

**SPECIAL NOTE
FOR
FIXED COMPLETION DATES AND DISINCENTIVE FEES
“A+B”**

Fixed Completion Dates and “A+B” Bidding

The procedure for evaluation of bids on this project involves an “A+B” concept.

The “A” component of the bid involves the dollar amount for all work to be performed under the contract.

The “B” component(s) involves the number of directional days that **mainline I-471 from Station 85+00 to the Ohio River Bridge** is restricted to two (2) lanes of traffic Monday through Friday (6am-10am Northbound and 2pm-7pm Southbound).

This project will have an interim fixed completion date of **December 1, 2012** for completion of all work Northbound and a fixed completion date of **December 1, 2013** for completion of all work Southbound.

A disincentive fee of **\$10,000 per day** will be charged for each calendar day that all Northbound work is not completed after **December 1, 2012**. A disincentive fee of **\$10,000 per day** will be charged for each calendar day that all Southbound work is not complete after **December 1, 2013**. These fees are in addition to contract liquidated damages per the Standard Specifications.

Contrary to Section 108.09 of the Standard Specifications, **the \$10,000 per day disincentive and/or contract liquidated damages will be charged during the months of December through March if all required work is not complete.**

Preparation of Bid Proposal

The work is to be performed in a high traffic area. There are phases identified in the project that will require the contractor to reduce mainline I-471 to two (2) through lanes in either direction. The weekday peak hour traffic is such that having only two through lanes open may create significant traffic delays. To reduce the disruption to the travelling public the contractor(s) will bid the number of weekdays of 2-lane restriction (Monday through Friday, 6am-10am NB or 2pm-7pm SB) that will be required to construct the typical section proposed.

In addition to the requirements of Section 102 of the Standard Specifications, the bidder shall establish the total number of days Northbound and Southbound that I-471 will be restricted to two (2) lanes of traffic between Station 85+00 and the Ohio River necessary to complete the work in accordance with the plans and specifications and show these numbers in the bid proposal. For the purposes of bidding this contract all bidders will bid the number of days northbound (B_N) and southbound (B_S) necessary to complete all work requiring mainline I-471 to be restricted to two lanes. The B components will have a daily dollar amount that will be used to calculate the total “B”

component for bid comparison purposes. The value of each directional day of work will be the following:

$$B_N = \$25,000$$

$$B_S = \$50,000$$

A maximum of 150 days in each direction will be allowed to be bid for this project.

Proposal Guaranty

As a supplement to Section 102 of the 2008 Standard Specifications, it will not be necessary for the Proposal Guaranty to include an amount necessary to cover the product of days bid times the daily cost.

Consideration of Bids

Each bid submitted shall consist of three parts:

- A The dollar amount for all work to be performed under the contract.
- B_N The number of affected weekdays of I-471 2-lane restriction Northbound
- B_S The number of affected weekdays of I-471 2-lane restriction Southbound

The lowest and best bid will be determined by the Department as the lowest combination of the three parts according to the following formula:

$$BID = A + [B_N]25,000 + [B_S]50,000$$

Disincentive Fees for Work Beyond the Days Bid

Upon the beginning of weekday peak-hour 2-lane restriction to either NB or SB I-471, time will be charged against the respective B component. A day will be charged for any day that a 2-lane restriction exists for any amount of time between 6am and 10am Northbound or 2pm-7pm Southbound. After the number of days bid in a direction is reached any subsequent restriction to 2-lanes in that direction of travel during the specified peak hours will result in a disincentive charge to the contractor. The following disincentive schedule will be applied for each hour or fraction of an hour if any lane closures are in place beyond the period(s) bid:

Table 1. Disincentive Schedule for All Mainline I-471 Reconstruction work

Time of Closure	Disincentive Fee (\$/hr) Northbound	Disincentive Fee (\$/hr) Southbound
6:00AM-10:00AM	\$6,250	N/A
2:00PM-7:00PM	N/A	\$10,000

The disincentive fees for work beyond the number of days bid per direction will be charged in addition to any other disincentive fees or liquidated damages if the work continues beyond the fixed completion dates listed above.

Contrary to Section 108.09 of the Standard Specifications, **the \$6,250 or \$10,000 per hour disincentives will be charged during the months of December through March if I-471 is restricted to 2 lanes NB or SB, respectively, during the weekday peak times listed above.**

THERE IS NO MAXIMUM OR CAP TO DISINCENTIVE FEES FOR THIS PROJECT.

Ramp Closures

There are ramps identified in the plans that will be allowed to be closed to facilitate work on the project. The allowable closures are listed in the plans. Any ramp that remains closed beyond 6:00AM on the Monday morning it is be opened or that is closed prior to 8:00PM on Friday will be charged disincentive fees based on the schedule below:

Table 2. Disincentive Schedule for Ramp Closures

Time of Lane Closure	Disincentive Fee (\$/hr)
First Hour	\$4,000
Successive Hours	\$8,000