Invitation to Bid (ITB) F000159

ROADWAY SOIL STABILIZATION/LIFTING POLYURETHANE INJECTION & TEST DRILLING

IDAHO TRANSPORTATION DEPARTMENT

Date of Issuance: 9/15/2016

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ADMINISTRATIVE INFORMATION

ITB Title:	Roadway Soil Stabilization
ITB Project Description:	Pavement Structure and Foundation Soils Stabilization
ITB Lead:	Todd Sorensen, Project Coordinator Idaho Transportation Department 3311 W State Street Boise, ID 83703 Todd.sorensen@itd.idaho.gov 208.334.8093
Submit sealed bid: BIDS MUST BE RECEIVED AT THE PHYSICAL ADDRESS DESIGNATED FOR COURIER SERVICE AND TIME/DATE STAMPED BY ITD PRIOR TO THE CLOSING DATE AND TIME.	Address for Courier 3311 W State Street Boise, ID 83703 Address for US Mail (if different) PO Box 7129 Boise, ID 83707-1129 Address for Courier
Deadline To Receive Questions:	5:00 p.m. Mountain Time on September 28, 2016
ITB Closing Date:	5:00 p.m. Mountain Time on October 17, 2016
ITB Opening Date:	10:00 a.m. Mountain Time on October 18, 2016
Initial Term of Contract and Renewals	The initial term of the contract will be one (1) year with the option to renew for four (4) additional periods of one (1) year each. For specific listed projects in ITD D6 and ITD D5: The service performed under the contract will begin upon ITD's written notice to proceed and must be complete within 60 calendar days. Additional Soil Stabilization and Test Drilling Idaho Transportation Department District 1, Coeur d'Alene ID, District 2, Lewiston ID, District 3 Boise ID, District 4 Shoshone ID, District 5 Pocatello ID and District 6 Rigby ID, may require Roadway Soil Stabilization and Test Drilling at multiple locations within their district boundaries for yet to be determined projects will have initial term of one (1) year with the option to renew for four (4) additional periods of one (1) year each.

PURPOSE

The Idaho Transportation Department (ITD) is requesting bids from qualified bidders for pavement structure and foundation soils stabilization/lifting with polyurethane injection in accordance with the specifications contained herein.

Public Works Licensing is Required

1 GENERAL INFORMATION, SOLICITATION INSTRUCTIONS AND STANDARD TERMS AND CONDITIONS

This solicitation is issued by the Idaho Transportation Department via: (http://itd.idaho.gov/AdminServices/NonHwyConstructionProjects/bidding_info.htm). The Idaho Transportation Department is the only contact for this solicitation. All correspondence regarding this ITB must be in writing. In the event that it becomes necessary to revise any part of this ITB, addendums will be posted at the website provide above. It is the responsibility of the bidder to monitor this website for any updates or addendums. Any oral interpretations or clarifications of this ITB will not be relied upon. All changes to this ITB must be in writing and posted at to the website to be valid. Alternate bids are not allowed.

The current version of the Idaho Transportation Department, Business & Support Management Solicitation Terms and Conditions are incorporated by reference into this solicitation, and any resulting contract, as if set forth in their entirety. This document can be downloaded at http://itd.idaho.gov/AdminServices/NonHwyConstructionProjects/PDFS/ITD%20BSM%20Solicitation%20Terms%20and%20Conditions%20July%202015.pdf; or copies obtained by contacting the solicitation's lead (see **Section 3**, Inquiries). Failure by any submitting bidder to obtain a copy of these documents will in no way constitute or be deemed a waiver by ITD of any term, condition, or requirement contained in the referenced documents; and no liability will be assumed by ITD for a submitting bidder's failure to consider the Idaho Transportation Department, Business & Support Management Solicitation Terms and Conditions in preparing its response to the solicitation.

2 INQUIRIES

Questions or other correspondence must be submitted in writing to the ITD contact listed below. **QUESTIONS MUST BE RECEIVED BY 5:00 PM Mountain Time (MT) ON THE DATE LISTED IN THE ADMINISTRATIVE INFORMATION PAGE.** Timely received written questions will be answered via an addendum which will be posted to http://itd.idaho.gov/AdminServices/NonHwyConstructionProjects/bidding_info.htm.

ITB Lead: Todd Sorensen, Project Coordinator
Phone: 208 334 8093
Fax: 208 287 3870
E-mail: todd.sorensen@itd.idaho.gov

Any questions regarding the Idaho Transportation Department, Business & Support Management Solicitation Terms and Conditions must also be submitted in writing, by the deadline identified in this subsection. ITD will not consider proposed modifications to these requirements after the date and time set for receiving questions. Questions regarding these requirements must contain the following:

1. The rationale for the specific requirement being unacceptable to the party submitting the question (define the deficiency);
2. Recommended verbiage for ITD's consideration that is consistent in content, context, and form with ITD's requirement that is being questioned;
3. Explanation of how ITD's acceptance of the recommended verbiage is fair and equitable to both ITD and to the party submitting the question.

Bids which condition the bid based upon ITD accepting other terms and conditions not found in the ITB, or which take exception to ITD's terms and conditions, will be found non-responsive, and no further consideration of the bid will be given.

3 SUBMISSION REQUIREMENTS

3.1 Required Bid Submission Items

Your bid submission must consist of the following:

3.1.1 Bid Schedule (Attachment A, B, & C)
3.1.2 Affidavit: Drug Free Workplace Program (Attachment D)
3.1.3 Signature Page (Attachment F)
3.1.4 Evidence of Prior Experience (Section 11)

3.2 Bid Submission Methods

Bids must be submitted manually (via U.S. Mail, courier/hand-delivery) in a sealed envelope/package. Do not fax or e-mail your bid. Your bid must be received at the location and by the date and time specified on the ITB Administrative Information Page. The official time, for bid closing purposes, is ITD's time clock. Alternate bids will not be allowed.

3.2.1 Submission Method Requirements

Seal all required bid submission items in a single envelope or package (be certain to include an original hand-written signature in ink OR an electronic digital I.D. on the Signature Page) and label the outside of the package as follows:

Attn: Todd Sorensen, Project Coordinator Idaho Transportation Department
Bidder Name: (Company Name)
ITB/IBR Number: F000159
ITB/IBR Title: Roadway Soil Stabilization/Lifting Polyurethane Injection & Test Drilling
ITB/IBR Closing Date: October 17, 2016

Bidders must provide one (1) original and one (1) copy of their bid.

4 AWARD

Award will be made, all or none, to the responsive, responsible bidder with the lowest combined Total Cost, as provided on **Attachment A, B & C**, Bid Schedules.

5 POINT(S) OF CONTACT

The contract Administrator(s) and Manager(s) contact information for the resulting contract(s) will be provided upon award of bid.

6 BACKGROUND

ITD District 5-Pocatello currently has 4 projects that require Pavement Structure and Foundation Soils Stabilization/Lifting and ITD District 6-Rigby has 1 project that requires Pavement Structure and Foundation Soils Stabilization/Lifting. See **Attachment E-**Locations**.**

7 SITE VISIT

Before submitting a bid to the State, bidders are urged to visit the site(s) where the services are to be performed and fully inform themselves of all conditions and limitations. Failure to do so will in no way relieve the successful Contractor of the responsibility in furnishing sufficient equipment and personnel to perform all duties described in the specifications without additional cost to the State.

Submission of a bid by any Contractor must be accepted as prima facie evidence that they have satisfied themselves as to the nature and location of the work and all other matters, which can in any way affect the work or cost thereof under the contract. Any failure of the Contractor to acquaint themselves with all available information, including a physical survey of the site of the proposed work, will not relieve the Contractor from successfully performing all of the

8 SCOPE OF WORK

This work will consist of soil densification to strengthen base and sub-base soils under flexible asphalt pavement, composite pavement, or concrete pavement, and structures such as bridge approaches with sleeper slabs by furnishing and injecting expansive polyurethane material into the foundation soils beneath the pavement through holes or injection tubes inserted into drilled holes at locations and depths as directed by the Contract Administrator while monitoring for movement at the surface. If necessary, injection of material will continue as needed to lift the pavement to grade.

8.1 High Density Polyurethane Material

Prior to the start of work, the contractor must provide a supplier certification with each shipment for review. Certify that the material conforms to the following requirements for property test results:

PROPERTY		TEST	RESULTS
•	Density, lbs./cu. FT (min.)	ASTM D-1622	3.8 - 4.2
•	Compressive Strength, psi (min.)	ASTM D-1621	60
•	Tensile Strength, psi (min.)	ASTM D-1623	60
•	Shear Strength, psi (min.)	ASTM C-273	40
•	Closed Cell content (%)	ASTM 2858	85

High-density polyurethane must reach 90% compressive strength within 30 minutes of injection. The material used must be a two-part, 1:1 by volume HDPF, URETEK 486 STAR or equal . The material must be a polyurethane-forming mixture, having a water insoluble diluent, which permits the formation of polyurethanes in excess water. The presence of these water insoluble diluents provides polyurethane foam with improved dimensional stability properties. The presence of a water insoluble diluent and the characteristics listed above must be certified by the manufacturer.

The polymer must pass the NYSDOT (New York State Department of Transportation) Panel Test and the contractor must submit a certificate from a third party testing lab certifying that the material passed the test. Non-shrink grout to patch drill holes. Supplied by an approved manufacturer and used within the shelf life and temperature limitation set by the manufacturer.

8.2 Construction

The Contractor must assign crew supervisor that has at least 5 years' experience in stabilization of pavement foundation soils by injecting 1:1 by volume, two-part expansive polymers through tubes, into soils while monitoring at the surface of the pavement for movement to demonstrate sufficient densification of the soils. Crews must have a minimum of one supervisor who can communicate with the Contract Administrator in English.

The Contractor must visit the project site(s) and submit written documentation to the Contract Administrator at least 10 working days before the start of work for the following:
Field quality control plan that provides details of proposed hole spacing, proposed injection depth, diameter, drilling methods, and hole injection sequence, for the stabilization operations.
Details of proposed means of establishing and controlling line and grade of stabilized pavement.
Details of methods for control and disposal of waste materials.

Details of the curing period and open to traffic times.

8.3 Subgrade Work

Subgrade work will not be performed if subgrade and/or base course material is below 40 degrees.

8.4 Equipment

Dynamic Cone Penetrometer (DCP)

Provide a portable Dynamic Cone Penetrometer (DCP) for on-site soils investigation to assist in location and depth of weak foundation soils and determination of correct injection pattern and injection elevations through tubes to densify weak soils. The DCP must be capable of taking readings up to 30 feet below grade. DCP testing may be required as directed by the Contract Administrator to confirm existing sub-grade soil conditions. The Contractor must submit with the bid documents the name, model number, and a description of the DCP unit that they will use on projects.

Pumping Units

Each truck must be equipped with two mounted pumping units capable of injecting the polyurethane material at a controlled rate, into the aggregate base, sub base, or foundation soils to the required depth(s). The Contractor must ensure the pumping units are equipped with certified flow meters to precisely measure the amount of each component injected so that the 1:1 ratio by volume is maintained for quality control and a certified volume of injected polymer material obtained for proper payment. Ensure that the units are equipped with pressure and temperature control devices capable of maintaining proper temperature and proportionate mixing of the two chemical components.

Drills

Pneumatic or electric drills are required, capable of efficiently drilling 5/8” to 2” (if needed for multiple injection tubes) diameter injection holes through the pavement without damaging the structural integrity of the existing pavement. Drill host holes for the placement of injection tubing cut to proper length(s) as per the Drawings, or as indicated on the field QC plan and DCP testing, as approved by the Contractor Administrator.

Equipment for Monitoring Movement

The Contractor must supply satisfactory equipment such as rotating laser levels and receivers to monitor movement of pavement to within 1mm to verify that the injected foundation soils have been properly densified and to ensure proper lift of pavement to grade if required. Supply satisfactory differential fault meters to monitor movement of bridge approach at abutment walls and for correction of faulted jointed pavement. Supply satisfactory horizontal movement monitoring equipment when injecting in the vicinity of MSE walls.

8.5 Procedure

Drilling Holes and Installation of Injection Tubes

Drill injection holes in the pattern as indicated on the field QC plan, as approved by the Contract Administrator. Drill holes 5/8- 2 inches in diameter, vertical and round, and to a depth indicated on the approved field QC plan. Install injection tubes to the prescribed injection depth or depths.

Mixing

Inject the high density polyurethane material through holes, via injection tubes when needed, into the foundation soils beneath the pavement to the prescribed depth or depths. Control the stabilization of

the foundation soils by regulating the rate of injection of the material. Continuously monitor for movement of the pavement. Foundations soils are sufficiently stabilized when movement of the pavement is detected. Injection may continue into the soils as needed to lift the pavement to grade, returning the pavement system to original construction, pavement on top of base on top of a stiffened sub base or subgrade. If no vertical movement has occurred, the Contract Administrator may direct the Contractor to cease injecting.

Hole Patching

Push down or drill out injection tubing down 2" below the pavement surface and install a rapid set, non-shrink patching material into the drilled out hole. Strike patches flush with the surface of the surrounding pavement.

Opening to Traffic

Injected pavement must be opened to traffic within 30 minutes of final injection of polyurethane material. Pavement must be free of debris and swept clean prior to opening to traffic.

8.6 Applications

Asphaltic Concrete Pavement - Stabilization and Lifting (if required).

Inject polyurethane material through tubes into the foundation soils to stiffen weak foundation soils beneath asphaltic concrete pavement that have caused (or may cause in the future) premature cracking, rutting or settlement of the pavement. The Contractor Administrator may determine need for polyurethane injection from visual inspection and/or other testing such as FWD, borings, or DCP testing. Typical injection depth is -4'. DCP test(s) must be performed at each location to determine optimum injection depth or depths. Due to the flexible nature of asphaltic concrete pavement, sufficient depth is required to minimize blistering of the flexible pavement reducing ride quality.

While lifting of the asphaltic concrete may be performed when necessary, The Contractor Administrator must evaluate the economics whether to lift with continued injection of polyurethane or to install an asphalt patch or overlay of the pavement.

Standard injection pattern is 4' on center; however, a thinner asphalt pavement may require a tighter injection pattern of 3' on center. Contractor may adjust the injection pattern following approval by The Contractor Administrator.

Polyurethane material may travel through cracks and fissures in the foundation soils to the bottom of the asphaltic concrete pavement causing blistering or uneven lifting of the pavement. Contractor is not responsible to correct ride quality; however, The Contractor Administrator may direct Contractor to cease injection.

When wet foundation soils are suspected or found to exist, vent holes must be in place to allow water to escape from under the pavement system, and/or injection must be performed in such a manner as to move the water out from under the pavement system.

Composite Pavement - Stabilization at Joints and Cracks Prior to Mill & Overlay

Inject polyurethane material through tubes into the foundation soils on approach and leave side of the joints and cracks in the concrete beneath the asphaltic concrete to mitigate reflective cracking caused by insufficient foundation support. Unsupported, the constant movement in the concrete pavement at the cracks and joints is one of the causes of reflective cracking of the asphaltic concrete overlay. The Contractor Administrator may determine need for polyurethane injection from visual inspection of existing reflective cracking and/or other testing such as FWD, borings, or DCP testing.

2The Contractor Administrator must direct the Contractor to inject on either side of the joints, on either side of the joints and cracks, or beneath the entire pavement system depending on previous testing and budget.

Typical injection depth is 3'; however, this depth will vary based upon the pavement structure profile. Polymer must be injected at sufficient depth to prevent delamination of the asphaltic concrete from the concrete by eliminating the possibility of travel of the polymer up through the joints and cracks to the interface of the concrete and asphaltic concrete overlay/.

Injection at the cracks and joints may temporarily worsen the ride quality. If the planned overlay is not scheduled within a few days of the injection process, an intermediate grinding of the rough areas may be required and paid for under separate pay item.

When wet foundation soils are suspected or found to exist, vent holes must be in place to allow water to escape from under the pavement system, and/or injection must be performed in such a manner as to move the water out from under the pavement system.

Full Depth Pavement Patch - Stabilization of Foundation Soils Prior to Removal & Replacement

Inject polyurethane material through tubes into the foundation soils beneath the pavement prior to full depth removal and replacement of the pavement to eliminate the need for additional cutout of poor foundation soils beneath the failed pavement section. The Contractor Administrator may determine need for polyurethane injection from visual inspection and evidence of wet, weak foundation soil support, previous history of repeated patch failures, and/or other testing such as FWD, borings or DCP testing.

Injection of polyurethane material must be done prior to removal of pavement as the polymer requires the reaction mass of the pavement and containment to allow injection of sufficient quantity of material.

Injection of polyurethane material must be performed one row in front and one row in back of the failed section.

Injection pattern is typically 4' on center and 3' to 4' in depth.

When wet foundation soils are suspected or found to exist, vent holes must be in place to allow water to escape from under the pavement system, and/or injection must be performed in such a manner as to move the water out from under the pavement system.

Concrete Pavement – Stabilization of Foundation Soils and Lifting of Dips and Faulted Longitudinal & Transverse Joints

Inject polyurethane material through tubes into the foundation soils to stabilize continuously reinforced concrete or jointed concrete slabs that have settled due to weak or compromised foundation soils. The Contractor Administrator may determine need for polyurethane injection from visual inspection and evidence of wet, weak foundation soil support, and/or other testing such as FWD, borings or DCP testing.

DCP testing must be performed to determine if one level of injection is sufficient to correct the cause of the settlement. Contractor must review the DCP data and if warranted Contractor must make recommendation to the The Contractor Administrator for additional levels of injection. Additional levels must only be injected following The Contractor Administrator's approval.

If the base course is rigid such as CTB or soil cement base, injection directly beneath the concrete will be necessary to fill the voids that may have been caused by the pumping out of the fines in the base course.

Lifting of the concrete to correct the grade or correct the faulting must be accomplished by continued injection into the soils. This returns the pavement system to original construction, concrete on base on stiffened sub-base or subgrade.

In correcting the faulted jointed pavement, Contractor must use both the laser level and the differential fault meter to ensure the high side of the joint is not over-lifted causing poor ride quality.

If the faulted joint experiences aggregate lock prior to completing the lift, the Contractor Administrator may direct the Contractor to perform full depth saw-cut of the joint. Saw-cutting will be paid for separately on a separate pay item. The Contractor Administrator may also direct the Contractor to cease joint matching operation and opt to reschedule the joint matching in cooler months or at night

which may reduce the aggregate lock. The Contractor Administrator may direct Contractor to cease injection and choose to direct the diamond grinding of the faulted joint. Diamond grinding must be paid for as a separate pay item.

When wet foundation soils are suspected or found to exist, vent holes must be in place to allow water to escape from under the pavement system, and/or injection must be performed in such a manner as to move the water out from under the pavement system.

Drainage Systems – Repair of Leaking Joints and Compaction of Weak Foundation Soils

Inject polyurethane material through tubes into the foundation soils beneath the pavement over a drainage structure, into the soils beneath the drainage structure to support the drainage structure and/or around the drainage structure to seal leaking joints in the drainage structure. The weak soils may be due to poor compaction during construction of the drainage system or due to leaking joints in the drainage structure causing removal of the pavement foundation soils or drainage foundation soils as water travels through the leaking joints. The Contractor Administrator may determine need for polyurethane injection from visual inspection of the drainage system, settlement of the pavement over the drainage structure, sinkholes in the area, and/or other testing such as FWD, borings or DCP testing. Injection pattern and elevations are determined by the depth of the drainage structure, the size of the drainage structure, the DCP tests, the size of the settled area of the roadway and the looseness of the soils found when drilling and installing injection tubes. The Contractor Administrator must approve the scope of the injection area, pattern and depth prior to injection of polyurethane material.

During injection of polyurethane material above or around drainage structures, a constant visual of the inside of the drainage structure must be maintained by the Contractor. Excessive material wasted inside the drainage structure will not be paid. Cleanout of the drainage structure is the responsibility of the Contractor and considered incidental to the work.

If the drainage structure is not structurally sound such as rusted out CMP, polyurethane material may be injected to stabilize the pavement foundation soils; however, care must be taken not to collapse the weak drainage structure.

When wet foundation soils are suspected or found to exist, vent holes must be in place to allow water to escape from under the pavement system, and/or injection must be performed in such a manner as to move the water out from under the pavement system.

Bridge Approach/Departure Slabs – Stabilization and Lifting of Sleeper Slab and Associated Pavement

Inject polyurethane material through tubes into the foundation soils beneath the sleeper slab, approach/departure slab and associated pavement at a bridge suffering from poor transition from pavement system to the bridge. The weak soils may be due to poor compaction during construction, the heavy weight of the sleeper slab and/or the water infiltration beneath the approach slab causing sinkholes and carrying the foundation soils out from under the abutment wall or wing walls. The Contractor Administrator may determine need for polyurethane injection from visual inspection of the approach slab settlement, sinkholes, and/or cracking, drawings from original construction or knowledge from similar construction, and/or other testing such as FWD, borings or DCP testing.

DCP testing must be performed near the abutment wall, where the pavement has maximum settlement and at the sleeper slab. Contractor must review the DCP data and make recommendation of area, injection pattern and depths to the Contractor Administrator to ensure a long-lasting smooth transition from the pavement to the bridge. The Contractor Administrator must approve the scope of the injection area, pattern and depth prior to injection of polyurethane material.

Bridge approach slabs that have sleeper support slabs must have all drill holes fully sleeved by tubes into the base soils to prevent any injection of material between the sleeper slab and the pavement. To stabilize the sleeper slab, injection tubes must be inserted to a minimum depth of 5’ (minimum of 2’ below the bottom of the sleeper slab) and then at a second elevation approximately 10’ below the pavement surface. Material must be injected in each tube until the soils are stabilized as evident when movement of the pavement is detected. After the soil is stabilized beneath the sleeper slab, injection may be continued to lift the sleeper slab and pavement to original grade.

If there is any concern over loss of soil beneath the abutment wall, a row of injection tubes must be inserted to the proper depth and material injected to stabilize the soils and close off any pathways for water to travel, carrying soils out from under the abutment wall.
Contractor must continuously monitor for movement of the approach slab at the bridge deck end utilizing a differential fault meter. If the approach slab begins to lift off the abutment wall, Contractor must cease injection and move injection to holes further away from the abutment wall.
MSE walls will be monitored for any movement and injection will be ceased from a particular hole where movement of the MSE wall is detected.

Concrete Pavement with Drainable Base – Stabilization and Lifting without Filling Drainable Base

Inject polyurethane material through tubes into the foundation soils on a 4' grid pattern at a typical depth of 12" to 24" below the bottom of the drainable base to repair foundation soils beneath the drainable base that have caused (or may cause in the future) premature cracking, spalling or corner breaks, settlement at joints or dips in the pavement. This process will stabilize the foundation soils, compress the drainable base back up against the bottom of the pavement, without filling the drainable base with polyurethane material. The Contractor Administrator may determine need for polyurethane injection from visual inspection, knowledge of the pavement structure profile, and/or other testing such as FWD, borings, or DCP testing.
If pavement requires lifting, injection of polyurethane material must continue into the foundation soils until pavement is lifted to grade without fouling the drainable base with polyurethane material.
DCP testing must be performed prior to injection to confirm that only one level of injection is required to achieve sufficient stabilization

9 ADDITIONAL SOIL STABILIZATION

Idaho Transportation Department District 1, Coeur d'Alene ID, District 2, Lewiston ID, District 3 Boise ID, District 4 Shoshone ID, District 5 Pocatello ID and District 6 Rigby ID, may require roadway soil stabilization at multiple locations within their district boundaries for yet to be determined projects. (There are currently no additional soil stabilization projects scheduled)**See Attachment B-**Bid Schedule Additional Soil Stabilization as Needed

10 TEST DRILLING

Idaho Transportation Department District 1, Coeur d'Alene ID, District 2, Lewiston ID, District 3 Boise ID, District 4 Shoshone ID, District 5 Pocatello ID and District 6 Rigby ID, may require roadway soil stabilization test drilling at multiple locations within their district boundaries for yet to be determined projects. The purpose of the test drilling is to determine if the roadway under consideration for roadway soil stabilization is a good candidate for the roadway soil stabilization process. (There are currently no additional soil stabilization test drilling projects scheduled **See Attachment C-**Bid Schedule Soil Stabilization Test Drilling.

11 EXPERIENCE

The Contractor as well as the project supervisor proposed for the project must have a minimum five years' experience injecting 1:1 by volume, two part, expansive polymers through holes or tubes, into soils while monitoring at the surface of the pavement for movement to demonstrate sufficient densification of the soils; the crew Lead Man must have a minimum of three years' experience. As part of the bid submittal, Contractor must submit evidence of prior experience: 3 awarded contracts by separate State DOT clients for each of the previous 3 years.

12 SAFETY

The Contractor must have a comprehensive Safety Manual pertaining to the equipment, material, and process, demonstrating capability of safely conducting the work specific to stabilizing foundation soils with a two-part, 1:1 by volume polymer.

13 TRAFFIC CONTROL

ITD will be responsible for traffic control at no cost to the contractor.

14 MEASUREMENT AND PAYMENT:

Pounds as measured by certified flow meters on each of the two chemical components and totaled to indicate total pounds of material. Includes drilling of holes and installation of tubing, and all incidentals to accomplishing the work. Does not include mobilization.

Mileage fees for Mobilization must be calculated with the starting point at the corresponding ITD District Main facility. Mileage will not be computed from the Vendor's normal place of business. Mileage will be allowed for mobilization only.

15 WARRANTY:

A two-year unconditional warranty against movement of more than ¼" of the pavement. In the event that movement of more than ½" in the injected areas occurs, Contractor must return to inject the affected area to lift to proper grade at no additional charge to the owner. One exception to warranty – if the DCP tests reveal deeper problems and the owner does not authorize payment to address these issues, warranty will not be valid.

16 WORKSITE CLEANUP

The Contractor must keep work areas free of waste materials. Upon completion of work, all waste, tools, supplies, and materials must be removed from ITD's premises.
Contractor must remove debris, rubbish, and other materials resulting from construction operations daily. Debris, rubbish, and other materials resulting from construction operations must be covered prior to removal to protect from wind disturbance. Contractor must transport debris material to land fill or other accepted facility and dispose of properly according to all applicable laws, ordinances and regulations. At no time will the contractor be permitted to pile and/or burn construction debris on ITD property or the highway right of way.

17 WORK NOT NOTED, DETAILED, OR SPECIFIED

All work required for complete installation or assembly must be included in the bid. Where minor portions of required work are not noted, detailed, or specified, such work must be done in accordance with proven construction practice or accepted industry standards at no additional cost to ITD. The Contractor will be held responsible for verification of existing job conditions prior to bid; no additional cost will be awarded to the Contractor for failure to verify existing field conditions. Discrepancies or questions arising between actual field conditions and contract documents must be submitted in accordance with **Section 3**, Inquiries.

18 LOCATION(S)

See **Attachment A, B, & C** Bid Schedule

19 STAGING LOCATION(S)

Staging location(s) will be determined by the ITD Contract Manager prior to the start of each project.

20 QUANTITY

Quantities estimated in **Attachment A, B, & C** Bid Schedule are for bidding purposes only. Actual quantities will vary due to the nature of the requirements.

21 CHANGE ORDERS (CONTRACT REVISIONS)

See Idaho Transportation Department Standard Specifications section 104.02
http://itd.idaho.gov/manuals/Manual%20Production/SpecBook/2012Spec.htm

22 COST

The cost for Pavement Structure and Foundation Soils Stabilization will be a per pound rate and must be firm, fixed, and fully burdened.

Provide your fully burdened Total Cost on **Attachment A, B, & C** Bid Schedule.

23 ACCEPTANCE

For soil stabilization and lifting, the material must be injected until movement of 0.04 inches (1mm) is detected demonstrating that the load bearing capacity of the soils have been sufficiently increased. Injection may continue into the soils as needed to lift the pavement to grade, returning the pavement system to original construction.

24 PAYMENT & BILLING

The Contractor must submit invoices to the ITD billing location provided below, for the quantity delivered and accepted. ITD will render payment for a properly executed invoice NET thirty (30) days from the date of the invoice, for pay items accepted by ITD.

Invoices must include the following information:

- Contract Number (and name of project/product, if appropriate)
- Identification of Billing Period.
- Total amount billed for the billing period.
- Detailed description of services/products provided and associated # of hours/$ amounts, as appropriate.
- Name of authorized individual/contact information for Contractor

Invoices must be submitted to:

Idaho Transportation Department D1 D1AP@itd.idaho.gov	Idaho Transportation Department D2 D2.Supply@itd.idaho.gov	Idaho Transportation Department D3 ITDD3VendorInvoices@itd.idaho.gov
Idaho Transportation Department D4 D4AP@itd.idaho.gov	Idaho Transportation Department D5 D5purchasing@itd.idaho.gov	Idaho Transportation Department D6 D6accountspayable@itd.idaho.gov

25 CONTRACT MONITORING

If a formal and written complaint is registered with the Contractor in respect to unsatisfactory work performance, the Contractor will have seventy-two (72) hours in which to respond in person to the complaint, to remedy the problem(s). Failure to respond in the prescribed time to the complaint or to remedy the problem may result in termination of the contract as provided in the Idaho Transportation Department, Business & Support Management Solicitation Terms and Conditions.

If ITD is not satisfied with the results and remediation of the complaint, periodic and joint inspections with the Contractor may be required to discuss and point out Contractors violations. Failure of the Contractor to attend these inspections may result in termination of the contract.

26 BID BOND

No bid will be considered unless accompanied by a 5% Bid Bond of the character and <u>in an amount</u> <u>not less than the amount indicated on the Bid</u>.

Bid Bonds must be submitted on the most current version of The American Institute of Architects (AIA) Document 310, signed by the bidder and their surety company. Power of Attorney for the person who executes the bond on behalf of the surety as Attorney-In-Fact must accompany the bid bond.

Guarantees submitted via any other obligation **WILL NOT** be considered and the bid will be rejected

Please note: Bonding Surety must be registered and licensed with the Idaho Department of Insurance at the time of bid closing. Bid Guaranty will not be accepted if Surety is not registered and licensed in Idaho, and bid will be deemed non-responsive and rejected.

27 RETURN OF BID BOND

Bid guaranties will be returned within 10 days following the award of contract, and that bid guaranty of the successful bidder will be returned after satisfactory Surety bonds have been furnished and the contract has been executed

28 SURETY BOND REQUIREMENTS

The apparent successful bidder must furnish a performance bond and a payment bond each in the amount of the contract, within fifteen (15) calendar days upon receipt of the contract from ITD.

Performance and Payment Bonds must be submitted on the most current version of The American Institute of Architects (AIA) Document 312, signed by the bidder and their surety company. Power of Attorney for the person who executes the bond on behalf of the surety as Attorney-In-Fact must accompany the bonds. Guarantees submitted via any other obligation will NOT be accepted.

The Bonding Surety must be registered and licensed with the Idaho Department of Insurance. Performance and Payment bonds will not be accepted if the Surety is not registered and licensed in Idaho, and the contract will not be executed by ITD.

29 DRUG-FREE WORKPLACE PROGRAM

Bidders must submit an affidavit (see **Attachment C**), certifying compliance with Section 72-1717, Idaho Code, requiring the Contractor and its subcontractors at the time of bid to provide a drug-free workplace program and to maintain such program throughout the duration of the Contract.

30 LICENSING OF CONTRACTORS

The Contractor, and any subcontractors, must possess the appropriate public works contractor license in accordance with Title 54, Chapter 19, Idaho Code, as amended.

Companies must possess an appropriate Idaho Public Works Contractors License issued by the State of Idaho Public Works Contractors State License Board covering the contract work classification in which they are named.

The Contractor, and any subcontractors required to be listed in the bid proposal must possess the license by the date and time of bid submission.

31 SUBCONTRACTORS

The Contractor cannot sublet, sell, transfer, assign, or otherwise dispose of the contract or any portion of the contract, or the right, title, or interest in the contract without the ITD's written consent. If ITD consents to subletting a portion of the work, the Contractor must use its own organization to perform work amounting to at least thirty percent (30%) of the original contract amount. http://itd.idaho.gov/manuals/ManualsOnline.htm

Companies must possess an appropriate Idaho Public Works Contractors License issued by the State of Idaho Public Works Contractors State License Board covering the contract work classification in which they are named.

Note: Section 67-2310, Idaho Code, also states "No general contractor shall name any subcontractor in his bid unless the general contractor has received communication from the subcontractor."

32 COMPLIANCE WITH

32.1 2012 ITD Standard Specifications for Highway Construction

The 2012 ITD Standard Specification for Highway Construction and the most current Quality Assurance Manual are incorporated by reference where applicable to this solicitation.

The 2012 ITD Standard Specification for Highway Construction is available for $30.00 plus tax. Contact ITD at 334-8430 to purchase, or visit: http://itd.idaho.gov/manuals/ManualsOnline.htm, to download both the 2012 ITD Standard Specification for Highway Construction and the Quality Assurance Manual.

32.2 ITD Policy Compliance

The following ITD policies apply to this contract when the Contractor is performing work at an ITD facility or when using ITD equipment or other property. These policies will remain in force for the duration of the contract:

5055	Harassment in the Workplace policy
5523	Alcohol and Drug-free Workplace policy
5510	Computer, E-Mail, and Internet Usage policy
5033	Workplace Violence Policy

These policies are provided at: http://itd.idaho.gov/AdminServices/NonHwyConstructionProjects/PDFS/ITD%20Policy%20Compliance%20Dec%202015.pdf,and incorporated in this agreement. It is the Contractor's responsibility to read, understand and comply with these policies; one hundred percent (100%) compliance is mandatory. Furthermore, Contractor is responsible for ensuring that all their employees and subcontractors adhere to these policies. ITD reserves the right to remove from its premises, at any time, any Contractor or his/her employee or subcontractor that fails to follow these policies. ITD also reserves the right to remove its property, at any time, from any Contractor or his/her employee or subcontractor that fails to follow these policies.

All Contractor's employees and subcontractors are required to wear identification badges at all times while on the ITD's premises. The Contractor and its employees or subcontractors are not employees of ITD, but ITD retains the right to control its own work place and the use of its property.

33 PRICE ADJUSTMENT CLAUSE

Prices must be firm against any increase and decrease for one (1) year from effective date of the Contract. A price adjustment will be considered for each Contract renewal period thereafter. If a price increase is requested, the Contractor must notify ITD's Contract Administrator at least ninety (90) calendar days in advance and provide supporting documentation of industry wide increases. Increases will be limited to the actual cost increase to the Contractor.

34 RECORDS MAINTENANCE

The Contractor must maintain or supervise the maintenance of all records necessary to properly account for all payments made to the Contractor pursuant to the Contract. These records must be retained by the Contractor for at least three (3) years after the Contract terminates, or until all audits initiated within the three (3) years have been completed, whichever is later.

35 AUDIT RIGHTS

The Contractor agrees to allow State and Federal auditors and ITD purchasing staff access to all the records relating to this Contract, for audit, inspection, and monitoring of services or performance. Such access will be during normal business hours or by appointment.

36 INSURANCE REQUIREMENTS

Within fifteen (15) calendar days of notification of award (or such other time as designated by the Purchasing Activity), the apparent successful bidder must provide certificates of insurance required herein and must maintain the insurance during the life of the Contract. There are no provisions for exceptions to this requirement. Failure to provide the certificates of insurance within the fifteen (15) calendar day period may be cause for your bid to be declared non-responsive or for your contract to be cancelled.

The Contractor must carry liability and property damage insurance that will protect it and the State of Idaho from claims for damages for bodily injury, including accidental death, as well as for claims for property damages, which may arise from operations under the Contract whether such operations be by themselves or by anyone directly or indirectly employed by either of them.

The Contractor cannot commence work under the Contract until it obtains all insurance required under this provision and furnishes a certificate or other form showing proof of current coverage to the State. All insurance policies and certificates must be signed copies. After work commences, the Contractor must keep in force all required insurance until the contract is terminated.

1.1 Commercial General and Umbrella Liability Insurance. Contractor must maintain Commercial General Liability (CGL) and, if necessary, Commercial Umbrella insurance with a limit of not less than $1,000,000 each occurrence. If such CGL insurance contains a general aggregate limit, it must apply separately to this Contract.

1.1.1 CGL insurance must be written on ISO occurrence form CG 00 01 (or a substitute form providing equivalent coverage) and must cover liability arising from premises, operations, independent contractors, products-completed operations, personal and advertising injury, and liability assumed under an insured contract (including the tort liability of another assumed in a business contract).

1.2 Commercial Automobile and Commercial Umbrella Liability Insurance. The Contractor must maintain Commercial Automobile Liability and, if necessary, Commercial Umbrella Liability insurance with a limit of not less than $1,000,000 each accident. Such insurance must cover liability arising out of any auto (including owned, hired, and non-owned autos).

1.2.1 Bidders may request a waiver from providing Commercial Automobile and Commercial Umbrella Liability Insurance in its bid if the bidder will not use any owned, hired or non-owned vehicles to conduct business under the contract, if it is awarded the contract, and the State of Idaho will consider the request. If the bidder submits a request to waive the provision of Commercial Automobile and Commercial Umbrella Liability Insurance after the due date and time for receipt of bids or proposals, the State of Idaho may not consider the request.

1.3 Workers Compensation Insurance and Employer's Liability. The Contractor must maintain workers compensation and employer's liability. The employer's liability must have limits not less than $500,000 each accident for bodily insurance by accident or $500,000 each employee for bodily injury by disease.

1.3.1 The Contractor must provide either a certificate of workers compensation insurance issued by a surety licensed to write workers compensation insurance in the State of Idaho, as evidence that the Contractor has in effect a current Idaho workers compensation insurance policy, or an extraterritorial certificate approved by the Idaho Industrial Commission from a state that has a current reciprocity agreement with the Idaho Industrial Commission.

1.4 State of Idaho as Additional Insured: The liability insurance coverage required for performance of the Contract must include the State of Idaho, the (agency) and its divisions, officers and employees as additional insured, but only with respect to the Contractor’s activities to be performed under this Contract.

1.4.1 The Contractor must provide proof of the State of Idaho, the (agency) and its divisions, officers and employees being additional insured by providing endorsements to the liability insurance policies showing the State of Idaho, the (agency) and its divisions, officers and employees as additional insured. The endorsements must also show the policy numbers and the policy effective dates.

1.4.2 If a liability insurance policy provides for automatically endorsing additional insured when required by contract, then, in that case, the Contractor must provide proof of the State of Idaho, the (agency) and its divisions, officers and employees being additional insured by providing copies of the policy pages that clearly identify the blanket endorsement.

1.5 Notice of Cancellation or Change: The Contractor must ensure that should any of the above described policies be cancelled before the expiration date thereof, or if there is a material change, potential exhaustion of aggregate limits or intent not to renew insurance coverage(s), that written notice will be delivered to the ITD in accordance with the policy provisions.

1.6 The Contractor must further ensure that all policies of insurance are endorsed to read that any failure to comply with the reporting provisions of this insurance, except for the potential exhaustion of aggregate limits, will not affect the coverage(s) provided to the State of Idaho, and its divisions, officers and employees.

1.7 Acceptable Insurers and Deductibles: Insurance coverage required under the Contract must be obtained from insurers rated A-VII or better in the latest Bests Rating Guide and in good standing and authorized to transact business in Idaho. The Contractor must be financially responsible for all deductibles, self-insured retention's and/or self-insurance included hereunder. The coverage provided by such policy will be primary to any coverage of the State on or related to the contract and must provide that the insurance afforded applies separately to each insured against whom a claim is made, except with respect to the limitation of liability.

Waiver of Subrogation: All policies must contain waivers of subrogation. The Contractor waives all rights against the State and its officers, employees, and agents for recovery of damages to the extent these damages are covered by the required policies. Policies may contain deductibles but such deductibles will not be deducted from any damages due to the State.

ATTACHMENT A - BID SCHEDULE
SOIL STABILIZATION

ITB F000159 Pavement Structure and Foundation Soils Stabilization

Company Name of Bidder: _____

Contact Name/Phone: _____

Contact E-mail: _____

Provide your fully burdened Unit Price, Extended Price and Total Cost for providing the Pavement Structure and Foundation Soils Stabilization specified in this solicitation:

ITEM	DESCRIPTION	QTY	UM	UNIT PRICE Per Pound/Mile	EXTENDED PRICE
1	*ITD D6 ITD District 6-US 20 MP 343.97 Eastern Idaho Railroad Tracks North Bound Lane*	*3000*	*Pounds*	$_____	$_____
2	*Mobilization ITD D6 ITD District 6-US 20 MP 343.97 Eastern Idaho Railroad Tracks North Bound Lane*	*20*	*Mile**	$_____	$_____
3	*ITD District 5 Location #1 SH-39 MP 27.75 Aberdeen Springfield Canal Bridge*	*3000*	*Pounds*	$_____	$_____
4	*Mobilization ITD District 5 Location #1 SH-39 MP 27.75 Aberdeen Springfield Canal Bridge*	*50.15*	*Mile**	$_____	$_____
5	*ITD District 5 Location #2 SH-39 MP 24.9 Highline Canal Bridge*	*3000*	*Pounds*	$_____	$_____
6	*Mobilization ITD District 5 Location #2 SH-39 MP 24.9 Highline Canal Bridge*	*47.3*	*Mile**	$_____	$_____
7	*ITD District 5 Location #3 SH-39 MP 28.5 Low Line Canal Bridge*	*3000*	*Pounds*	$_____	$_____
8	*Mobilization ITD District 5 Location #3 SH-39 MP 28.5 Low Line Canal Bridge*	*50.9*	*Mile**	$_____	$_____
9	*ITD District 5 Location #4 SH-39 MP 33.35 Frost Heave*	*3000*	*Pounds*	$_____	$_____

ATTACHMENT A BID SCHEDULE
Continued

ITEM	DESCRIPTION	QTY	UM	UNIT PRICE Per Pound/Mile	EXTENDED PRICE
10	*MOBILIZATION* *ITD DISTRICT 5* *LOCATION #4* *SH-39 MP 33.35 FROST HEAVE*	*55.75*	*MILE*	*$*_____	*$*_____
				TOTAL COST	*$*_____

*Mileage fees for Mobilization must be calculated with the starting point at the corresponding ITD District Main facility. Mileage will not be computed from the Vendor's normal place of business. Mileage will be allowed for mobilization only.

Note: See Section 20 Quantities

THIS ATTACHMENT MUST BE COMPLETED AND RETURNED WITH RESPONSE

ATTACHMENT B - BID SCHEDULE

ADDITIONAL SOIL STABILIZATION AS NEEDED

ITEM	DESCRIPTION	UM Per Pound/Mile	UNIT PRICE
1	*ITD District 1* *600 W Prairie Ave.* *Coeur d'Alene ID 83815*	*Per Pound*	*$_____*
2	*Mobilization* *ITD District 1* *600 W Prairie Ave.* *Coeur d'Alene ID 83815*	*Per Mile**	*$_____*
3	*ITD District 2* *2600 Frontage Rd,* *Lewiston, ID 83501*	*Per Pound*	*$_____*
4	*Mobilization* *ITD District 2* *2600 Frontage Rd,* *Lewiston, ID 83501*	*Per Mile**	*$_____*
5	*ITD District 3* *8150 Chindon Blvd* *Boise, ID 83714*	*Per Pound*	*$_____*
6	*Mobilization* *ITD District 3* *8150 Chindon Blvd* *Boise, ID 83714*	*Per Mile**	*$_____*
7	*ITD District 4* *63 W Hwy 26* *Shoshone, ID 83352*	*Per Pound*	*$_____*
8	*ITD District 4* *Mobilization* *63 W Hwy 26* *Shoshone, ID 83352*	*Per Mile**	*$_____*
9	*ITD District 5* *5151 South 5th* *Pocatello, ID 83204*	*Per Pound*	*$_____*
10	*Mobilization* *ITD District 5* *5151 South 5th* *Pocatello, ID 83204*	*Per Mile**	*$_____*
11	*ITD District 6* *206 N Yellowstone* *Rigby, ID 83442*	*Per Pound*	*$_____*

ATTACHMENT B BID SCHEDULE
Continued

ITEM	DESCRIPTION	UM Per Pound/Mile	UNIT PRICE
12	*Mobilization* *ITD District 6* *206 N Yellowstone* *Rigby, ID 83442*	*Per Mile**	*$*_____
		TOTAL COST	*$*_____

*Mileage fees for Mobilization must be calculated with the starting point at the corresponding ITD District Main facility. Mileage will not be computed from the Vendor's normal place of business. Mileage will be allowed for mobilization only. Mobilization charges are per mile per project.

Note: See Section 20 Quantities

THIS ATTACHMENT MUST BE COMPLETED AND RETURNED WITH RESPONSE

ATTACHMENT C - BID SCHEDULE

SOIL STABILIZATION TEST DRILLING

ITEM	DESCRIPTION	UM Per Hole/Mile	UNIT PRICE
1	*ITD District 1* *600 W Prairie Ave.* *Coeur d'Alene ID 83815*	*Per Hole*	*$_____*
2	*Mobilization* *ITD District 1* *600 W Prairie Ave.* *Coeur d'Alene ID 83815*	*Per Mile**	*$_____*
3	*ITD District 2* *2600 Frontage Rd,* *Lewiston, ID 83501*	*Per Hole*	*$_____*
4	*Mobilization* *ITD District 2* *2600 Frontage Rd,* *Lewiston, ID 83501*	*Per Mile**	*$_____*
5	*ITD District 3* *8150 Chindon Blvd* *Boise, ID 83714*	*Per Hole*	*$_____*
6	*Mobilization* *ITD District 3* *8150 Chindon Blvd* *Boise, ID 83714*	*Per Mile**	*$_____*
7	*ITD District 4* *63 W Hwy 26* *Shoshone, ID 83352*	*Per Hole*	*$_____*
8	*ITD District 4* *Mobilization* *63 W Hwy 26* *Shoshone, ID 83352*	*Per Mile**	*$_____*
9	*ITD District 5* *5151 South 5th* *Pocatello, ID 83204*	*Pre Hole*	*$_____*
10	*ITD District 5* *Mobilization* *5151 South 5th* *Pocatello, ID 83204*	*Per Mile**	*$_____*
11	*ITD District 6* *206 N Yellowstone* *Rigby, ID 83442*	*Per Hole*	*$_____*

ATTACHMENT C BID SCHEDULE
Continued

ITEM	DESCRIPTION	UM Per Hole/Mile	UNIT PRICE
12	*Mobilization* *ITD District 6* *206 N Yellowstone* *Rigby, ID 83442*	*Per Mile**	$_____
		TOTAL COST	$_____

*Mileage fees for Mobilization must be calculated with the starting point at the corresponding ITD District Main facility. Mileage will not be computed from the Vendor's normal place of business. Mileage will be allowed for mobilization only. Mobilization charges are per mile per project.

Note: See Section 20 Quantities

TOTAL COST-Attachment A	$_____
TOTAL COST-Attachment B	$_____
TOTAL COST-Attachment C	$_____
TOTAL COST A+B+C	**$_____**

THIS ATTACHMENT MUST BE COMPLETED AND RETURNED WITH RESPONSE

ATTACHMENT D - AFFIDAVIT: DRUG FREE WORKPLACE PROGRAM

ITB F000159 Pavement Structure and Foundation Soils Stabilization

STATE OF _____

COUNTY OF _____

The undersigned being duly sworn upon oath deposes and says that _____
(Contractor Name)

complies with the provisions of Section 72-1717 Idaho Code (Drug Free Workplace program); that

_____provides a drug-free workplace program that complies with the
(Contractor Name)

provisions of Idaho Code, Title 72, Chapter 17 and will maintain such program throughout the life this contract

and that _____ will subcontract work only to
(Contractor Name)

subcontractors meeting the requirements of Idaho Code, section 72-1717(1)(a).

_____
Name of Contractor

_____
Address

_____
City and State

By: _____
(Signature)

Subscribed and sworn to before me this _____ day of _____, in the year _____.
Commission expires: _____

_____
NOTARY PUBLIC, residing at

_____

_____

<u>THIS ATTACHMENT MUST BE COMPLETED AND RETURNED WITH RESPONSE</u>

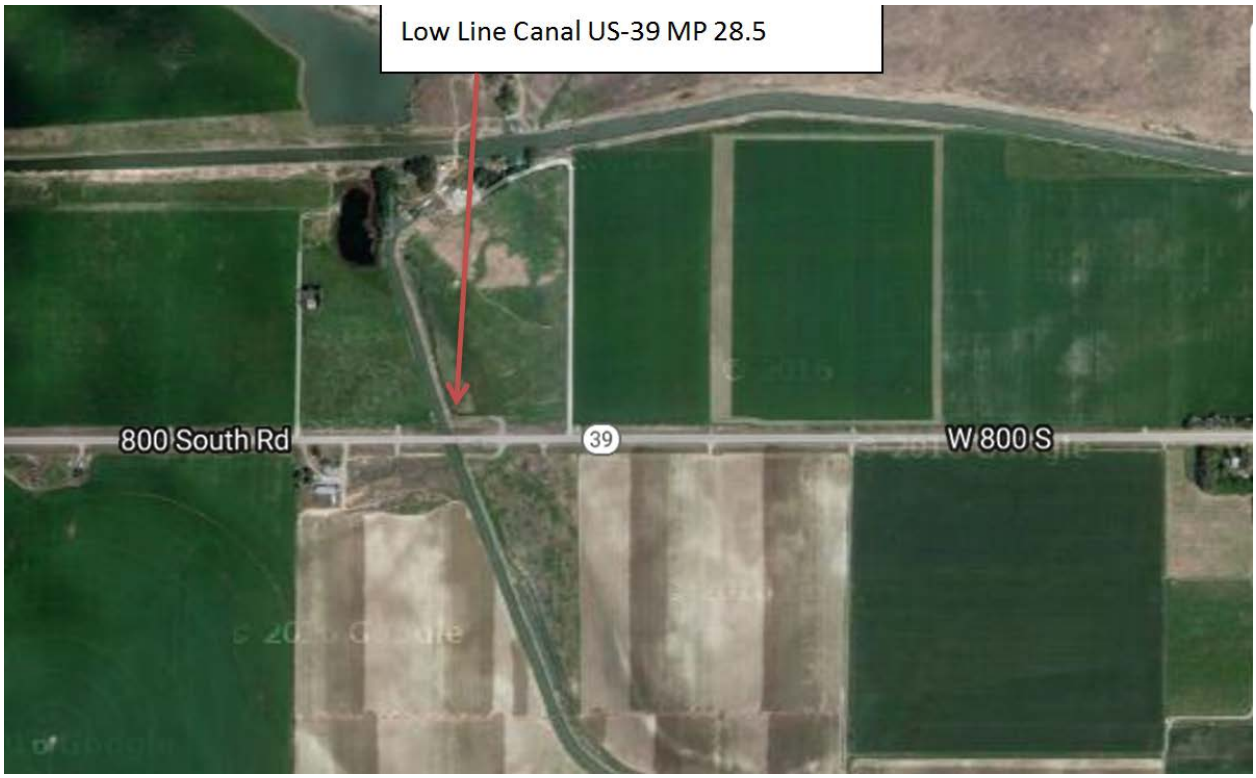
ATTACHMENT E- LOCATIONS

ITD DISTRICT 6 LOCATION #1
US-20 MILE POST 343.97

ITD DISTRICT 5 LOCATION #1
SH-39 MP 27.75 Aberdeen Springfield Canal

ITD DISTRICT 5 LOCATION #2
SH-39 MP 24.9 Highline Canal

ITD DISTRICT 5 LOCATION #4
SH-39 MP 28.5 Lowline Canal



ITD DISTRICT 5 LOCATION #5
SH-39 MP33.4 Frost Heave

ATTACHMENT F- SIGNATURE PAGE

Idaho Transportation Department
Idaho Transportation Department
Business & Support Management
3311 W State Street
Boise, ID 83703

SIGNATURE PAGE for Use with a Submitted IBR Response

Bids and pricing information must be typewritten or handwritten in ink. Originals and copies of the bid must be submitted in accordance with the solicitation documents. Submitted bids must include this signature page with the ORIGINAL signature (ink or electronic digital I.D.) of an individual authorized to bind of the submitting bidder.

NO LIABILITY WILL BE ASSUMED BY THE IDAHO TRANSPORTATION DEPARTMENT FOR A BIDDER'S FAILURE TO OBTAIN THE TERMS AND CONDITIONS AND ANY PROPERLY ISSUED SOLICITATION ADDENDUMS IN A TIMELY MANNER FOR USE IN THE BIDDER'S RESPONSE TO THIS SOLICITATION OR ANY OTHER FAILURE BY THE BIDDER TO CONSIDER THE TERMS, CONDITIONS, AND ANY ADDENDUMS IN THE BIDDER'S RESPONSE TO THE SOLICITATION.

Send your sealed bid package to:

Idaho Transportation Department
ATTN: Todd Sorensen, Project Coordinator
PO Box 7129
Boise, ID 83707-1129

OR

FedEx, UPS, or other Couriers:

Idaho Transportation Department
ATTN: Todd Sorensen, Project Coordinator
3311 W State Street
Boise, ID 83703

This ITB or IBR response is submitted in accordance with all documents and provisions of the specified Bid Number and Title detailed below. By my signature below I accept the terms, conditions, and requirements contained in the solicitation in effect at the time this ITB or IBR was issued, as incorporated by reference into this solicitation. As the undersigned I certify I am authorized to sign and submit this response for the named bidder. I further acknowledge I am responsible for reviewing and acknowledging any addendums that have been issued for this solicitation.

Bid Number: *ITB F000159* Bid Title: Roadside Soil Stabilization

Bidder (Company Name): _____

ADDRESS: _____

CITY, ST, ZIP: _____

PHONE: _____ FAX: _____ EMAIL: _____

PUBLIC WORKS LICENSE NO:_____

THIS SIGNATURE PAGE MUST BE SIGNED WITH AN ORIGINAL HANDWRITTEN SIGNATURE (PREFERABLY IN BLUE INK) OR AN ELECTRONIC DIGITAL I.D., AND RETURNED WITH YOUR BID FOR YOUR BID TO BE CONSIDERED.

_____ _____
Original Signature (in ink or electronic digital I.D.) Date

_____ _____
Printed Name Title