Provision: Failure of bidder to check an option will be interpreted to mean election to not participate in the Asphalt Cement Price Index. SEE SPECIAL PROVISIONS.

Check One: _____ Accept _____ Do Not Accept

otherwise in writing by the engineer. Within ten business days after receipt of notification, the engineer will respond in writing to the contractor to:

- (a) Confirm or deny that a change occurred and specify future action to be performed by the contractor and the engineer, or
- (b) Advise the contractor that specific additional information is needed and the date the information is to be received by the engineer for further review. For good cause, the engineer may extend the time for the contractor to provide any of the additional information. The engineer will respond within ten days of receipt of additional information from the contractor. Any adjustments made to the contract will not include increased cost or time extensions for delay if the contractor fails to provide the information required in the notice or the requested additional information by the date specified.

104.6. Value Engineering Proposals. A Value Engineering Change Proposal (VECP) shall provide a product of equal or improved quality that will reduce the project cost, improve safety or decrease the time required to complete the project. A Practical Design Value Engineering Change Proposal (PDVECP) may provide a product of lesser value, use an existing item in place or underrun contract items. The PDVECP shall not adversely affect safety or function of the final product. The contractor is encouraged to submit to the engineer, in writing, VECP's and PDVECP's for modifying the plans, specifications or other requirements of the contract. Proposed modifications shall not impair, in any manner, essential functions or characteristics of the project, including but not limited to, service life, economy of operation, ease of maintenance, desired appearance, design or safety standards, and shall not significantly delay the completion of the project. Proposals shall be submitted to the engineer in advance of the work to be performed with sufficient time allowed for review. The Commission will not be liable to the contractor for failure to accept or act upon the proposal nor for any delays to the work attributable to any such proposal.

104.6.1 Submitting Proposals. Value engineering proposals shall be submitted on the proper form, available on MoDOT's web site, and shall contain the following information:

- (a) A description of both the existing contract requirements for performing the work and the proposed changes.
- (b) A detailed estimate of the cost of performing the work under the existing contract and under the proposed change.
- (c) A statement of the time within which the engineer must make a decision thereon, including the probable effect the proposal will have on the contract completion time.
- (d) An itemized list of the contract items of work affected by the proposed changes, including any quantity variation attributable thereto.
- (e) A description of any previous use or submission of the same proposal by the contractor, including dates, job numbers, results, and/or outcome of proposal if previously submitted.

104.6.2 Conditions. The engineer will only consider VECP's that meet the following conditions.

104.6.2.1 Contractors may submit value engineering proposals that propose changes in the basic design of a bridge or a pavement, except for pavement and shoulder type. Value engineering proposals will be considered only when the proposal will not significantly delay the completion of the project.

104.6.2.2 The contractor shall continue to perform the work in accordance with the requirements of the contract until a change order incorporating the value engineering proposal has been approved, unless otherwise directed by the engineer. If a change order has not been approved by the date upon which the contractor's value engineering proposal specifies that a decision thereon should be made, the proposal shall be deemed rejected, unless the time allowed for a decision has been extended by mutual agreement of both parties.

104.6.2.3 The Commission expressly reserves the right to adopt a value engineering proposal as standard practice for use on other contracts administered by the Commission. If an accepted value engineering proposal is adopted as design policy, only contractors submitting such a proposal will be eligible for compensation pursuant to this section until the proposal is incorporated into design policy, and in that case, only as to those contracts awarded to the contractor prior to submission of the accepted value engineering proposal. Value engineering proposals identical or similar to previously submitted proposals will be eligible for consideration and compensation under the provisions of Sec 104.6 if the identical or similar previously submitted proposals were not adopted as design policy by the Commission, or included in the present contract. Subject to the provisions contained herein, the state or any other public agency will have the right to use all or any part of any submitted value engineering proposal without obligation or compensation of any kind to the contractor, except as noted in Sec 104.6.2.4.

104.6.2.4 The contractor may request the return of information submitted with a value engineering proposal if the proposal is rejected, provided this request is in writing and submitted with the proposal. If the proposal is accepted, this request will be void, and the Commission may use or disclose in whole or in part any information necessary to utilize the proposal.

104.6.2.5 Prior to approval, it may be necessary for the engineer to modify a proposal, with the concurrence of the contractor, to make the proposal acceptable. If any modification increases or decreases the net savings resulting from the proposal, the contractor's share will be determined on the basis of the proposal as modified.

104.6.2.6 Four copies of the complete proposal shall be submitted to the engineer for review. The contractor may submit a conceptual proposal for approval stating the basic proposal and approximate cost savings in order to provide the contractor with the opportunity to submit an idea without large initial development costs if the proposal is rejected. Approval or disapproval of proposals will be granted within ten days of receipt of the proposal.

104.6.2.7 A proposal will be disqualified if additional information is not provided at the request of the engineer. This will include design computations, field investigations, results, surveys, etc.

104.6.2.8 Reimbursement for modifications to the proposal to adjust field or other conditions will be limited to the total amount of the contract bid prices. Rejection, limitation or reimbursement shall not be a basis for any claim against the Commission.

104.6.2.9 The contractor will have no claim to additional costs or delays, including development costs, loss of anticipated profits, or increased material or labor costs, if the proposal is rejected.

104.6.2.10 The engineer will decide whether or not to consider a proposal. The basis for proposal rejections will include excessive review requirements, evaluation or investigation, or if the proposal is inconsistent with project design policies or criteria.

104.6.3 Payment. Payment will meet the following conditions:

104.6.3.1 The engineer will be the sole judge of the acceptability of a value engineering proposal and of the estimated net difference in construction costs from the adoption of all or any part of such a proposal. The engineer may adjust contract prices if, in the judgment of the engineer, such prices do not represent a fair measure of the value of work to be performed or to be deleted.

104.6.3.2 If the contractor's cost reduction is accepted in whole or in part, such acceptance will be by a change order, which will specifically state that the change order is executed in accordance with Sec 104.6. Such change orders will incorporate the changes in the plans and specifications necessary to permit the value engineering proposal or any part of the proposal that has been accepted, to be put into effect, and will include any conditions upon which the Commission's approval thereof is based, if the approval of the Commission is conditional. The change order will also set forth the price for performing those items of work affected by the change order and the estimated net savings in the cost of performing the work attributable to the value engineering proposal in the change order, and will further provide that the contractor will be paid 50 percent for VECP's or 25 percent for PDVECP's of the actual net savings of the construction costs at the completion of the work affected by the change order. All reasonable documented engineering costs incurred by the contractor to design and develop a value engineering proposal will be reimbursed and subtracted from the savings of the construction costs. All costs incurred by MoDOT to review and implement the VECP will be at the Commission's expense.

104.6.3.3 The amount and time specified in the change order will be considered full compensation to the contractor for the value engineering proposal and for the performance of that work.

104.6.3.4 Only the contractor may submit proposals and be reimbursed for savings, however the contractor may submit proposals for any approved subcontractor.

104.7 Maintenance of Traffic Operations During Construction.

104.7.1 The contractor shall maintain the flow of all traffic over the project, at the contractor's expense, unless otherwise specified in the contract. Provisions for local traffic, including bicycle and pedestrian traffic, shall be made by the contractor, at the contractor's expense, at all times during construction, unless otherwise specified in the contract.

104.7.2 If detours for through traffic are to be provided by the Commission at the Commission's expense or designated on the plans to be constructed and maintained by the contractor around the entire project or any major portion of the work during construction, the engineer may open for use by traffic any uncompleted portions of the project, and will have the option either to maintain such portions with Commission forces or to require the contractor to maintain the detours. If the contractor is required to maintain such opened portions, the contractor will be reimbursed for the cost of such maintenance in accordance with Sec 109.4. However, when the time set for completion, including any authorized extension of time, has elapsed, the contractor will be responsible for all further costs of maintaining such opened portions, whether the open portions are maintained by the contractor's forces and equipment or by Commission forces.

104.7.3 If the contractor is required to maintain the flow of traffic over the project, including constructed detours or bypasses, such maintenance shall be construed to mean the satisfactory handling of all traffic to maintain safe and substantially uninterrupted flow. The contractor shall maintain the roadbed substantially free of ruts, holes and detrimental surface deformations. The contractor shall control the height of vegetation for traffic safety, and shall provide and maintain in a safe condition approaches, crossings and intersections with abutting