

DATE: October 29, 2021

PROJECT: ER 0361-018 (20744) Site 17

SUBJECT: SEP 14 Initial Evaluation Report for Best Value Procurement, CDOT Project 20744

A. Introduction

The Colorado Department of Transportation (CDOT) received approval under the Federal Highway Administration (FHWA) SEP-14 to use an innovative contracting practice to solicit and award the US Highway 36 (US 36) Project ER 0361-118 subaccount 20744 (Estimate \$11.8 Million). Full and open competitive proposals were evaluated to determine award of the contract based on a Best Value evaluation process. The Project is located on US 36 in Larimer County near Mile Posts 7 and 8, and Project advertisement for construction was in the fall of 2019. This was the first time CDOT used Best Value Procurement on a federally funded project.

The contract was awarded based on a scoring formula that weighed price, time, and technical experience using the formula identified in Section H of this document.

B. Project Location

The project is located on US 36 from MP 7.7 to MP 8.0 in Larimer County in the State of Colorado at approximately 40.3151°N latitude and -105.4062°W longitude.

C. Purpose

CDOT solicited a full and open construction competition using a Request for Proposal (RFP). The RFP solicited responses to the following three items; answers to a series of questions in order to establish a final Best Value Score based on a technical (blindly evaluated), schedule (blindly evaluated), and price submittal from each bidder. The RFP included language explaining how heavily each category would be weighted for the overall score.

D. Best Value Selection Results

The Best Value contracting process allowed CDOT to include the value of technical skill and impact to the traveling public (i.e. duration of road closure) along with low bid in selecting a bidder.

Three bid proposals were submitted to CDOT. Flatiron Constructors was awarded the contract based on the results of the Best Value selection process.

E. Best Value Process

CDOT anticipated significant advantages and some disadvantages in using the competitive RFP method to award a Best Value contract.

Background:

It was especially important on project 20744 to have a contractor with specialized skills in tunneling and Concrete Box Culvert (CBC) construction for the following reasons:

When the project was originally advertised as a design/bid/build, all six bids came in over the DDIR (Detail Damage Inspection Report) dollar amount approved by FHWA. As a result, the project couldn't be awarded.

Why was there such a difference between CDOT's cost estimate and the submitted bids? CDOT invited CCA (Colorado Contractors' Association) to a Constructability Analysis meeting on 1/14/2019 to find out.

The following concerns/issues were expressed in the meeting:

- 1) Risk: There were unknowns in the geology of material to be tunneled through for the culvert, making it difficult to predict the tunnel completion time. Provide more geotechnical data. A significant change in rock size or hardness could significantly impact construction time.
 - a. It was determined that no additional geotechnical investigation would be done by CDOT. The existing geotech reports were available for the contractors' review.
- 2) Constructability: Consider allowing shotcrete for tunnel lining instead of contact grouting
 - a. The plans were revised to allow a CDOT-approved shotcrete to be used for the tunnel lining.
- 3) Clarification: Clarify earthwork calculations and show how excavation support, ground improvement, and shoring are broken out and paid for.
 - a. The plans were revised to add clarification
- 4) Time: As advertised, the project would only have two weeks of road closure to excavate for and install the precast CBC, backfill and repave the road, blast rock, and install guardrail. Attendees stated they needed at least 4 weeks.
 - a. CDOT met with local Stakeholders and presented two options: They could agree to either a 30-day full road closure, or 3 months of alternating one-way traffic along US 36.

- i. The Stakeholders agreed to a 30-day road closure rather than alternating one-way traffic for 3 months. After accounting for the local school district's break schedule, and town events, the ideal time for the closure was determined to be from 3/09/2020 to 4/07/2020.

5) Access: More access to the construction site and staging area was needed.

- a. CDOT was able to get permission from USFS to allow additional access routes through their property.

Additional Analysis: The design team also contacted precast concrete manufacturers about the constructability of the originally advertised curved precast CBC. While suppliers confirmed it was possible to build, it would add complexity. Since they had plenty of other work, they indicated they wouldn't be submitting bids. To increase interest in the project, and potentially reduce pricing, the design team revised the horizontal alignment of the precast CBC to be straight.

CCA and the meeting attendees were notified that the design team would be discussing alternative procurement with executive management.

For comparison, a recent project with similar subsurface perpendicular construction was advertised under design/bid/build and awarded to a contractor with limited experience in this type of work. When the operation ran into obstacles, the contractor made several failed attempts to solve them, resulting in a dispute, a delay of over a month, and almost \$200,000 in change orders to the project. By using the Best Value process, we hoped to minimize the risk of a similar outcome on project 20744.

With community buy-in to close the highway for a set period of time, it was important to complete the work as quickly and efficiently as possible. An experienced contractor with specialized skills in mountain tunneling and CBC work and a well-organized schedule would be key to the project's success.

After presenting the advantages and disadvantages (listed below) to executive management, it was agreed that the project would be repackaged, readvertised, and awarded using the Best Value Alternative Contracting Process.

Advantages:

Reduced risk to CDOT: By selecting a bidder based on their complete and written understanding of the critical aspects of the project (qualifications, experience, schedule, price), rather than just price, CDOT anticipated an increased potential for selecting and awarding the most qualified and capable bidder available.

It was especially important on project 20744 to have a contractor experienced in tunneling and CBC construction for the following reasons:

Risk Mitigation: Project 20744 had a 30-day window to close US 36, a primary route in and out of Estes Park, Rocky Mountain National Park, and the surrounding area. The closure would impact emergency services, school transportation, utility, and postal services. There would be no time for error; the work needed to be completed as safely and efficiently as possible so the corridor could be reopened.

Results: As shown in the comments below, all three bidders had relevant experience in the specific fields of tunnel and CBC work.

Proposer 1: Described previous construction project involving tunneling and CBC installation

Proposer 2: Had top-down tunneling experience, which wasn't the same type of tunneling approach as project 20744. They had adequate CBC experience.

Awarded Bidder: Described cumulative experience in tunnel and CBC work from multiple projects, but lacked detail of specific projects.

Added Flexibility: By using the Request for Proposal (RFP) process, the bidders were given the opportunity to present the strengths they would bring to the project, and CDOT expressed to the contracting community, in a competitive environment, the most important or critical aspects of the project. In addition, by asking the bidder what they saw as challenges and how they planned to resolve them, the stage would be set for a proactive partnership between CDOT and the Contractor.

Because CDOT assigned value to experience, the RFP process gave bidders the flexibility to be more selective in choosing their subcontractors. Bidders could consider the subcontractor best suited for the type of work that would be performed, rather than just low bid. This was a win-win for CDOT and the Contractor.

Results: As shown below, all three proposals demonstrated the bidders put thought into critical aspects of the project such as tunneling, water diversion, and a tight time window for CBC installation. This set the stage for a solution-oriented working relationship between CDOT and the Contractor.

Proposal 1: Risk Mitigation: The bidder proposed doing their own early geotechnical verification of existing subsurface conditions

Proposal 2: Schedule: The bidder would develop an hour-by-hour schedule during the road closure and have a plan with several "what if" scenarios to prepare mitigation strategies. They also proposed using biodegradable oil in machinery when working near environmentally sensitive areas.

Awarded Proposal: Design Innovation: The bidder had already consulted with a subcontractor specializing in tunneling. If they were awarded the contract, they would be submitting an alternative tunnel design.

Schedule and MOT Value: An essential measure of the success of the project was the well-coordinated implementation of the full closure of US 36 at MP 8.0 during excavation and installation of a precast CBC. This critical path item had potential to impose adverse impacts on the local tourism economy, local schools, and freight. Therefore, CDOT assigned weight to the proposal which best demonstrated a complete understanding of the project, experience in the type of work critical to the project schedule, and a commitment to reopen the road in 30 days or less.

Results: The project was awarded for a reasonable price and with a commitment affidavit to reopen the road in 26 days by a bidder with experience in tunnel and CBC work.

Disadvantages:

Reduced competition: CDOT was concerned the multistep bidding process would reduce the amount of bidders.

Results: There was no change in the number of bidders. The project received the same number of bidders (3) that were received when the project was originally advertised using the standard procurement process.

Longer advertisement period: A typical design-bid-build contract is four weeks. With Best Value, the advertisement period was extended to six weeks so proposals can be evaluated.

Results: Due to several contributing factors, the time from advertisement to award was longer than anticipated. The project was advertised on 10/24/2019 and awarded on 1/08/2020. There were almost 11 weeks between advertisement and notice of award.

Lost Opportunity for Inexperienced Bidders: Because tunneling and CBC experience carried significant weight in the final Best Value score, bidders without this experience didn't submit a proposal and missed the opportunity to participate in the alternative bidding process.

Time Consuming for Bidders: It is more time consuming for bidders to assemble a technical proposal than submitting price alone. There is more upfront investment by the bidders with no guarantee of actually getting the work.

F. Schedule

<u>Milestone:</u>	<u>Planned Date:</u>	<u>Actual Date:</u>
Advertisement (RFP)	October 24, 2019	October 24, 2019
Pre-proposal Conference	October 31, 2019	November 8, 2019
Proposal Due Date	November 5, 2019	November 21, 2019
Award of Contract	November 20, 2019	January 8, 2020
Notice to Proceed	January 8, 2020	January 24, 2020
Start Construction	February 8, 2020	February 24, 2020

There were delays between the planned dates and actual dates due to the holidays, employee attrition, software issues, and end of year backlog. None of these challenges were as a result of using Best Value project selection.

The as-advertised schedule provided for a maximum road closure duration of 30 days between 3/09/2020 to 4/07/2020.

G. Technical, Schedule, And Cost Proposals

The Qualifications and Proposals were evaluated by a Selection Committee composed of individuals from the following offices:

Keith G. Sheaffer, PE, South Program Engineer (CDOT)
Brian Varrella, PE, CFM, Resident Engineer (CDOT)
Stacy DeWitt, PE Project Engineer (CDOT)
James Zufall, Project Design Manager (CDOT)
Matthew Pacheco, PE, Alternative Bidding (CDOT)
CDOT Legal Division
Non-voting Evaluator: United States Forest Service (USFS)

After the Selection Committee received the evaluation training from Matthew Pacheco, a non-voting member of the Selection Committee, all the evaluators signed confidentiality agreements.

Three bidders submitted Best Value proposals for the project. **(Attachment C)** Only one of the six bidders that had previously bid on the project under the design/bid/build format submitted a Best Value proposal.

- 1) Review of Technical Proposals: With the exception of one proposer needing to provide more identifiable project info for reference checks, all three proposals satisfied the requirements of the RFP (Request For Proposals).
- 2) With one exception, the technical proposals described relevant experience in tunneling and CBC construction. (One proposal cited vertical drilling as their tunneling experience. In hindsight, CDOT should have clarified that only horizontal drilling experience would be relevant)
- 3) All three proposals demonstrated an understanding of the unique challenges and specialized skills that would be needed for the project, as well as their approach to risk management and Project First. For example, one bidder proposed to do their own geotechnical investigation prior to tunneling and go over any differences found between their results and CDOT's results.

- 4) All three proposals provided a satisfactory schedule narrative, which gave insight into their project schedule management skills. The details varied from highly organized and broken out, to more general statements which identified critical path items and potential risks to the schedule.

All five committee members reviewed and rated the proposals individually, assessing strengths and weaknesses of the responses. The Selection Committee then gathered for a Smoothing Meeting to present the ratings of each individual evaluator to the larger group, and the objective evidence supporting the rating. This provided an opportunity to consider other evaluators perspectives and objective evidence to reinforce their assessment of strengths and weaknesses.

The final ratings were then averaged to determine the bidder’s final Technical Score (TS) and added to the Schedule Proposal Score (SPS). After the bids were opened, the final piece of the Best Value Formula, the Bid Proposal Score (BPS), was added to determine each bidder’s Best Value Score. **(Attachment B).**

The bidder with the highest score was identified in a memo and sent to the Chief Engineer requesting concurrence to award the project. Concurrence was granted.

Debriefings were available to the unsuccessful bidders, but none were requested.

Selection Formula

$$\text{Best Value Score} = 50\% (\text{Technical Score}) + 35\% (\text{Schedule}) + 15\% (\text{Cost Eval.})$$

Technical Proposal Evaluation Scoring

All Technical Proposals were scored before any price proposals were opened or the identity of the bidders was known.

As described in the SEP 14 Best Value Workplan **(Attachment A, pages 6-7)**, the Technical Score (TS) was based on the bidder’s answers to nine technical proposal questions. **(Attachment D, page 8a)**

An adjectival rating system was used to evaluate bidder responses. This rating system made the review process more efficient by only allowing for three possible ratings. After the Smoothing Meeting, the ratings were translated to a numerical value for use in the Selection Formula:

Adjectival Rating System

“Green” (5 points)	Responses indicated significant strengths and no weaknesses
Yellow” (3 points)	Responses indicated significant strengths along with weaknesses
“Red” (0 points)	Responses indicated weaknesses which were not offset by strengths.

The proposal questions focused on the following criteria:

- Recognize and address project risks
- Show similar experience, especially with tunneling
- Safety
- Project First-CDOT's Formal Partnering Process/dispute resolution
- Project Management/Organization
- Quality and Budget Control

Technical Score Possible Points (Qualifications, Experience, and Management): 50.0

Highest Score Achieved: 45.2

Awarded Bidder Score: 38.6

Schedule

The contract was required to submit a basic construction schedule with key milestones, such as completion of the east culvert, west culvert, rock blasting, guardrail, and final pavement. The maximum road closure duration was 30 days within the fixed time window of 3/09/2020 to 4/07/2020 with detours on US34 and CO7. Every day less than 30 days would add 3 points to the score. The awarded bidder then signed an affidavit stating that the project would be complete during the shortened road closure time. Liquidated damages of \$5,500 per day would be assessed if they went over their commitment closure time, and an equivalent bonus of \$5,500 per day was awarded for each day the road was fully opened to the public early.

Schedule Evaluation Possible Points: 35.0

Highest Score Achieved: 35.0

Awarded Bidder's Proposed Closure Duration: **26 days**

Awarded Bidder Score: 35.0

Cost

After the Technical Proposal and Schedule score was calculated, the project cost was reviewed and a Composite Score was determined. The awarded bid proposal was within 1.5% of the Engineer's Estimate.

Cost Evaluation Possible Points: 15.0

Highest Score Achieved: 15.0

Engineer's Estimate: \$8,892,374.55

Awarded Bidder Cost Proposal: \$8,764,706.00

Difference between Engineer's Estimate and Awarded Bidder Cost Proposal: -\$127,668.55

Awarded Bidder Score: 15.0

H. Best Value Determination

The CDOT selection committee aggregated the individual scoring components for the Technical Proposal Score, Schedule Proposal Score, and Bid Proposal Score. The bidder with the highest Best Value Score was selected with the following formula:

$$BV = TS * 50\% + SPS * 35\% + BPS * 15\%$$

BV = Best Value

TS = Technical Proposal Score

SPS = Schedule Proposal Score

BPS = Bid Proposal Score

Bidder A:

$$TS 45.2 + SPS 30.3 + BPS 10.9 = BV \text{ Score } 86.4$$

Bidder B:

$$TS 35.0 + SPS 33.7 + BPS 14.8 = BV \text{ Score } 83.5$$

Bidder C:

$$TS 38.6 + SPS 35.0 + BPS 15.0 = BV \text{ Score } 88.6$$

Attachments:

Attachment A: SEP 14 Best Value Workplan

Attachment B: 20744 Best Value Summary Roll up

Attachment C: 20744 Bid Results for 2019

Attachment D: 20744 Best Value Request for Proposals



DATE: September 5, 2019

PROJECT: ER 0361-018 (20744) Site 17

SUBJECT: SEP 14 for Best Value Procurement, CDOT Project 20744

A. Introduction

The Colorado Department of Transportation (CDOT) is formally requesting approval under FHWA SEP - 14 to use an innovative contracting practice to solicit and award the US 36 Project ER 0361-118 subaccount 20744 (Estimate \$11 Million). Full and open competitive proposals will be evaluated to determine award of the contract based on a Best Value evaluation process. The Project is located on US 36 in Larimer County near Mile Posts 7 and 8, and Project advertisement for construction is Fall 2019.

This will be the first time CDOT has used Best Value Procurement on a federally funded project. Initial discussion with the Colorado Contractor's Association (CCA) has been hesitant, but positive.

B. Purpose

CDOT will solicit a full and open construction competition using a Request for Proposal (RFP). The RFP solicits responses to the following three items: Answers to a series of questions that will be used to establish technical score (blindly evaluated), schedule (blindly evaluated), and price. The RFP also includes language which will explain how heavily each category is weighted for the overall score.

There are significant advantages with some disadvantages to using the competitive RFP method to award a Best Value contract.

Advantages:

- 1. Reduces risk to CDOT: By selecting a bidder based on their complete and written understanding of the critical aspects of the project (qualifications, experience, schedule, price), rather than just price alone, CDOT has increased its potential for selecting and awarding to the best bidder available. By selecting a contractor through this process CDOT has significantly increased its chance for success, and reduced overall risk for an unsuccessful project.
- 2. RFP process adds flexibility: By using the Request for Proposal (RFP) process, the bidders have an opportunity to present the strengths they would bring to the project, and CDOT can express to the contracting community, in a competitive environment, the most important or critical aspects of the





project. Also, by asking the contractor what they see as challenges and how they plan to resolve them, the stage is set for a proactive partnership between CDOT and the contractor.

- 3. Best Value: The evaluation process allows CDOT to evaluate aspects of the project rather than just price. While price is still a factor, this process allows CDOT to consider other critical aspects of the project prior to signing a contract. As an example: A large portion of the complexity and uncertainty of the project is associated with the 14' high tunneling work. This work will require closure of US 36. Minimizing impact to the traveling public is crucial. An inexperienced contractor with a poorly thought out plan could easily fall behind schedule and prolong the road closure. The contractor who best demonstrates their complete understanding of project, has a fair price, and is qualified, most likely will be selected through this highly competitive process as the Best Value. It is a win/win for everyone. Contractors can put their best foot forward and not have to worry about foregoing quality for a low price. CDOT wins, by awarding the contract to a bidder that has proven capabilities, a fair price, and has proposed a schedule.

Disadvantages:

1. Could reduce competition: Screening the bidders, while likely leading to higher quality, will decrease the competitive nature of the bid.
2. Delay due to protest: If CDOT precluded a bidder from bidding and the bidder protested, it is uncertain how the protest process would impact the project and how long it would take.
3. Longer advertisement period: A typical design-bid-build contract is four weeks. With best value, the advertisement period must be extended to six weeks so proposals can be evaluated.

C. Scope

US 36 between Estes Park and Lyons was severely damaged in the 2013 floods. A Detailed Damage Inspection Report (DDIR) was approved by FHWA for \$5,814,300. The project was identified to be designed and constructed as a traditional Design-Bid-Build (DBB) and has gone through the design and bid phases. The project scope and Engineer's Estimate was driven largely by the maximum DDIR amount. The bids came in approximately 40% higher than the Engineer's Estimate.

A large portion of the complexity and uncertainty of the project is associated with the tunneling work for the west culvert located approximately 70 ft. under the roadway surface in rocky terrain. Geotechnical investigations have occurred, but bidder feedback confirmed risk was still included in the unit price bids due to the likelihood of material





refusal. Additionally, specs were written such that rock and fill items could be broken out and priced according to risk. The bidders, however, were not interested in defining what consists of rock vs. fill during construction and bid the unit costs to have similar value.

The project is complex and on United States Forest Service Land. Access to USFS land will be granted via a special use permit for the short term and a Highway Easement Deed for the long term. Because US 36 is one of the main routes to Estes Park, it has the potential to impact the local tourist economy. For the safety of the traveling public and workers, an experienced bidder is needed.

With Best Value procurement, CDOT has the opportunity to award the construction contract to a bidder based upon qualifications and schedule in addition to cost. Criteria such as road closure time and experience with the type of work are factors that will be considered when selecting a bidder.

This process is new to CDOT and would require a justification letter signed by the Chief Engineer prior to implementation.

D. Risks & Opportunities

The project team has identified the following risks and opportunities specific to Project 20744 and using the Best Value Procurement Process:

Risks

- a) *Bidders*: No one bids on the project because the best value application process is too complex.
 1. CDOT met with CCA on August 22, 2019 to explain best value procurement and have a Q&A session.
- b) *Safety*: There could be tunnel instability due to poor workmanship, an errant vehicle getting into the work zone and driving off the edge, a car slides off the curve in the road adjacent to the work zone and contractor is the first responder on scene, a worker is injured on site and emergency transport is needed, or there is a fire on the project.
 1. In addition to CDOT's standard quality assurance, Best Value Procurement includes bidder experience in the selection process, thus minimizing the risk of poor workmanship.
 2. Advance warning will be required to give clear notice to drivers that the road is closed.
 3. A Traffic Incident Management Plan Project Special Provision was added to the project.
 4. The Bidder will be required to submit a detailed construction plan for all safety critical work including blasting, excavation, shoring, rockfall mitigation, and tunneling. The plan will address how to handle contingencies and a safety conference will be held two weeks prior to the commencement of the safety critical work.
 5. A fire protection plan will be required, along with weekly field safety meetings.





- c) *Tunneling*: A large portion of the complexity and uncertainty of the project is associated with the 14' tunneling work for the downstream culvert located approximately 70' under the roadway surface in rocky terrain. There is a possibility of hitting material refusal.
1. CDOT did geotechnical investigations and shared this information with the bidding community. Bidder feedback has confirmed that risk was included in their unit price bids due to material refusal likelihood.
- d) *Change Order*: An unforeseen condition is encountered adding cost to the project.
1. After the project was unsuccessfully awarded in the Fall of 2018, a Constructability Meeting was held on January 14, 2019 with CCA to determine why there was a discrepancy between CDOT's Engineering Estimate and the bidders' estimates. Bidders shared the following with CDOT:
 - i. More than a two-week road closure was needed to complete the west culvert, rock blasting, paving, and guardrail.
 - ii. Change the culvert lining to shotcrete
 2. The design of the west culvert was modified to be more construction friendly.
- e) *Traffic Impacts*: Maintain access for Emergency Services, School buses, CDOT Maintenance. Maintain local access and minimize impacts to all affected businesses
1. CDOT will be meeting on September 16, 2019 with local agencies to discuss traffic impacts. Access requirements are included in the Project Special Provisions.
- f) *Communication*: There is spotty cell phone coverage along this section of US 36.
1. Radio communication between workers, traffic control, Emergency Services, School buses, and CDOT Maintenance will be required.
- g) *Historic Assets*: Avoid damage to the historic wall, water crossing, and Muggins Gulch itself.
1. Historic assets are outlined in the plans.
- h) *Claim*: Bidders feel the procurement process is biased and file a claim.
1. CDOT is working closely with the Alternative Contracting Unit and an In-house Attorney to assure proper protocols are followed.
- i) *Rock Blasting*: Local property owner claims we damaged their property in the blast, errant citizen gets in the work zone during a rock blast.
1. The Contractor will be required to submit a rock blasting plan.
- j) *Trailhead*: USFS has given CDOT permission to stage on 1/3 of the trailhead parking area.
1. If parking space became an issue for the public, CDOT would coordinate a solution with USFS.
- k) *Squatters*: There is evidence of people camping long term in the area we need to work. During a construction suspension, this could reoccur.
1. CDOT would work with USFS and the local authorities to mitigate the situation.
- l) *Water*: Ground water overwhelms the tunneling or culvert site.
1. Construction will occur in the low water season.





- m) *Utilities:* A previously unidentified utility could be in conflict with the work.
 - 1. No utilities were found in the area.
- n) *Public Relations:* Someone is overlooked in the notification process
 - 1. CDOT has reached out to the local Emergency Services, towns, counties, and school systems to get the word out.
- o) *Materials:* substandard material found in subgrade, HMA not available when project needs to pave.
 - 1. Geotechnical investigations have not identified a subgrade issue.
 - 2. If the weather is too cold for HMA, WMA is historically available and will be used as a detour pavement.

Opportunities

CDOT has heard from the contracting community that they would benefit from having the chance to propose on a mid-level, alternative delivery project. To date, most alternative delivery projects that CDOT has advertised have been over \$100M. This project could provide a chance to run a medium project with CM/GC.

Because this project has been advertised as a DBB, CDOT has established DBB bid prices, not including costs for delay claims or change orders. This project presents a great opportunity to compare "apples to apples" for price and schedule if this project is delivered using CM/GC.

E. Schedule

Advertisement (Request for Proposals)	October 24, 2019
Pre-proposal Conference	October 31, 2019
Proposal Due Date	November 5, 2019
Award of Contract	November 20, 2019
Notice to Proceed	January 8, 2020
Start Construction	February 8, 2020
Construction Completion	Fall of 2020

F. Technical, Schedule, And Cost Proposals Selection Committee

The Qualifications and Proposals will be evaluated by a Selection Committee composed of individuals from the following offices:

- CDOT Brian Varrella, Resident Engineer CDOT
- Stacy DeWitt, Project Engineer
- CDOT James Zufall, Project Design Manager CDOT
- Matthew Pacheco, Alternative Bidding
- CDOT Legal Division

Non-voting Evaluator: United States Forest Service (USFS)

Evaluation Training

All voting members of the Selection Committee will be required to take proposal evaluation training prior to the review.





Confidentiality Agreement and Conflict of Interest Certificate

All Evaluation Committee members (the Project Manager, Evaluators, and Observers) will execute a Confidentiality Agreement prior to commencement of the Proposal evaluation process and provide them to the CDOT Contracting Manager. The Agreements will be retained as part of the Proposal evaluation record. A person who fails to execute the required Confidentiality Agreement will not participate in the Proposal evaluation. After Proposals are received, all individuals involved in the Proposal evaluation process will be responsible for maintaining confidentiality.

Selection Formula

Best Value Score = 50% (Technical Score) + 35% (Construction Schedule) + 15% (Cost Eval.)

Technical Proposal Evaluation Scoring

All Technical Proposals will be scored before any price proposals are opened or the identity of the bidders are known.

The Technical Score (TS) will be based on the Bidder's answers to proposal questions. The following adjectival rating system will be used:

Green - Response indicates significant strengths and/or a number of minor strengths and no significant weaknesses. Minor weaknesses are offset by strengths. There exists a small possibility that, if ultimately selected as the contractor, the minor weaknesses could slightly adversely affect successful project performance. (5 points)

Yellow - Response indicates significant strengths and/or a number of minor strengths. Minor and significant weaknesses exist that could detract from strengths. While the weaknesses could be improved, minimized, or corrected, it is possible that if ultimately selected as the contractor, the weaknesses could adversely affect successful project performance. (3 points)

Red - Response indicates weaknesses, significant and minor, which are not offset by significant strengths. No significant strengths and few minor strengths exist. It is probable that if ultimately selected as the contractor, the weaknesses would adversely affect successful project performance. (0 points)

The terms "Strengths and Weaknesses" as used in the above color ratings are defined as follows:

Strengths: That part of a response that ultimately represents a benefit to the project and is expected to increase the submitter's ability to meet or exceed the project's goals. A minor strength has a slight positive influence on the submitter's ability to meet or exceed the project's goals whereas a significant strength has a considerable positive influence on the submitter's ability to meet or exceed the project's goals.





Weaknesses: That part of a response that detracts from the submitter’s ability to meet the project’s goals or may result in inefficient or ineffective performance. A minor weakness has a slight negative influence on the submitter’s ability to meet project goals whereas a significant weakness has a considerable negative influence on the submitter’s ability to meet the project’s goals.

The proposal questions focus on the following criteria:

- Recognize and address project risks
- Experience
- Safety
- Project First-CDOT’s Formal Partnering Process/dispute resolution
- Project Management/Organization
- Quality and Budget Control

Technical Criteria Plan Evaluation Possible Points: 50

Technical Score (Qualifications, Experience, Management): 50

Maximum Score: 50

Construction Schedule

The contract is required to submit a basic construction schedule with key milestones, such as completion of the east culvert, west culvert, rock blasting, guardrail, final pavement. The maximum road closure duration is 4 weeks with detours on US34 and SH7. Every day less than 4 weeks will add 3 points to the score. If that bidder is awarded the contract, an affidavit will be signed stating that the project will be complete during the shortened road closure time. Liquidated damages of \$5,500 per day would be assessed if they went over their commitment closure time.

Schedule Evaluation Possible Points: 35

Schedule Score: 35

Maximum Score: 35

Cost Evaluation

After the Technical Proposal and Schedule score is calculated, the project cost will be reviewed and a Composite Score will be calculated as follows:

Cost Score: 15

Maximum Score: 15





Selection of Bidder

CDOT will offer a contract to the Bidder with the highest Composite Score. However, if the parties are unable to execute a contract, CDOT may offer the contract to the bidder with the next highest composite score.

Debriefing

The bidders that were not awarded will have an opportunity to go over their TS and Schedule scores with the selection committee.

G. Measures

CDOT will measure the effectiveness of the Best Value contract selection process by:

1. The number of responsive proposals (i.e. was industry willing and able to successfully respond to this type of contract?). Include a comparison to the unsuccessful design-bid-build procurement
2. The quality of the technical proposals.
 - a. The quality of the proposals as directly compared to the ranges outlined in the evaluation.
 - b. Comparison of proposals to technical criteria on page 5 of this workplan
3. Analysis of the overall selection process.
 - a. The comparison of Price Proposals to the Engineer's Estimate.
 - b. The comparison of as-advertised schedule to the as-awarded and as constructed schedules.

H. Reporting:

CDOT will prepare and submit initial, interim, and final reports on this project.

The initial report will be prepared within 45 calendar days of contract award. The initial report will address the applicable measures listed in Paragraph F above, and will also include industry reaction to the best value process, any **identifiable** effects on the proposals received, and a copy of the bidder's costs for categories of "design" and "construction".

If the project is not completed by the end of the season in 2020, CDOT will submit an interim report summarizing project progress to date.

A final report will be submitted upon completion of the contract and final CDOT acceptance. The final report will address all measures in Paragraph F above, contain an overall evaluation of the project along with any suggestions and recommendations for improving the process.



CDOT Best Value Request for Proposal Notice to Contractors

Project: ER 0361-118 (20744)

US 36 – Site 17

The Colorado Department of Transportation (CDOT) is issuing a Best Value Request for Proposal Notice for this project. The prime general contractors that is determined to provide the best value to the taxpayer and the State of Colorado shall be selected to contract for this the project. The Best Value Proposal submittal must be sent to the attention of **RB Simmons, Construction Contracts Manager** via email at rb.simmons@state.co.us by no later than 10:00AM on **THURSDAY OCTOBER 17, 2019**.

The Solicitation and Award Schedule:

PROJECT ADVERTISEMENT (REQUEST FOR PROPOSALS)	THURSDAY, OCTOBER 24TH, 2019
MANDATORY PRE-PROPOSAL CONFERENCE	THURSDAY, OCTOBER 31ST, 2019
PROPOSAL DUE DATE	THURSDAY, NOVEMBER 5TH, 2019
BID LETTING	THURSDAY, NOVEMBER 13TH, 2019
AWARD RESULTS ANNOUNCED	THURSDAY, NOVEMBER 20ST, 2019

Award of Contract/Issuance of Notice to proceed Within 30 Calendar Days from Date of Bid Letting

The **Mandatory Pre-Bid Conference** is scheduled for **Thursday October 31st, 2019 from 1:00 PM to 2:30 pm**. The meeting will be held at the **Boulder CDOT office at 1050 Lee Hill Drive, Boulder CO 80302**.

Best Value Proposal Points of Contact:

For Best Value Request for Proposal Notice questions/submittal requirements please contact RB Simmons by phone at 303-757-9416 or by email at rb.simmons@state.co.us

For project scope of work technical related questions please contact CDOT Region 4 Resident Engineer by phone at 720 497-6928 or by email at brian.varella@state.co.us

Project Scope of Work Overview:

This project consists of Re-wetting of Muggins Gulch on US 36 from MM 7 to MM 8 in Larimer county. It will include a concrete box culvert, a tunnel, specialized river and environmental considerations, rock blasting to facilitate a rockfall ditch, paving and rockfall mitigation in Larimer County. Note: The detailed project plans and specifications for this project are available through CDOT’s B2G system at <https://cdot.dbesystem.com/>

Best Value Proposal Process:

In order to be considered for this project interested prime general contractors must successfully complete the Best Value Proposal process identified in this notice and attend the Mandatory Pre-proposal conference.

Step 1 – Prospective bidders must be prequalified for the bidding level above \$20 Million pursuant to CDOT’s bidding rules prior to the date of the bid letting for this project. Prospective bidders not currently prequalified as prime general contractors must successfully complete a prequalification application through CDOT’s B2G system. The web links for CDOT’s Bidding Rules and the B2G System are provided below:

Bidding Rules: <https://www.codot.gov/business/bidding/documents/rules-governing-construction-bidding-2-ccr-601-10>

B2G System: <https://cdot.dbesystem.com/>

Step 2 – Upon successful completion of Step 1 prospective Contractors must complete and return the ***Best Value Technical Proposal Submittal; the Schedule affidavit and submit their bid proposal on PAGE 4 of this notice.***

The ***Best Value Submittals*** must be sent to the attention of RB Simmons, Construction Contracts Manager as per the instructions identified on Page 1 of this notice. Proposals received after the due date and time stated in this notice shall be considered non-responsive and will not be considered for evaluation.

The Step 2 submittals will be evaluated and the results will be posted within Ten (10) business days from the due date for the submission.

Prospective Contractors must answer all questions and provide all information requested in the technical proposal submittal requirements in order to be considered.

Responses shall be type written single spaced using no smaller than an 11-point font with 1 inch margins. The Technical proposal responses shall be no more than 5 double sided pages in length and Part 2 responses shall be no more 5 double sided pages in length (page limits do not include providing cover or signature pages). The proposal must be sworn to and signed by an authorized agent of the submitting Proposer and notarized.

The Technical Proposal Evaluation process will be conducted using a blind evaluation approach where information regarding the Bidder’s identity is hidden from evaluation committee during the initial evaluation of the submitted prequalification proposals. The evaluation committee will provide the results from the initial blind evaluation to the Engineering & Contracts Award Officer. Once the initial blind evaluations are completed, the identifiable information from each Bidder’s prequalification response will then be given to the evaluation committee for verification and reference check. The evaluation committee will then complete the verification of the Technical Proposals, and finalize the results.

Ratings for each of the Technical proposal questions/criteria will be rated using a Modified Satisficing Rating process as described below:

Green – Response indicates significant strengths and/or a number of minor strengths and no significant weaknesses. Minor weaknesses are offset by strengths. There exists a small possibility that, if ultimately selected as the contractor, the minor weaknesses could slightly adversely affect successful project performance.

Yellow – Response indicates significant strengths and/or a number of minor strengths. Minor and significant weaknesses exist that could detract from strengths. While the weaknesses could be improved,

minimized, or corrected, it is possible that if ultimately selected as the contractor, the weaknesses could adversely affect successful project performance.

Red – Response indicates weaknesses, significant and minor, which are not offset by significant strengths. No significant strengths and few minor strengths exist. It is probable that if ultimately selected as the contractor, the weaknesses would adversely affect successful project performance.

The terms “Strengths and Weaknesses” as used in the above color ratings are defined as follows:

Strengths: That part of a response that ultimately represents a benefit to the project and is expected to increase the submitter’s ability to meet or exceed the project’s goals. A minor strength has a slight positive influence on the submitter’s ability to meet or exceed the project’s goals whereas a significant strength has a considerable positive influence on the submitter’s ability to meet or exceed the project’s goals.

Weaknesses: That part of a response that detracts from the submitter’s ability to meet the project’s goals or may result in inefficient or ineffective performance. A minor weakness has a slight negative influence on the submitter’s ability to meet project goals whereas a significant weakness has a considerable negative influence on the submitter’s ability to meet the project’s goals.

Bidders will be categorized overall as either “Prequalified” or “Not Prequalified.” CDOT will be the sole judge in determining the eligibility of a Bidder, and reserves the right to refuse eligibility to any Bidder CDOT considers not qualified to successfully complete the project. CDOT decisions regarding a Bidder being prequalified to bid on the project will be final.

Step 3 Schedule Proposal (35 pts)

The Project Team has determined that an essential measure of the success of this project is the well-coordinated implementation of the **FULL CLOSURE** as described in the plans and specifications of the bid package. This Critical path item has potential to impose adverse impacts on the tourism economy, local schools and freight. Therefore, the project team would like to reward the contractor that has a well thought out plan, to efficiently use the total closure time, and minimize the potential for adverse impacts to the resources described.

The Schedule Submittal score will be determined by comparing each firm's Milestone Commitment Affidavit (**APPENDIX XX**) with the Milestone Commitment submitted using a ratio. That ratio will then be applied to the Total points available for the Schedule Submittal to determine the points earned by the Bidder. The lowest Schedule Submittal will receive the maximum score of 15 points.

Scoring of the Schedule Submittal will use the following equation:

$$\frac{S_{low}}{S_n} \times Pts_a = Pts_e$$

S_{low} = Lowest Bid Price Submittal of all Contractors

S_n = Individual Bid Price Submittal for each Contractor

n = Individual Contractor

Pts_a = Total Points available for this section

Pts_e = Points earned by the Contractor rounded* to the **NEAREST TENTH POINT**

***Calculation will be done to the second decimal point and rounded to the tenth**

Example:

CDOT has receive 3 Schedule Submittals for this project.

Bidder A = 29 Days;

Bidder B = 27 Days

Bidder C = 25 Days

The Lowest Schedule Submittal for this example is:

$$S_{low} = 25 \text{ Days}$$

$$Pts_a = 35 \text{ pts}$$

* Points earned for Bidder A:

$$* S_{low} = 25 \text{ Days}$$

$$* S_A = 29 \text{ Days}$$

$$* Pts_a = 35 \text{ pts}$$

$$* Pts_e = \frac{25}{29} \times 35 \text{ pts} = 30.2 \text{ pts}$$

* Points earned for Bidder B:

$$* S_{low} = 25 \text{ Days}$$

$$* S_B = 27 \text{ Days}$$

$$* Pts_a = 35 \text{ pts}$$

$$* Pts_e = \frac{25}{27} \times 35 \text{ pts} = 32.4 \text{ pts}$$

* Points earned for Bidder C:

$$* S_{low} = 25 \text{ Days}$$

$$* S_C = 25 \text{ Days}$$

$$* Pts_a = 35 \text{ pts}$$

$$* Pts_e = \frac{25}{25} \times 35 \text{ pts} = 35.0 \text{ pts}$$

Step 4 Bid Price Submittal 15 pts

The Bid Price submittal score will be determined by comparing each firm’s sealed Bid Price submittal with the lowest Bid Price Submittal using a ratio. That ratio will then be applied to the Total points available for the Bid Price Submittal to determine the points earned by the Bidder. The lowest Bid Price Submittal will receive the maximum score of 15 points.

Scoring of the Bid Price Submittal will use the following equation:

$$\frac{L_{low}}{L_n} \times Pts_a = Pts_e$$

L_{low} = Lowest Bid Price Submittal of all Contractors

L_n = Individual Bid Price Submittal for each Contractor

n = Individual Contractor

Pts_a = Total Points available for this section

Pts_e = Points earned by the Contractor rounded* to the nearest half point

*** Calculation will be done to the second decimal point and rounded to the half point**

Example:

CDOT has receive 3 Bid Price Submittals for this project.

Bidder A = \$12,500;

Bidder B = \$14,250

Bidder C = \$10,000

The Lowest Bid Price Submittal for this example is:

$$L_{low} = \$10,000$$

$$Pts_a = 15pts$$

<ul style="list-style-type: none"> * Points earned for Bidder A: * $L_{low} = \\$10,000$ * $L_A = \\$12,500$ * $Pts_a = 15pts$ * $Pts_e = \frac{\\$10,000}{\\$12,500} \times 15pts = 12.0pts$ 	<ul style="list-style-type: none"> * Points earned for Bidder B: * $L_{low} = \\$10,000$ * $L_B = \\$12,500$ * $Pts_a = 15pts$ * $Pts_e = \frac{\\$10,000}{\\$14,250} \times 15pts = 10.5pts$ 	<ul style="list-style-type: none"> * Points earned for Bidder C: * $L_{low} = \\$10,000$ * $L_C = \\$10,000$ * $Pts_a = 15pts$ * $Pts_e = \frac{\\$10,000}{\\$10,000} \times 15pts = 15.0pts$
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Best Value Determination

To determine which contractor has proposed the Best Value, CDOT will aggregate the individual scoring components for Technical Proposal Score; Schedule Proposal Score; and Bid Proposal Score. The Contractor with the Highest Best Value Score will be selected.

$$BV = TS + SPS + BPS$$

BV = Best Value

TS = Technical Proposal Score

SPS = Schedule Proposal Score

BPS = Bid Proposal Score

STEP 2 Best Value Technical Proposal Submittal Requirements

Project: NHPP 0703-445(21893)

Part 1 – Identifiable Contractor Submittal Requirements

Part 1 Instructions: Please provide responses below to the Identifiable Prequalification Submittal Requirements for your firm. Responses to Part 1 are to be submitted as a separate pdf file from the non-identifiable Part 2 submittals.

Company Information:

Name of Contractor (Corporation, Partnership, etc.)

Main Address of Contractor

Authorized Agent Point of Contact

Authorized Agent Signature and Date

Phone Number of Authorized Agent Contact

Submittal Requirements:

A. Previous Experience

Provide a list all “Relevant” ***INTERSTATE ROAD WIDENING PROJECTS WITHIN THE ROCKY MOUNTAIN REGION THAT YOUR COMPANY HAS COMPLETED AS A PRIME GENERAL CONTRACTOR SINCE 2012 (RELEVANT IS DEFINED AS BEING SIMILAR IN SCOPE AND COMPLEXITY AS DESCRIBED IN THE PROJECT PLANS AND SPECIFICATIONS FOR CDOT PROJECT 21892). PROVIDE THE FOLLOWING INFORMATION FOR EACH PROJECT:***

1. Project number, description, and location.
2. Name and address of owner.
3. Name and current phone number of owner’s project manager.
4. Scope of work performed (identify any similarities to the project proposed under this Best Value Request for Proposal notice).
5. Type of contract (design/bid/build, CMGC, Design Build, etc....).
6. Contract amount as bid and final amount paid.
7. Contract start date, initial completion date, and final completion date.
8. Indicate if Contract was fully completed, terminated for convenience or for cause, and or not completed for any other reason and why.
9. Indicate if liquidated damages were assessed, and if so for how many days and the dollar amount. Describe what categories such as Time/Count/Milestones, Erosion Control, Traffic Control...etc. they were applied for.

Part 1 - Continued

B. Current Contracts

Provide the following information regarding all current Interstate road widening projects within the Rocky Mountain Region still in progress that your company is the prime general contractor for:

1. Project number, description, and location.
2. Name and address of owner.
3. Name and phone number of owner's project manager.
4. Begin date, percent complete, and estimated completion date.
5. Contract amount as bid and dollar amount of uncompleted work.
6. Scope of work being performed (identify any similarities to the project proposed under this special prequalification notice).
7. Indicate if the project will be completed on schedule per the original awarded contract or not? If not, please explain why.
8. Name and work experience of superintendents employed on current contracts.

C. Proposed Project Organizational Chart

Please provide the proposed project organizational chart with the identifiable information relating to key personnel planned to be used for administration/completion of the project (the project organization chart should correspond with the one provided under Question No. 1 in Step 2 – Part 2).

Note: The responses provided under Part 1 will be used to verify the responses provided under Part 2 for Questions 1 & 2 of this prequalification notice.

Part 2 – Best Value Technical Proposal Submittal Requirements

Part 2 Instructions: Please provide responses below to the Non-Identifiable Prequalification Submittal Requirements for your firm. Responses to Part 2 are to be submitted as a separate pdf file from the Identifiable Part 1 submittals. Please avoid providing information in responses for Part 2 that reveal your company's identity. Responses should reflect your understanding of and ability to successfully complete the CDOT project described in this solicitation.

General Questions (40 pts):

- 1) Provide your proposed project organizational structure/chart (Titles and Roles only).
- 2) Describe your company's relevant experience in completing tunneling and CBC work (either self-performed or through subcontractor)
 - Give 3 examples of tunneling projects in the last five years.
- 3) What is your plan and approach to maintain budget, quality and durability while working under a compressed schedule?
- 4) Describe how you will maintain safety and mobility during construction to minimize impacts to the traveling public and workers? Include a description of the proposed incident and emergency management plan for this project.
- 5) What are the top three challenges that you see with this project? Describe your approach to mitigate and resolve the issues identified.
- 6) Give an example of Project First procedures you have used to resolve a dispute, and how it was implemented. Provide a narrative of the outcome.
- 7) Describe a situation where you had to work with the owner to mitigate an unforeseen condition. Include in your example how cost and schedule impacts were minimized. Provide a narrative of the outcome.
- 8) What differentiates you from other contractors?

Schedule narrative (10 pts):

- 9) Describe your team's plan for managing the following project critical path elements:
 - Design and fabrication of long lead time procurement items (e.g. precast Box Culvert)
 - Commencing construction in **FEBRUARY 08, 2020**.
 - **FULL** road closure of four weeks or less. Include a description of your approach to phasing, and how your resources would be used to achieve schedule goals:
 - complete all work so the road can be paved and reopened
 - salient features for the closure:
 1. Concrete Box Culverts
 2. Rock Blasting
 3. Guardrail
 4. Roadway
 5. **(WORK WILL BE WITHIN MP 7.2 – MP 8.5 ON US 36)**

Note: Responses to Part 2 Question's 1 & 2 will be verified against the associated responses provided under Part 1 of this prequalification notice.

PR US 36 SITE 17 EVALUATION SUMMARY SHEET

BEST VALUE SCORE = 50% TECHNICAL SCORE + 35% SCHEDULE SCORE + 15% BID SCORE

Combined Scores

Proposer	TECHNICAL SCORE						Schedule Score	Bid Price Score	BV Score	Rank
	Reviewer	Reviewer	Reviewer	Reviewer	Reviewer	TS				
	1	2	3	4	5					
Proposer 1	48	36	48	48	46	45.2	30.3	10.9	86.4	2
Proposer 2	35	31	37	37	35	35	33.7	14.8	83.5	3
Proposer 3	38	38	40	40	37	38.6	35.0	15.0	88.6	1

PR US 36 SITE 17 EVALUATION SUMMARY SHEET

BEST VALUE SCORE = 50% TECHNICAL SCORE + 35% SCHEDULE SCORE + 15% BID SCORE

Reviewer Scores

Reviewer 1

PROPOSER	TECHNICAL SCORE (TS)										COMMENTS
	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9	T S	
<u>1</u>	3	5	5	5	5	5	5	5	10	48	
2	3	3	5	3	3	5	5	3	5	35	
3	3	3	3	5	3	5	3	3	10	38	

Reviewer 2

PROPOSER	TECHNICAL SCORE (TS)										COMMENTS
	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9	T S	
<u>1</u>	3	3	3	3	5	3	3	3	10	36	
2	3	3	3	3	3	3	5	3	5	31	
3	5	3	3	5	3	3	3	3	10	38	

Reviewer 3

PROPOSER	TECHNICAL SCORE (TS)										COMMENTS
	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9	T S	
<u>1</u>	5	5	3	5	5	5	5	5	10	48	
2	5	5	3	3	3	5	5	3	5	37	
3	5	3	3	5	3	5	3	3	10	40	

Reviewer 4

PROPOSER	TECHNICAL SCORE (TS)										COMMENTS
	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9	T S	
<u>1</u>	5	3	5	5	5	5	5	5	10	48	
2	3	3	5	5	3	5	5	3	5	37	
3	5	3	3	5	3	5	3	3	10	40	

Reviewer 5

PROPOSER	TECHNICAL SCORE (TS)										COMMENTS
	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9	T S	
<u>1</u>	5	3	5	5	5	5	3	5	10	46	
2	5	3	5	3	3	3	5	3	5	35	
3	5	3	3	5	0	5	3	3	10	37	

Schedule Score

Equation = lowest days/proposer days * 35 points

Proposing Team	Number of "Schedule Days" Proposed	30 "Schedule Days" or Less Proposed	Lowest Number of "Schedule Days" Proposed	Max Possible "Schedule Days" Points Awarded	Calculated "Schedule Days" Points Awarded Rounded to tenth
Proposer 1	30	30	26	35	30.3
Proposer 2	27	27	26	35	33.7
Proposer 3	26	26	26	35	35.0

Colorado Department Of Transportation
 Low Bid Summary

Printed On: 11/21/2019

Page 1 of 1

Letting Date: November 21, 2019

Call Order	Contract ID	Project(s)	# of Bids	Low Bidder	Estimated Cost	Corrected Bid	Percent of Estimate	Overrun (+) Underrun (-)
001	C20744R	ER0361-118	3	FLATIRON CONSTRUCTORS, INC.	\$8,892,374.55	\$8,764,706.00	98.56%	-\$127,668.55
Letting Totals			3		\$8,892,374.55	\$8,764,706.00	98.56%	-\$127,668.55

Vendor Ranking

Contract ID: C20744R

Contract Description:

THIS PROJECT CONSISTS OF RE-WETTING OF MUGGINS GULCH ON US 36 FROM APPROX. MM 7 TO MM 8 IN LARIMER COUNTY. IT WILL INCLUDE A CONCRETE BOX CULVERT, A TUNNEL, SPECIALIZED RIVER AND ENVIRONMENTAL CONSIDERATIONS, ROCK BLASTING TO FACILITATE A ROCKFALL DITCH, PAVING AND ROCKFALL MITIGATION.

Rank	Vendor ID	Vendor Name	Total Bid	Percent Of Low Bid	Percent Of Estimate
1	099H	FLATIRON CONSTRUCTORS, INC.	\$8,764,706.00	100.00%	98.56%
2	169A	LAWRENCE CONSTRUCTION COMPANY	\$8,865,000.00	101.14%	99.69%
0	-EST-	Engineer's Estimate	\$8,892,374.55	101.46%	100.00%
3	1415A	RALPH L. WADSWORTH CONSTRUCTION COMPANY, LLC.	\$12,056,138.24	137.55%	135.58%

Tabulation of Bids

Contract ID: C20744R

Item Code	Description	Quantity	(0) -EST- Engineer's Estimate		(1) 099H FLATIRON CONSTRUCTORS, INC.		(2) 169A LAWRENCE CONSTRUCTION CO.	
			Unit Price	Ext Amount	Unit Price	Ext Amount	Unit Price	Ext Amount
SECTION:	0001 Bid Items				LCC:			
201-00001	Clearing and Grubbing	2.500 ACRE	35,000.00000	87,500.00	8,600.00000	21,500.00	30,000.00000	75,000.00
202-00010	Removal of Tree	652.000 EACH	250.00000	163,000.00	290.00000	189,080.00	350.00000	228,200.00
202-00035	Removal of Pipe	10.000 LF	100.00000	1,000.00	200.00000	2,000.00	65.66000	656.60
202-00090	Removal of Delineator	31.000 EACH	7.00000	217.00	45.00000	1,395.00	58.35000	1,808.85
202-00220	Removal of Asphalt Mat	967.000 SY	15.00000	14,505.00	20.00000	19,340.00	30.00000	29,010.00
202-00240	Removal of Asphalt Mat (Planing)	4,047.000 SY	2.80000	11,331.60	5.10000	20,639.70	5.00000	20,235.00
202-00810	Removal of Ground Sign	8.000 EACH	60.00000	480.00	84.00000	672.00	87.52000	700.16
202-01130	Removal of Guardrail Type 3	1,979.000 LF	4.50000	8,905.50	3.90000	7,718.10	4.14000	8,193.06
202-01300	Removal of End Anchorage	4.000 EACH	300.00000	1,200.00	250.00000	1,000.00	262.58000	1,050.32
203-00050	Unsuitable Material	500.000 CY	50.00000	25,000.00	86.00000	43,000.00	43.63000	21,815.00
203-00060	Embankment Material (Complete In Place)	690.000 CY	45.00000	31,050.00	37.00000	25,530.00	23.84000	16,449.60
203-00400	Rock Excavation	3,000.000 CY	60.00000	180,000.00	80.00000	240,000.00	150.00000	450,000.00
203-01100	Proof Rolling	40.000 HOUR	100.00000	4,000.00	380.00000	15,200.00	200.00000	8,000.00
203-01510	Backhoe	210.000 HOUR	125.00000	26,250.00	270.00000	56,700.00	150.00000	31,500.00
203-02324	Blast Vibration Monitoring	1.000 L S	45,000.00000	45,000.00	2,800.00000	2,800.00	10,000.00000	10,000.00
206-00000	Structure Excavation	2,667.000 CY	50.00000	133,350.00	40.00000	106,680.00	30.00000	80,010.00

Tabulation of Bids

Contract ID: C20744R

Item Code	Description	Quantity	(0) -EST- Engineer's Estimate		(1) 099H FLATIRON CONSTRUCTORS, INC.		(2) 169A LAWRENCE CONSTRUCTION CO.	
			Unit Price	Ext Amount	Unit Price	Ext Amount	Unit Price	Ext Amount
SECTION:	0001 Bid Items				LCC:			
206-00100	Structure Backfill (Class 1)	1,413.000 CY	85.00000	120,105.00	100.00000	141,300.00	78.37000	110,736.81
206-01781	Shoring (Area 1)	1.000 L S	30,000.00000	30,000.00	16,000.00000	16,000.00	45,299.42000	45,299.42
206-01782	Shoring (Area 2)	1.000 L S	30,000.00000	30,000.00	16,000.00000	16,000.00	361.78000	361.78
206-01783	Shoring (Area 3)	1.000 L S	125,000.00000	125,000.00	97,000.00000	97,000.00	6,884.81000	6,884.81
206-01784	Shoring (Area 4)	1.000 L S	120,000.00000	120,000.00	88,000.00000	88,000.00	1,665.62000	1,665.62
206-01785	Shoring (Area 5)	1.000 L S	130,000.00000	130,000.00	273,000.00000	273,000.00	287,668.82000	287,668.82
206-01786	Shoring (Area 6)	1.000 L S	130,000.00000	130,000.00	363,000.00000	363,000.00	382,780.42000	382,780.42
207-00205	Topsoil	1,950.000 CY	20.00000	39,000.00	32.00000	62,400.00	47.87000	93,346.50
208-00008	Erosion Log Type 2 (12 Inch)	2,600.000 LF	5.00000	13,000.00	6.70000	17,420.00	9.04000	23,504.00
208-00023	Erosion Log (Type 3)(12 Inch)	1,150.000 LF	6.00000	6,900.00	6.40000	7,360.00	6.32000	7,268.00
208-00035	Aggregate Bag	600.000 LF	7.00000	4,200.00	8.90000	5,340.00	16.85000	10,110.00
208-00041	Rock Check Dam	10.000 EACH	600.00000	6,000.00	1,100.00000	11,000.00	2,938.39000	29,383.90
208-00045	Concrete Washout Structure	2.000 EACH	2,200.00000	4,400.00	6,500.00000	13,000.00	4,122.59000	8,245.18
208-00070	Vehicle Tracking Pad	2.000 EACH	2,000.00000	4,000.00	5,500.00000	11,000.00	2,110.11000	4,220.22
208-00103	Removal and Disposal of Sediment (Labor)	200.000 HOUR	50.00000	10,000.00	190.00000	38,000.00	73.30000	14,660.00

Tabulation of Bids

Contract ID: C20744R

Item Code	Description	Quantity	(0) -EST- Engineer's Estimate		(1) 099H FLATIRON CONSTRUCTORS, INC.		(2) 169A LAWRENCE CONSTRUCTION CO.	
			Unit Price	Ext Amount	Unit Price	Ext Amount	Unit Price	Ext Amount
SECTION:	0001 Bid Items				LCC:			
208-00105	Removal and Disposal of Sediment (Equipment)	200.000 HOUR	100.00000	20,000.00	240.00000	48,000.00	115.74000	23,148.00
208-00106	Sweeping (Sediment Removal)	160.000 HOUR	135.00000	21,600.00	170.00000	27,200.00	164.14000	26,262.40
208-00207	Erosion Control Management	110.000 DAY	200.00000	22,000.00	1,400.00000	154,000.00	98.83000	10,871.30
208-00400	Water Control	1.000 L S	70,000.00000	70,000.00	43,000.00000	43,000.00	52,475.67000	52,475.67
210-00815	Reset Sign Panel	1.000 EACH	150.00000	150.00	420.00000	420.00	291.75000	291.75
211-00001	Tunnel Excavation	118.000 LF	11,000.00000	1,298,000.00	8,500.00000	1,003,000.00	8,650.43000	1,020,750.74
211-00002	Tunnel Excavation (Rock Tunneling)	100.000 LF	12,000.00000	1,200,000.00	10,000.00000	1,000,000.00	10,109.20000	1,010,920.00
211-00100	Drilling Hole	648.000 LF	150.00000	97,200.00	240.00000	155,520.00	200.00000	129,600.00
211-00988	Portal Protection Canopy (Furnish and Install)	2.000 EACH	75,000.00000	150,000.00	53,000.00000	106,000.00	37,577.83000	75,155.66
211-02277	Cement Grout (Voids)	100.000 CY	2,000.00000	200,000.00	1,900.00000	190,000.00	1,878.89000	187,889.00
211-03005	Dewatering	1.000 L S	125,000.00000	125,000.00	177,000.00000	177,000.00	67,735.87000	67,735.87
212-00006	Seeding (Native)	2.190 ACRE	1,200.00000	2,628.00	510.00000	1,116.90	525.15000	1,150.08
212-00022	Seeding (Riparian)	0.320 ACRE	4,060.00000	1,299.20	560.00000	179.20	583.53000	186.73
212-00032	Soil Conditioning	2.410 ACRE	2,750.00000	6,627.50	3,100.00000	7,471.00	3,267.64000	7,875.01
213-00012	Spray-on Mulch Blanket	2.020 ACRE	4,000.00000	8,080.00	3,900.00000	7,878.00	4,084.55000	8,250.79

Tabulation of Bids

Contract ID: C20744R

Item Code	Description	Quantity	(0) -EST- Engineer's Estimate		(1) 099H FLATIRON CONSTRUCTORS, INC.		(2) 169A LAWRENCE CONSTRUCTION CO.	
			Unit Price	Ext Amount	Unit Price	Ext Amount	Unit Price	Ext Amount
SECTION:	0001 Bid Items					LCC:		
213-00700	Landscape Boulder	201.000 EACH	200.00000	40,200.00	260.00000	52,260.00	148.81000	29,910.81
214-00000	Landscape Maintenance	1.000 L S	5,000.00000	5,000.00	4,500.00000	4,500.00	4,668.05000	4,668.05
216-00222	Soil Retention Blanket (Coconut) (Biodegradable Class 2)	1,000.000 SY	6.00000	6,000.00	4.50000	4,500.00	4.67000	4,670.00
217-00000	Herbicide Treatment	20.000 SY	150.00000	3,000.00	34.00000	680.00	29.17000	583.40
240-00010	Removal of Nests	20.000 HOUR	100.00000	2,000.00	130.00000	2,600.00	116.70000	2,334.00
240-00020	Netting	100.000 SY	10.00000	1,000.00	15.00000	1,500.00	25.09000	2,509.00
304-06007	Aggregate Base Course (Class 6)	964.000 CY	50.00000	48,200.00	120.00000	115,680.00	105.00000	101,220.00
304-09000	Aggregate Base Course (Special)	827.000 CY	170.00000	140,590.00	237.00000	195,999.00	105.73000	87,438.71
403-00720	Hot Mix Asphalt (Patching) (Asphalt)	345.000 TON	300.00000	103,500.00	97.00000	33,465.00	246.56000	85,063.20
403-34721	Hot Mix Asphalt (Grading SX) (75) (PG 58-28)	600.000 TON	170.00000	102,000.00	90.00000	54,000.00	210.00000	126,000.00
420-00300	Geotextile (Reinforcement)	4,763.000 SY	5.00000	23,815.00	3.60000	17,146.80	3.60000	17,146.80
503-00002	Ground Improvement	1,494.000 CY	350.00000	522,900.00	110.00000	164,340.00	116.70000	174,349.80
506-00412	Soil Riprap (12 Inch)	346.000 CY	110.00000	38,060.00	130.00000	44,980.00	123.09000	42,589.14
506-00418	Soil Riprap (18 Inch)	1,232.000 CY	125.00000	154,000.00	110.00000	135,520.00	122.75000	151,228.00
506-00424	Soil Riprap (24 Inch)	223.000 CY	140.00000	31,220.00	140.00000	31,220.00	119.74000	26,702.02

Tabulation of Bids

Contract ID: C20744R

Item Code	Description	Quantity	(0) -EST- Engineer's Estimate		(1) 099H FLATIRON CONSTRUCTORS, INC.		(2) 169A LAWRENCE CONSTRUCTION CO.	
			Unit Price	Ext Amount	Unit Price	Ext Amount	Unit Price	Ext Amount
SECTION:	0001 Bid Items				LCC:			
506-00800	Rock Ribs	1,145.000 LF	100.00000	114,500.00	50.00000	57,250.00	253.43000	290,177.35
601-03000	Concrete Class D	172.300 CY	2,000.00000	344,600.00	2,060.00000	354,938.00	885.00000	152,485.50
601-03030	Concrete Class D (Box Culvert)	37.800 CY	2,000.00000	75,600.00	2,500.00000	94,500.00	655.00000	24,759.00
602-00000	Reinforcing Steel	78,823.000 LB	1.25000	98,528.75	0.65000	51,234.95	1.15000	90,646.45
603-71410	10x14 Ft Concrete Box Culvert (Precast)	66.000 LF	3,750.00000	247,500.00	2,100.00000	138,600.00	2,300.00000	151,800.00
603-72100	Concrete Box Culvert Wingwall (Precast)	3.000 EACH	15,000.00000	45,000.00	55,000.00000	165,000.00	43,000.00000	129,000.00
606-00301	Guardrail Type 3 (6-3 Post Spacing)	2,313.000 LF	80.00000	185,040.00	105.00000	242,865.00	110.69000	256,025.97
606-02003	End Anchorage (Nonflared)	4.000 EACH	4,000.00000	16,000.00	7,400.00000	29,600.00	7,830.67000	31,322.68
606-02005	End Anchorage (Flared)	2.000 EACH	4,250.00000	8,500.00	5,300.00000	10,600.00	5,555.00000	11,110.00
607-01050	Fence Wire With Metal Posts	168.000 LF	65.00000	10,920.00	34.00000	5,712.00	35.88000	6,027.84
607-11525	Fence (Plastic)	500.000 LF	4.50000	2,250.00	2.80000	1,400.00	8.34000	4,170.00
607-53136	Fence Chain Link (36 Inch)	143.000 LF	64.00000	9,152.00	110.00000	15,730.00	117.40000	16,788.20
607-60610	Vehicle Gate	1.000 EACH	12,000.00000	12,000.00	6,000.00000	6,000.00	6,342.72000	6,342.72
612-00101	Delineator (Drivable Concrete Installation) (Type I)	38.000 EACH	25.00000	950.00	110.00000	4,180.00	128.38000	4,878.44
612-00103	Delineator (Drivable Concrete Installation) (Type III)	4.000 EACH	230.00000	920.00	120.00000	480.00	134.21000	536.84

Tabulation of Bids

Contract ID: C20744R

Item Code	Description	Quantity	(0) -EST- Engineer's Estimate		(1) 099H FLATIRON CONSTRUCTORS, INC.		(2) 169A LAWRENCE CONSTRUCTION CO.	
			Unit Price	Ext Amount	Unit Price	Ext Amount	Unit Price	Ext Amount
SECTION:	0001 Bid Items					LCC:		
614-00012	Sign Panel (Class II)	90.000 SF	23.00000	2,070.00	28.00000	2,520.00	30.34000	2,730.60
614-01502	Steel Sign Support (2-Inch Round)(Post & Socket)	8.000 LF	25.00000	200.00	8.90000	71.20	24.51000	196.08
614-01573	Steel Sign Support (2-1/2 Inch Round NP-40)(Post & Slipbase)	94.000 EACH	350.00000	32,900.00	22.00000	2,068.00	42.01000	3,948.94
620-00002	Field Office (Class 2)	1.000 EACH	55,000.00000	55,000.00	77,000.00000	77,000.00	63,193.12000	63,193.12
620-00012	Field Laboratory (Class 2)	1.000 EACH	20,000.00000	20,000.00	21,000.00000	21,000.00	34,356.89000	34,356.89
620-00020	Sanitary Facility	2.000 EACH	2,000.00000	4,000.00	1,600.00000	3,200.00	1,517.11000	3,034.22
621-00451	Detour Pavement cost of detour removal included	70.000 TON	150.00000	10,500.00	230.00000	16,100.00	390.14000	27,309.80
625-00000	Construction Surveying	1.000 L S	80,000.00000	80,000.00	101,400.15000	101,400.15	70,430.84000	70,430.84
625-00002	Construction Survey (Tunnel)	1.000 L S	85,000.00000	85,000.00	82,000.00000	82,000.00	85,961.21000	85,961.21
626-00000	Mobilization	1.000 L S	750,000.00000	750,000.00	490,000.00000	490,000.00	837,428.73000	837,428.73
626-01113	Public Information Management (Tier III)	270.000 DAY	60.00000	16,200.00	130.00000	35,100.00	131.81000	35,588.70
627-00001	Pavement Marking Paint	90.000 GAL	50.00000	4,500.00	39.00000	3,510.00	320.93000	28,883.70
627-00005	Epoxy Pavement Marking	22.000 GAL	85.00000	1,870.00	93.00000	2,046.00	612.69000	13,479.18
629-01002	Survey Monument (Type 2)	1.000 EACH	1,500.00000	1,500.00	1,300.00000	1,300.00	658.67000	658.67
630-00000	Flagging	4,000.000 HOUR	30.00000	120,000.00	31.00000	124,000.00	31.51000	126,040.00

Tabulation of Bids

Contract ID: C20744R

Item Code	Description	Quantity	(0) -EST- Engineer's Estimate		(1) 099H FLATIRON CONSTRUCTORS, INC.		(2) 169A LAWRENCE CONSTRUCTION CO.	
			Unit Price	Ext Amount	Unit Price	Ext Amount	Unit Price	Ext Amount
SECTION:	0001 Bid Items				LCC:			
630-00001	Pilot Car Operation	220.000 HOUR	65.00000	14,300.00	67.00000	14,740.00	58.35000	12,837.00
630-00007	Traffic Control Inspection	255.000 DAY	300.00000	76,500.00	560.00000	142,800.00	320.93000	81,837.15
630-00012	Traffic Control Management	240.000 DAY	1,000.00000	240,000.00	1,250.00000	300,000.00	1,115.96000	267,830.40
630-00040	Traffic Incident Management Plan Development	1.000 L S	10,000.00000	10,000.00	2,700.00000	2,700.00	2,917.52000	2,917.52
630-00041	Traffic Incident Management Plan Implementation	13.000 MON	1,000.00000	13,000.00	1,000.00000	13,000.00	2,997.70000	38,970.10
630-80002	Flashing Beacon (Solar)	8.000 EACH	300.00000	2,400.00	1,100.00000	8,800.00	933.61000	7,468.88
630-80335	Barricade (Type 3 M-A) (Temporary)	6.000 EACH	150.00000	900.00	280.00000	1,680.00	145.88000	875.28
630-80341	Construction Traffic Sign (Panel Size A)	31.000 EACH	50.00000	1,550.00	78.00000	2,418.00	93.36000	2,894.16
630-80342	Construction Traffic Sign (Panel Size B)	26.000 EACH	55.00000	1,430.00	89.00000	2,314.00	116.70000	3,034.20
630-80343	Construction Traffic Sign (Panel Size C)	4.000 EACH	80.00000	320.00	100.00000	400.00	140.05000	560.20
630-80344	Construction Traffic Sign (Special)	240.000 SF	40.00000	9,600.00	28.00000	6,720.00	17.50000	4,200.00
630-80355	Portable Message Sign Panel	8.000 EACH	3,250.00000	26,000.00	6,100.00000	48,800.00	8,169.10000	65,352.80
630-80360	Drum Channelizing Device	60.000 EACH	35.00000	2,100.00	17.00000	1,020.00	52.51000	3,150.60
630-80363	Drum Channelizing Device (With Light) (Flashing)	14.000 EACH	45.00000	630.00	22.00000	308.00	87.52000	1,225.28
630-80370	Barrier (Temporary)	500.000 LF	42.00000	21,000.00	29.00000	14,500.00	35.34000	17,670.00

Tabulation of Bids

Contract ID: C20744R

Item Code	Description	Quantity	(0) -EST- Engineer's Estimate		(1) 099H FLATIRON CONSTRUCTORS, INC.		(2) 169A LAWRENCE CONSTRUCTION CO.	
			Unit Price	Ext Amount	Unit Price	Ext Amount	Unit Price	Ext Amount
SECTION:	0001 Bid Items					LCC:		
630-80380	Traffic Cone	50.000 EACH	8.00000	400.00	17.00000	850.00	17.50000	875.00
630-85010	Impact Attenuator (Temporary)	4.000 EACH	3,600.00000	14,400.00	5,000.00000	20,000.00	7,585.59000	30,342.36
630-85041	Mobile Attenuator	20.000 DAY	300.00000	6,000.00	450.00000	9,000.00	700.21000	14,004.20
632-00000	Night Work Lighting	1.000 L S	30,000.00000	30,000.00	8,200.00000	8,200.00	12,031.21000	12,031.21
641-10000	Shotcrete	837.000 SY	140.00000	117,180.00	400.00000	334,800.00	358.27000	299,871.99
Section Totals:				\$8,892,374.55		\$8,764,706.00		\$8,865,000.00
Contract Grand Totals				\$8,892,374.55		\$8,764,706.00		\$8,865,000.00

Tabulation of Bids

Contract ID: C20744R

				(3) 1415A RALPH L. WADSWORTH CONSTRUCTION CO., LLC					
Item Code	Description	Quantity		Unit Price	Ext Amount	Unit Price	Ext Amount	Unit Price	Ext Amount
SECTION:	0001 Bid Items						LCC:		
201-00001	Clearing and Grubbing	2.500 ACRE		34,250.00000	85,625.00				
202-00010	Removal of Tree	652.000 EACH		335.00000	218,420.00				
202-00035	Removal of Pipe	10.000 LF		38.74000	387.40				
202-00090	Removal of Delineator	31.000 EACH		11.82000	366.42				
202-00220	Removal of Asphalt Mat	967.000 SY		27.65000	26,737.55				
202-00240	Removal of Asphalt Mat (Planing)	4,047.000 SY		4.92000	19,911.24				
202-00810	Removal of Ground Sign	8.000 EACH		118.15000	945.20				
202-01130	Removal of Guardrail Type 3	1,979.000 LF		4.20000	8,311.80				
202-01300	Removal of End Anchorage	4.000 EACH		265.84000	1,063.36				
203-00050	Unsuitable Material	500.000 CY		75.99000	37,995.00				
203-00060	Embankment Material (Complete In Place)	690.000 CY		66.36000	45,788.40				
203-00400	Rock Excavation	3,000.000 CY		132.98000	398,940.00				
203-01100	Proof Rolling	40.000 HOUR		190.41000	7,616.40				
203-01510	Backhoe	210.000 HOUR		153.38000	32,209.80				
203-02324	Blast Vibration Monitoring	1.000 L S		75,000.00000	75,000.00				

Tabulation of Bids

Contract ID: C20744R

				(3) 1415A RALPH L. WADSWORTH CONSTRUCTION CO., LLC					
Item Code	Description	Quantity		Unit Price	Ext Amount	Unit Price	Ext Amount	Unit Price	Ext Amount
SECTION:	0001 Bid Items						LCC:		
206-00000	Structure Excavation	2,667.000	CY	54.28000	144,764.76				
206-00100	Structure Backfill (Class 1)	1,413.000	CY	100.21000	141,596.73				
206-01781	Shoring (Area 1)	1.000	L S	150,000.00000	150,000.00				
206-01782	Shoring (Area 2)	1.000	L S	150,000.00000	150,000.00				
206-01783	Shoring (Area 3)	1.000	L S	147,821.69000	147,821.69				
206-01784	Shoring (Area 4)	1.000	L S	148,206.40000	148,206.40				
206-01785	Shoring (Area 5)	1.000	L S	450,000.00000	450,000.00				
206-01786	Shoring (Area 6)	1.000	L S	500,000.00000	500,000.00				
207-00205	Topsoil	1,950.000	CY	64.05000	124,897.50				
208-00008	Erosion Log Type 2 (12 Inch)	2,600.000	LF	8.34000	21,684.00				
208-00023	Erosion Log (Type 3)(12 Inch)	1,150.000	LF	7.99000	9,188.50				
208-00035	Aggregate Bag	600.000	LF	10.54000	6,324.00				
208-00041	Rock Check Dam	10.000	EACH	2,058.37000	20,583.70				
208-00045	Concrete Washout Structure	2.000	EACH	3,627.01000	7,254.02				
208-00070	Vehicle Tracking Pad	2.000	EACH	5,999.70000	11,999.40				

Tabulation of Bids

Contract ID: C20744R

				(3) 1415A RALPH L. WADSWORTH CONSTRUCTION CO., LLC					
Item Code	Description	Quantity		Unit Price	Ext Amount	Unit Price	Ext Amount	Unit Price	Ext Amount
SECTION:	0001	Bid Items					LCC:		
208-00103	Removal and Disposal of Sediment (Labor)	200.000 HOUR		45.79000	9,158.00				
208-00105	Removal and Disposal of Sediment (Equipment)	200.000 HOUR		128.91000	25,782.00				
208-00106	Sweeping (Sediment Removal)	160.000 HOUR		142.49000	22,798.40				
208-00207	Erosion Control Management	110.000 DAY		324.90000	35,739.00				
208-00400	Water Control	1.000 L S		200,000.00000	200,000.00				
210-00815	Reset Sign Panel	1.000 EACH		100.43000	100.43				
211-00001	Tunnel Excavation	118.000 LF		10,490.77000	1,237,910.86				
211-00002	Tunnel Excavation (Rock Tunneling)	100.000 LF		12,159.32000	1,215,932.00				
211-00100	Drilling Hole	648.000 LF		212.23000	137,525.04				
211-00988	Portal Protection Canopy (Furnish and Install)	2.000 EACH		63,943.32000	127,886.64				
211-02277	Cement Grout (Voids)	100.000 CY		2,235.49000	223,549.00				
211-03005	Dewatering	1.000 L S		180,000.00000	180,000.00				
212-00006	Seeding (Native)	2.190 ACRE		531.67000	1,164.36				
212-00022	Seeding (Riparian)	0.320 ACRE		590.74000	189.04				

Tabulation of Bids

Contract ID: C20744R

				(3) 1415A RALPH L. WADSWORTH CONSTRUCTION CO., LLC					
Item Code	Description	Quantity		Unit Price	Ext Amount	Unit Price	Ext Amount	Unit Price	Ext Amount
SECTION:	0001 Bid Items						LCC:		
212-00032	Soil Conditioning	2.410 ACRE		3,308.15000	7,972.64				
213-00012	Spray-on Mulch Blanket	2.020 ACRE		4,135.18000	8,353.06				
213-00700	Landscape Boulder	201.000 EACH		961.65000	193,291.65				
214-00000	Landscape Maintenance	1.000 L S		4,725.93000	4,725.93				
216-00222	Soil Retention Blanket (Coconut) (Biodegradable Class 2)	1,000.000 SY		4.72000	4,720.00				
217-00000	Herbicide Treatment	20.000 SY		35.45000	709.00				
240-00010	Removal of Nests	20.000 HOUR		131.35000	2,627.00				
240-00020	Netting	100.000 SY		14.77000	1,477.00				
304-06007	Aggregate Base Course (Class 6)	964.000 CY		147.78000	142,459.92				
304-09000	Aggregate Base Course (Special)	827.000 CY		182.31000	150,770.37				
403-00720	Hot Mix Asphalt (Patching) (Asphalt)	345.000 TON		266.83000	92,056.35				
403-34721	Hot Mix Asphalt (Grading SX) (75) (PG 58-28)	600.000 TON		160.86000	96,516.00				
420-00300	Geotextile (Reinforcement)	4,763.000 SY		5.00000	23,815.00				
503-00002	Ground Improvement	1,494.000 CY		141.49000	211,386.06				
506-00412	Soil Riprap (12 Inch)	346.000 CY		206.58000	71,476.68				

Tabulation of Bids

Contract ID: C20744R

				(3) 1415A RALPH L. WADSWORTH CONSTRUCTION CO., LLC					
Item Code	Description	Quantity		Unit Price	Ext Amount	Unit Price	Ext Amount	Unit Price	Ext Amount
SECTION:	0001 Bid Items						LCC:		
506-00418	Soil Riprap (18 Inch)	1,232.000	CY	143.74000	177,087.68				
506-00424	Soil Riprap (24 Inch)	223.000	CY	191.28000	42,655.44				
506-00800	Rock Ribs	1,145.000	LF	191.37000	219,118.65				
601-03000	Concrete Class D	172.300	CY	1,200.00000	206,760.00				
601-03030	Concrete Class D (Box Culvert)	37.800	CY	1,500.00000	56,700.00				
602-00000	Reinforcing Steel	78,823.000	LB	2.75000	216,763.25				
603-71410	10x14 Ft Concrete Box Culvert (Precast)	66.000	LF	1,500.00000	99,000.00				
603-72100	Concrete Box Culvert Wingwall (Precast)	3.000	EACH	50,000.00000	150,000.00				
606-00301	Guardrail Type 3 (6-3 Post Spacing)	2,313.000	LF	114.34000	264,468.42				
606-02003	End Anchorage (Nonflared)	4.000	EACH	7,927.74000	31,710.96				
606-02005	End Anchorage (Flared)	2.000	EACH	5,623.85000	11,247.70				
607-01050	Fence Wire With Metal Posts	168.000	LF	55.31000	9,292.08				
607-11525	Fence (Plastic)	500.000	LF	8.46000	4,230.00				
607-53136	Fence Chain Link (36 Inch)	143.000	LF	133.43000	19,080.49				
607-60610	Vehicle Gate	1.000	EACH	6,421.35000	6,421.35				

Tabulation of Bids

Contract ID: C20744R

				(3) 1415A RALPH L. WADSWORTH CONSTRUCTION CO., LLC					
Item Code	Description	Quantity		Unit Price	Ext Amount	Unit Price	Ext Amount	Unit Price	Ext Amount
SECTION:	0001 Bid Items						LCC:		
612-00101	Delineator (Drivable Concrete Installation) (Type I)	38.000 EACH		88.61000	3,367.18				
612-00103	Delineator (Drivable Concrete Installation) (Type III)	4.000 EACH		177.22000	708.88				
614-00012	Sign Panel (Class II)	90.000 SF		26.00000	2,340.00				
614-01502	Steel Sign Support (2-Inch Round)(Post & Socket)	8.000 LF		16.54000	132.32				
614-01573	Steel Sign Support (2-1/2 Inch Round NP-40)(Post & Slipbase)	94.000 EACH		35.45000	3,332.30				
620-00002	Field Office (Class 2)	1.000 EACH		100,000.00000	100,000.00				
620-00012	Field Laboratory (Class 2)	1.000 EACH		100,000.00000	100,000.00				
620-00020	Sanitary Facility	2.000 EACH		1,919.91000	3,839.82				
621-00451	Detour Pavement cost of detour removal included	70.000 TON		572.45000	40,071.50				
625-00000	Construction Surveying	1.000 L S		50,000.00000	50,000.00				
625-00002	Construction Survey (Tunnel)	1.000 L S		100,000.00000	100,000.00				
626-00000	Mobilization	1.000 L S		1,140,000.00000	1,140,000.00				
626-01113	Public Information Management (Tier III)	270.000 DAY		49.39000	13,335.30				
627-00001	Pavement Marking Paint	90.000 GAL		381.88000	34,369.20				

Tabulation of Bids

Contract ID: C20744R

				(3) 1415A RALPH L. WADSWORTH CONSTRUCTION CO., LLC					
Item Code	Description	Quantity		Unit Price	Ext Amount	Unit Price	Ext Amount	Unit Price	Ext Amount
SECTION:	0001 Bid Items						LCC:		
627-00005	Epoxy Pavement Marking	22.000	GAL	620.27000	13,645.94				
629-01002	Survey Monument (Type 2)	1.000	EACH	528.15000	528.15				
630-00000	Flagging	4,000.000	HOUR	50.08000	200,320.00				
630-00001	Pilot Car Operation	220.000	HOUR	107.32000	23,610.40				
630-00007	Traffic Control Inspection	255.000	DAY	894.36000	228,061.80				
630-00012	Traffic Control Management	240.000	DAY	1,788.72000	429,292.80				
630-00040	Traffic Incident Management Plan Development	1.000	L S	4,472.98000	4,472.98				
630-00041	Traffic Incident Management Plan Implementation	13.000	MON	1,788.72000	23,253.36				
630-80002	Flashing Beacon (Solar)	8.000	EACH	1,788.72000	14,309.76				
630-80335	Barricade (Type 3 M-A) (Temporary)	6.000	EACH	447.17000	2,683.02				
630-80341	Construction Traffic Sign (Panel Size A)	31.000	EACH	125.21000	3,881.51				
630-80342	Construction Traffic Sign (Panel Size B)	26.000	EACH	143.10000	3,720.60				
630-80343	Construction Traffic Sign (Panel Size C)	4.000	EACH	160.98000	643.92				
630-80344	Construction Traffic Sign (Special)	240.000	SF	44.71000	10,730.40				
630-80355	Portable Message Sign Panel	8.000	EACH	9,837.96000	78,703.68				

Tabulation of Bids

Contract ID: C20744R

				(3) 1415A RALPH L. WADSWORTH CONSTRUCTION CO., LLC					
Item Code	Description	Quantity		Unit Price	Ext Amount	Unit Price	Ext Amount	Unit Price	Ext Amount
SECTION:	0001 Bid Items						LCC:		
630-80360	Drum Channelizing Device	60.000 EACH		26.83000	1,609.80				
630-80363	Drum Channelizing Device (With Light) (Flashing)	14.000 EACH		35.78000	500.92				
630-80370	Barrier (Temporary)	500.000 LF		49.32000	24,660.00				
630-80380	Traffic Cone	50.000 EACH		26.83000	1,341.50				
630-85010	Impact Attenuator (Temporary)	4.000 EACH		8,435.41000	33,741.64				
630-85041	Mobile Attenuator	20.000 DAY		715.49000	14,309.80				
632-00000	Night Work Lighting	1.000 L S		50,000.00000	50,000.00				
641-10000	Shotcrete	837.000 SY		432.92000	362,354.04				
Section Totals:					\$12,056,138.24				
Contract Grand Totals					\$12,056,138.24				

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Line	Item/Description	Quantity	Estimated Price	Bid Price/Units	Estimated Amount	Bid Amount	Bid Est %	Overrun (+) Underrun (-)
SECTION:	0001	Bid Items						
0005	201-00001 Clearing and Grubbing	2.500	35,000.00000	8,600.00000 ACRE	87,500.00	21,500.00	24.57%	-66,000.00
0010	202-00010 Removal of Tree	652.000	250.00000	290.00000 EACH	163,000.00	189,080.00	116.00%	26,080.00
0015	202-00035 Removal of Pipe	10.000	100.00000	200.00000 LF	1,000.00	2,000.00	200.00%	1,000.00
0020	202-00090 Removal of Delineator	31.000	7.00000	45.00000 EACH	217.00	1,395.00	642.86%	1,178.00
0025	202-00220 Removal of Asphalt Mat	967.000	15.00000	20.00000 SY	14,505.00	19,340.00	133.33%	4,835.00
0030	202-00240 Removal of Asphalt Mat (Planing)	4,047.000	2.80000	5.10000 SY	11,331.60	20,639.70	182.14%	9,308.10
0035	202-00810 Removal of Ground Sign	8.000	60.00000	84.00000 EACH	480.00	672.00	140.00%	192.00
0040	202-01130 Removal of Guardrail Type 3	1,979.000	4.50000	3.90000 LF	8,905.50	7,718.10	86.67%	-1,187.40
0045	202-01300 Removal of End Anchorage	4.000	300.00000	250.00000 EACH	1,200.00	1,000.00	83.33%	-200.00
0050	203-00050 Unsuitable Material	500.000	50.00000	86.00000 CY	25,000.00	43,000.00	172.00%	18,000.00
0055	203-00060 Embankment Material (Complete In Place)	690.000	45.00000	37.00000 CY	31,050.00	25,530.00	82.22%	-5,520.00
0060	203-00400 Rock Excavation	3,000.000	60.00000	80.00000 CY	180,000.00	240,000.00	133.33%	60,000.00

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Line	Item/Description	Quantity	Estimated Price	Bid Price/Units	Estimated Amount	Bid Amount	Bid Est %	Overrun (+) Underrun (-)
SECTION:	0001	Bid Items						
0065	203-01100 Proof Rolling	40.000	100.00000	380.00000 HOUR	4,000.00	15,200.00	380.00%	11,200.00
0070	203-01510 Backhoe	210.000	125.00000	270.00000 HOUR	26,250.00	56,700.00	216.00%	30,450.00
0075	203-02324 Blast Vibration Monitoring	1.000	45,000.00000	2,800.00000 L S	45,000.00	2,800.00	6.22%	-42,200.00
0080	206-00000 Structure Excavation	2,667.000	50.00000	40.00000 CY	133,350.00	106,680.00	80.00%	-26,670.00
0085	206-00100 Structure Backfill (Class 1)	1,413.000	85.00000	100.00000 CY	120,105.00	141,300.00	117.65%	21,195.00
0090	206-01781 Shoring (Area 1)	1.000	30,000.00000	16,000.00000 L S	30,000.00	16,000.00	53.33%	-14,000.00
0095	206-01782 Shoring (Area 2)	1.000	30,000.00000	16,000.00000 L S	30,000.00	16,000.00	53.33%	-14,000.00
0100	206-01783 Shoring (Area 3)	1.000	125,000.00000	97,000.00000 L S	125,000.00	97,000.00	77.60%	-28,000.00
0105	206-01784 Shoring (Area 4)	1.000	120,000.00000	88,000.00000 L S	120,000.00	88,000.00	73.33%	-32,000.00
0110	206-01785 Shoring (Area 5)	1.000	130,000.00000	273,000.00000 L S	130,000.00	273,000.00	210.00%	143,000.00
0115	206-01786 Shoring (Area 6)	1.000	130,000.00000	363,000.00000 L S	130,000.00	363,000.00	279.23%	233,000.00
0120	207-00205 Topsoil	1,950.000	20.00000	32.00000 CY	39,000.00	62,400.00	160.00%	23,400.00

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Line	Item/Description	Quantity	Estimated Price	Bid Price/Units	Estimated Amount	Bid Amount	Bid Est %	Overrun (+) Underrun (-)
SECTION:	0001	Bid Items						
0125	208-00008 Erosion Log Type 2 (12 Inch)	2,600.000	5.00000	6.70000 LF	13,000.00	17,420.00	134.00%	4,420.00
0130	208-00023 Erosion Log (Type 3)(12 Inch)	1,150.000	6.00000	6.40000 LF	6,900.00	7,360.00	106.67%	460.00
0135	208-00035 Aggregate Bag	600.000	7.00000	8.90000 LF	4,200.00	5,340.00	127.14%	1,140.00
0140	208-00041 Rock Check Dam	10.000	600.00000	1,100.00000 EACH	6,000.00	11,000.00	183.33%	5,000.00
0145	208-00045 Concrete Washout Structure	2.000	2,200.00000	6,500.00000 EACH	4,400.00	13,000.00	295.45%	8,600.00
0150	208-00070 Vehicle Tracking Pad	2.000	2,000.00000	5,500.00000 EACH	4,000.00	11,000.00	275.00%	7,000.00
0155	208-00103 Removal and Disposal of Sediment (Labor)	200.000	50.00000	190.00000 HOUR	10,000.00	38,000.00	380.00%	28,000.00
0160	208-00105 Removal and Disposal of Sediment (Equipment)	200.000	100.00000	240.00000 HOUR	20,000.00	48,000.00	240.00%	28,000.00
0165	208-00106 Sweeping (Sediment Removal)	160.000	135.00000	170.00000 HOUR	21,600.00	27,200.00	125.93%	5,600.00
0170	208-00207 Erosion Control Management	110.000	200.00000	1,400.00000 DAY	22,000.00	154,000.00	700.00%	132,000.00
0175	208-00400 Water Control	1.000	70,000.00000	43,000.00000 L S	70,000.00	43,000.00	61.43%	-27,000.00
0180	210-00815 Reset Sign Panel	1.000	150.00000	420.00000 EACH	150.00	420.00	280.00%	270.00

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Line	Item/Description	Quantity	Estimated Price	Bid Price/Units	Estimated Amount	Bid Amount	Bid Est %	Overrun (+) Underrun (-)
SECTION:	0001	Bid Items						
0185	211-00001 Tunnel Excavation	118.000	11,000.00000	8,500.00000 LF	1,298,000.00	1,003,000.00	77.27%	-295,000.00
0190	211-00002 Tunnel Excavation (Rock Tunneling)	100.000	12,000.00000	10,000.00000 LF	1,200,000.00	1,000,000.00	83.33%	-200,000.00
0195	211-00100 Drilling Hole	648.000	150.00000	240.00000 LF	97,200.00	155,520.00	160.00%	58,320.00
0200	211-00988 Portal Protection Canopy (Furnish and Install)	2.000	75,000.00000	53,000.00000 EACH	150,000.00	106,000.00	70.67%	-44,000.00
0205	211-02277 Cement Grout (Voids)	100.000	2,000.00000	1,900.00000 CY	200,000.00	190,000.00	95.00%	-10,000.00
0210	211-03005 Dewatering	1.000	125,000.00000	177,000.00000 L S	125,000.00	177,000.00	141.60%	52,000.00
0215	212-00006 Seeding (Native)	2.190	1,200.00000	510.00000 ACRE	2,628.00	1,116.90	42.50%	-1,511.10
0220	212-00022 Seeding (Riparian)	0.320	4,060.00000	560.00000 ACRE	1,299.20	179.20	13.79%	-1,120.00
0225	212-00032 Soil Conditioning	2.410	2,750.00000	3,100.00000 ACRE	6,627.50	7,471.00	112.73%	843.50
0230	213-00012 Spray-on Mulch Blanket	2.020	4,000.00000	3,900.00000 ACRE	8,080.00	7,878.00	97.50%	-202.00
0235	213-00700 Landscape Boulder	201.000	200.00000	260.00000 EACH	40,200.00	52,260.00	130.00%	12,060.00
0240	214-00000 Landscape Maintenance	1.000	5,000.00000	4,500.00000 L S	5,000.00	4,500.00	90.00%	-500.00

Low Bid Item Analysis

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Line	Item/Description	Quantity	Estimated Price	Bid Price/Units	Estimated Amount	Bid Amount	Bid Est %	Overrun (+) Underrun (-)
SECTION:	0001	Bid Items						
0245	216-00222 Soil Retention Blanket (Coconut) (Biodegradable Class 2)	1,000.000	6.00000	4.50000 SY	6,000.00	4,500.00	75.00%	-1,500.00
0250	217-00000 Herbicide Treatment	20.000	150.00000	34.00000 SY	3,000.00	680.00	22.67%	-2,320.00
0255	240-00010 Removal of Nests	20.000	100.00000	130.00000 HOUR	2,000.00	2,600.00	130.00%	600.00
0260	240-00020 Netting	100.000	10.00000	15.00000 SY	1,000.00	1,500.00	150.00%	500.00
0265	304-06007 Aggregate Base Course (Class 6)	964.000	50.00000	120.00000 CY	48,200.00	115,680.00	240.00%	67,480.00
0270	304-09000 Aggregate Base Course (Special)	827.000	170.00000	237.00000 CY	140,590.00	195,999.00	139.41%	55,409.00
0275	403-00720 Hot Mix Asphalt (Patching) (Asphalt)	345.000	300.00000	97.00000 TON	103,500.00	33,465.00	32.33%	-70,035.00
0280	403-34721 Hot Mix Asphalt (Grading SX) (75) (PG 58-28)	600.000	170.00000	90.00000 TON	102,000.00	54,000.00	52.94%	-48,000.00
0285	420-00300 Geotextile (Reinforcement)	4,763.000	5.00000	3.60000 SY	23,815.00	17,146.80	72.00%	-6,668.20
0290	503-00002 Ground Improvement	1,494.000	350.00000	110.00000 CY	522,900.00	164,340.00	31.43%	-358,560.00
0295	506-00412 Soil Riprap (12 Inch)	346.000	110.00000	130.00000 CY	38,060.00	44,980.00	118.18%	6,920.00
0300	506-00418 Soil Riprap (18 Inch)	1,232.000	125.00000	110.00000 CY	154,000.00	135,520.00	88.00%	-18,480.00

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Line	Item/Description	Quantity	Estimated Price	Bid Price/Units	Estimated Amount	Bid Amount	Bid Est %	Overrun (+) Underrun (-)
SECTION:	0001	Bid Items						
0305	506-00424 Soil Riprap (24 Inch)	223.000	140.00000	140.00000 CY	31,220.00	31,220.00	100.00%	0.00
0310	506-00800 Rock Ribs	1,145.000	100.00000	50.00000 LF	114,500.00	57,250.00	50.00%	-57,250.00
0315	601-03000 Concrete Class D	172.300	2,000.00000	2,060.00000 CY	344,600.00	354,938.00	103.00%	10,338.00
0320	601-03030 Concrete Class D (Box Culvert)	37.800	2,000.00000	2,500.00000 CY	75,600.00	94,500.00	125.00%	18,900.00
0325	602-00000 Reinforcing Steel	78,823.000	1.25000	0.65000 LB	98,528.75	51,234.95	52.00%	-47,293.80
0330	603-71410 10x14 Ft Concrete Box Culvert (Precast)	66.000	3,750.00000	2,100.00000 LF	247,500.00	138,600.00	56.00%	-108,900.00
0335	603-72100 Concrete Box Culvert Wingwall (Precast)	3.000	15,000.00000	55,000.00000 EACH	45,000.00	165,000.00	366.67%	120,000.00
0340	606-00301 Guardrail Type 3 (6-3 Post Spacing)	2,313.000	80.00000	105.00000 LF	185,040.00	242,865.00	131.25%	57,825.00
0345	606-02003 End Anchorage (Nonflared)	4.000	4,000.00000	7,400.00000 EACH	16,000.00	29,600.00	185.00%	13,600.00
0350	606-02005 End Anchorage (Flared)	2.000	4,250.00000	5,300.00000 EACH	8,500.00	10,600.00	124.71%	2,100.00
0355	607-01050 Fence Wire With Metal Posts	168.000	65.00000	34.00000 LF	10,920.00	5,712.00	52.31%	-5,208.00
0360	607-11525 Fence (Plastic)	500.000	4.50000	2.80000 LF	2,250.00	1,400.00	62.22%	-850.00

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Line	Item/Description	Quantity	Estimated Price	Bid Price/Units	Estimated Amount	Bid Amount	Bid Est %	Overrun (+) Underrun (-)
SECTION:	0001	Bid Items						
0365	607-53136 Fence Chain Link (36 Inch)	143.000	64.00000	110.00000 LF	9,152.00	15,730.00	171.88%	6,578.00
0370	607-60610 Vehicle Gate	1.000	12,000.00000	6,000.00000 EACH	12,000.00	6,000.00	50.00%	-6,000.00
0375	612-00101 Delineator (Drivable Concrete Installation) (Type I)	38.000	25.00000	110.00000 EACH	950.00	4,180.00	440.00%	3,230.00
0380	612-00103 Delineator (Drivable Concrete Installation) (Type III)	4.000	230.00000	120.00000 EACH	920.00	480.00	52.17%	-440.00
0385	614-00012 Sign Panel (Class II)	90.000	23.00000	28.00000 SF	2,070.00	2,520.00	121.74%	450.00
0390	614-01502 Steel Sign Support (2-Inch Round)(Post & Socket)	8.000	25.00000	8.90000 LF	200.00	71.20	35.60%	-128.80
0395	614-01573 Steel Sign Support (2-1/2 Inch Round NP-40)(Post & Slipbase)	94.000	350.00000	22.00000 EACH	32,900.00	2,068.00	6.29%	-30,832.00
0400	620-00002 Field Office (Class 2)	1.000	55,000.00000	77,000.00000 EACH	55,000.00	77,000.00	140.00%	22,000.00
0405	620-00012 Field Laboratory (Class 2)	1.000	20,000.00000	21,000.00000 EACH	20,000.00	21,000.00	105.00%	1,000.00
0410	620-00020 Sanitary Facility	2.000	2,000.00000	1,600.00000 EACH	4,000.00	3,200.00	80.00%	-800.00

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Line	Item/Description	Quantity	Estimated Price	Bid Price/Units	Estimated Amount	Bid Amount	Bid Est %	Overrun (+) Underrun (-)
SECTION:	0001	Bid Items						
0415	621-00451 Detour Pavement cost of detour removal included	70.000	150.00000	230.00000 TON	10,500.00	16,100.00	153.33%	5,600.00
0420	625-00000 Construction Surveying	1.000	80,000.00000	101,400.15000 L S	80,000.00	101,400.15	126.75%	21,400.15
0425	625-00002 Construction Survey (Tunnel)	1.000	85,000.00000	82,000.00000 L S	85,000.00	82,000.00	96.47%	-3,000.00
0430	626-00000 Mobilization	1.000	750,000.00000	490,000.00000 L S	750,000.00	490,000.00	65.33%	-260,000.00
0435	626-01113 Public Information Management (Tier III)	270.000	60.00000	130.00000 DAY	16,200.00	35,100.00	216.67%	18,900.00
0440	627-00001 Pavement Marking Paint	90.000	50.00000	39.00000 GAL	4,500.00	3,510.00	78.00%	-990.00
0445	627-00005 Epoxy Pavement Marking	22.000	85.00000	93.00000 GAL	1,870.00	2,046.00	109.41%	176.00
0450	629-01002 Survey Monument (Type 2)	1.000	1,500.00000	1,300.00000 EACH	1,500.00	1,300.00	86.67%	-200.00
0455	630-00000 Flagging	4,000.000	30.00000	31.00000 HOUR	120,000.00	124,000.00	103.33%	4,000.00
0460	630-00001 Pilot Car Operation	220.000	65.00000	67.00000 HOUR	14,300.00	14,740.00	103.08%	440.00
0465	630-00007 Traffic Control Inspection	255.000	300.00000	560.00000 DAY	76,500.00	142,800.00	186.67%	66,300.00
0470	630-00012 Traffic Control Management	240.000	1,000.00000	1,250.00000 DAY	240,000.00	300,000.00	125.00%	60,000.00

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Line	Item/Description	Quantity	Estimated Price	Bid Price/Units	Estimated Amount	Bid Amount	Bid Est %	Overrun (+) Underrun (-)
SECTION:	0001	Bid Items						
0475	630-00040 Traffic Incident Management Plan Development	1.000	10,000.00000	2,700.00000 L S	10,000.00	2,700.00	27.00%	-7,300.00
0480	630-00041 Traffic Incident Management Plan Implementation	13.000	1,000.00000	1,000.00000 MON	13,000.00	13,000.00	100.00%	0.00
0485	630-80002 Flashing Beacon (Solar)	8.000	300.00000	1,100.00000 EACH	2,400.00	8,800.00	366.67%	6,400.00
0490	630-80335 Barricade (Type 3 M-A) (Temporary)	6.000	150.00000	280.00000 EACH	900.00	1,680.00	186.67%	780.00
0495	630-80341 Construction Traffic Sign (Panel Size A)	31.000	50.00000	78.00000 EACH	1,550.00	2,418.00	156.00%	868.00
0500	630-80342 Construction Traffic Sign (Panel Size B)	26.000	55.00000	89.00000 EACH	1,430.00	2,314.00	161.82%	884.00
0505	630-80343 Construction Traffic Sign (Panel Size C)	4.000	80.00000	100.00000 EACH	320.00	400.00	125.00%	80.00
0510	630-80344 Construction Traffic Sign (Special)	240.000	40.00000	28.00000 SF	9,600.00	6,720.00	70.00%	-2,880.00
0515	630-80355 Portable Message Sign Panel	8.000	3,250.00000	6,100.00000 EACH	26,000.00	48,800.00	187.69%	22,800.00
0520	630-80360 Drum Channelizing Device	60.000	35.00000	17.00000 EACH	2,100.00	1,020.00	48.57%	-1,080.00
0525	630-80363 Drum Channelizing Device (With Light) (Flashing)	14.000	45.00000	22.00000 EACH	630.00	308.00	48.89%	-322.00

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Line	Item/Description	Quantity	Estimated Price	Bid Price/Units	Estimated Amount	Bid Amount	Bid Est %	Overrun (+) Underrun (-)
SECTION:	0001	Bid Items						
0530	630-80370 Barrier (Temporary)	500.000	42.00000	29.00000 LF	21,000.00	14,500.00	69.05%	-6,500.00
0535	630-80380 Traffic Cone	50.000	8.00000	17.00000 EACH	400.00	850.00	212.50%	450.00
0540	630-85010 Impact Attenuator (Temporary)	4.000	3,600.00000	5,000.00000 EACH	14,400.00	20,000.00	138.89%	5,600.00
0545	630-85041 Mobile Attenuator	20.000	300.00000	450.00000 DAY	6,000.00	9,000.00	150.00%	3,000.00
0550	632-00000 Night Work Lighting	1.000	30,000.00000	8,200.00000 L S	30,000.00	8,200.00	27.33%	-21,800.00
0555	641-10000 Shotcrete	837.000	140.00000	400.00000 SY	117,180.00	334,800.00	285.71%	217,620.00
Section 0001 Subtotal					\$8,892,374.55	\$8,764,706.00	98.56%	-\$127,668.55
Contract Total for Calculated Low Bidders Bid Items					\$8,892,374.55	\$8,764,706.00	98.56%	-\$127,668.55

CDOT Best Value Request for Proposal Notice to Contractors

October 24, 2019

Project: ER 0361-118 (20744R)

US 36 – Site 17

The Colorado Department of Transportation (CDOT) is issuing a Best Value Request for Proposal Notice for this project. The prime general contractor that is determined to provide the best value to the taxpayer and the State of Colorado shall be selected to contract for this project. The Best Value Technical Proposal Submittals must be sent to the attention of **RB Simmons, Construction Contracts Manager via email at rb.simmons@state.co.us by no later than 10:00AM on Thursday November 14, 2019 .**

The Solicitation and Award Schedule:

Project Advertisement (Request for Proposals)	Thursday, October 24, 2019
Mandatory Pre-proposal Conference	<u>Friday</u> , November 08, 2019
Step 1; Step 2 and Step 3 of the Technical Proposal:	
Questions Cutoff Date	Friday, November 08, 2019
Responses to Questions posted	Tuesday, November 12, 2019
Step 1; Step 2 and Step 3 Due Date	Thursday, November 14, 2019
Step 4 Bid Price Proposal:	
Questions Cutoff Date	Friday, November 15, 2019
Responses to Questions posted	Monday, November 18, 2019
Step 4 Bid Letting Due Date	Thursday, November 21, 2019
Award Results Announced	Monday, December 02, 2019
Award of Contract/Issuance of Notice of Award Letting	Within 30 Calendar Days from the Date of Bid Letting

The **Mandatory Pre-Bid Conference** is scheduled for **Friday, November 08, 2019 from 10:00 AM to 12:00 PM**. The meeting will be held at **CDOT Boulder Office 1050 Lee Hill Drive, Boulder, CO 80302**

Best Value Proposal Points of Contact:

For question regarding Best Value Request for Proposal submittal requirements please contact RB Simmons by phone at 303-757-9416 or by email at rb.simmons@state.co.us

For project scope of work technical related questions please contact CDOT Region 4 Resident Engineer, Brian Varrella, by phone at 303-546-5649 or by email at brian.varrella@state.co.us

Project Scope of Work Overview:

This project consists of Re-wetting of Muggins gulch on US 36 from M.P. 7.7 to M.P. 8.0 in Larimer County. Major elements of the Work include:

- installation of two concrete box culverts,
- tunnel work,
- National Forest Service Coordination,
- specialized river and environmental considerations,
- rock blasting to establish rockfall ditch, and
- paving an rockfall mitigation, etc.

Note: The detailed project plans and specifications for this project are available through CDOT's B2G system at: <https://cdot.dbesystem.com/>

Best Value Technical Proposal Process:

In order to be considered for this project, interested bidders must successfully complete the four-step Best Value Proposal process identified in this notice and attend the Mandatory Pre-proposal conference.

Step 1 – Prospective bidders must be prequalified for the bidding level up to \$15 Million pursuant to CDOT's bidding rules prior to the date of the bid letting for this project. Prospective bidders not currently prequalified as prime general contractors must successfully complete a prequalification application through CDOT's B2G system. The web links for CDOT's Bidding Rules and the B2G System are provided below:

Bidding Rules: <https://www.codot.gov/business/bidding/documents/rules-governing-construction-bidding-2-ccr-601-10>

B2G System: <https://cdot.dbesystem.com/>

Step 2 – Bidders must complete and return the ***Best Value Technical Proposal, the Schedule affidavit, and their Bid price proposal by the Dates and times identified in The Solicitation and Award Schedule of this notice.***

The ***Best Value Technical Proposal*** must be sent to the attention of RB Simmons, Construction Contracts Manager as per the instructions identified on Page 1 of this notice. Proposals received after the due date and time stated in this notice shall be considered non-responsive and will not be evaluated.

Bidders must answer all questions and provide all the information requested in the technical proposal to be eligible for evaluation.

Part 1 of Step 2-Identifiable Proposal Requirement Responses shall be typewritten and no more than 5 double-sided pages in length 8.5"X 11", single spaced, using no smaller than an 11-point font with 1 inch margins (page limits do not include providing cover or signature pages). Identifiable Proposal Requirement Responses and Schedule affidavit must be sworn to and signed by an authorized agent of the Bidder and notarized.

The Best Value Technical Proposal Evaluation process will be conducted using a blind evaluation approach where information regarding the Bidder's identity is hidden from the evaluation committee during the initial evaluation of the proposals. The evaluation committee will provide the results from the initial blind evaluation to the Engineering & Contracts Office. Once the initial blind evaluations are completed, Part 1-Identifiable proposal requirement responses from each Bidder will then be given to the evaluation committee for verification and for a reference check. The evaluation committee will then complete the verification of the Best Value Technical Proposals, and finalize the results.

Part 2 of Step 2-Best Value Technical Proposal Responses shall be typewritten and no more than 5 double-sided pages in length on 8.5"X 11", single spaced, using no smaller than an 11-point font with 1 inch margins.

Best Value Technical Proposal Responses will be rated using a Modified Satisficing Rating process as described below:

Green (5pts)– Response indicates significant strengths and/or a number of minor strengths and no significant weaknesses. Minor weaknesses are offset by strengths. There exists a small possibility that, if ultimately selected as the contractor, the minor weaknesses could slightly adversely affect successful project performance.

Yellow (3pts) – Response indicates significant strengths and/or a number of minor strengths. Minor and significant weaknesses exist that could detract from strengths. While the weaknesses could be improved, minimized, or corrected, it is possible that if ultimately selected as the contractor, the weaknesses could adversely affect successful project performance.

Red (0pts) – Response indicates weaknesses, significant and minor, which are not offset by significant strengths. No significant strengths and few minor strengths exist. It is probable that if ultimately selected as the contractor, the weaknesses would adversely affect successful project performance.

The terms “Strengths and Weaknesses” as used in the above color ratings are defined as follows:

Strengths: That part of a response that ultimately represents a benefit to the project and is expected to increase the submitter’s ability to meet or exceed the project’s goals. A minor strength has a slight positive influence on the submitter’s ability to meet or exceed the project’s goals whereas a significant strength has a considerable positive influence on the submitter’s ability to meet or exceed the project’s goals.

Weaknesses: That part of a response that detracts from the submitter’s ability to meet the project’s goals or may result in inefficient or ineffective performance. A minor weakness has a slight negative influence on the submitter’s ability to meet project goals whereas a significant weakness has a considerable negative influence on the submitter’s ability to meet the project’s goals.

Contractors will be categorized overall as either “Prequalified” or “Not Prequalified.” CDOT will be the sole judge in determining the eligibility of a Contractor, and reserves the right to refuse eligibility to any Contractor CDOT considers not qualified to successfully complete the project. CDOT decisions regarding a Contractor being prequalified to bid on the project will be final.

Step 3 - Schedule Proposal (35 pts)

An essential measure of the success of this project is the well-coordinated implementation of the Road Closure as described in the plans and specifications of the bid package. This Critical path item has potential to impose adverse impacts on the tourism economy, local schools, emergency services and freight. Therefore, CDOT will award points based on how well the closure plan is structured to efficiently use the closure time, and minimizing the potential for adverse impacts to the resources described above.

The Schedule Proposal score will be determined by comparing each firm’s Milestone Commitment Affidavit (Appendix A) using a ratio. That ratio will then be applied to the Total points available for the Schedule Proposal to determine the points earned by the Bidder. The shortest Schedule Proposal (fewest number of consecutive calendar days of full closure) will receive the maximum score of 15 points. Schedule affidavit must be sworn to and signed by an authorized agent of the Bidder and notarized.

Scoring of the Schedule Proposal will use the following equation:

$$\frac{S_{low}}{S_n} \times Pts_a = Pts_e$$

S_{low} = The shortest Schedule Proposal on the Milestone Commitment Affidavit of all Bidders

S_n = Individual Firm’s Commitment as proposed on the Milestone Commitment Affidavit

n = Individual Bidder

Pts_a = Total points available for this section

Pts_e = Points earned by the Contractor rounded to the nearest tenth point*

***Calculation outcome will be rounded to the tenth**

Example:

CDOT received 3 Schedule Submittals for this project.

Bidder A = 29 Days;

Bidder B = 27 Days

Bidder C = 25 Days

The Lowest Schedule Submittal for this example is:

$$S_{low} = 25 \text{ Days}$$

$$Pts_a = 35pts$$

Points earned for Contractor A:	Points earned for Contractor B:	Points earned for Contractor C:
<i>S_{low} = 25 Days</i>	<i>S_{low} = 25 Days</i>	<i>S_{low} = 25 Days</i>
<i>S_A = 29 Days</i>	<i>S_B = 27 Days</i>	<i>S_C = 25 Days</i>
<i>Pts_a = 35pts</i>	<i>Pts_a = 35pts</i>	<i>Pts_a = 35pts</i>
$Pts_e = \frac{25}{29} \times 35pts = 30.2pts$	$Pts_e = \frac{25}{27} \times 35pts = 32.4pts$	$Pts_e = \frac{25}{25} \times 35pts = 35.0pts$
30.17241 calculated pts rounded to 30.2 pts	32.40741 calculated pts rounded to 32.4 pts	35 calculated pts rounded to 35 pts

Step 4 - Bid Price Proposal (15 pts)

Bid Price Proposals shall be submitted separately through the Bid Express system using the EBSx bid file provided with this solicitation. The Bid Price Proposal score will be determined by comparing each firm’s sealed Bid Price with the lowest Bid Price using a ratio. That ratio will then be applied to the Total points available for the Bid Price to determine the points earned by the Bidder. The lowest Bid Price Proposal will receive the maximum score of 15 points.

Scoring of the Bid Price Submittal will use the following equation:

$$\frac{L_{low}}{L_n} \times Pts_a = Pts_e$$

L_{low} = Lowest Bid Price Submittal of all Bidders

L_n = Individual Bid Price Submittal for each Bidder

n = Individual Bidder

Pts_a = Total Points available for this section

Pts_e = Points earned by the Bidder rounded to the nearest tenth point*

*** Calculation outcome will be rounded to the tenth point**

Example:

CDOT received 3 Bid Price Submittals for this project.

Bidder A = \$12,500;

Bidder B = \$14,250

Bidder C = \$10,000

The Lowest Bid Price Submittal for this example is:

$$L_{low} = \$10,000$$

$$Pts_a = 15pts$$

Points earned for Bidder A:	Points earned for Bidder B:	Points earned for Bidder C:
$L_{low} = \$10,000$ $L_A = \$12,500$ $Pts_a = 15pts$ $Pts_e = \frac{\$10,000}{\$12,500} \times 15pts = 12.0pts$ <p>12 calculated pts limited to 12 pts rounded to 12 pts</p>	$L_{low} = \$10,000$ $L_B = \$14,250$ $Pts_a = 15pts$ $Pts_e = \frac{\$10,000}{\$14,250} \times 15pts = 10.5pts$ <p>10.52632 calculated pts limited to 10.52 pts rounded to 10.5 pts</p>	$L_{low} = \$10,000$ $L_C = \$10,000$ $Pts_a = 15pts$ $Pts_e = \frac{\$10,000}{\$10,000} \times 15pts = 15.0pts$ <p>15 calculated pts limited to 15 pts rounded to 15 pts</p>

Best Value Determination

To determine which contractor has proposed the Best Value, CDOT will aggregate the individual scoring components for Technical Proposal Score; Schedule Proposal Score; and Bid Proposal Score. The Contractor with the Highest Best Value Score will be selected.

$$BV = TS + SPS + BPS$$

BV = Best Value

TS = Technical Proposal Score

SPS = Schedule Proposal Score

BPS = Bid Proposal Score

STEP 2 Best Value Technical Proposal Requirements

Project: ER 0361-118 (20744)

Part 1 – Identifiable Proposal Requirements

Part 1 Instructions: Please provide responses below to the Identifiable Proposal Requirements for your firm. Responses to Part 1 are to be submitted as a separate pdf file from the non-identifiable Part 2 submittals.

Company Information:

Name of Contractor (Corporation, Partnership, etc.)

Main Address of Contractor

Authorized Agent Point of Contact

Authorized Agent Signature and Date

Phone Number of Authorized Agent Contact

Submittal Requirements:

A. Previous Experience

Provide a list all "Relevant" tunnelling or drilling projects within a mountainous region that your company has completed as a prime general contractor within the last five years (Relevant is defined as being similar in scope and complexity as described in the project plans and specifications for CDOT project (20744). Provide the following information for each project:

1. Project number, description, and location.
2. Name and address of owner.
3. Name and phone number of owner's project manager.
4. Scope of work performed (identify any similarities to the project proposed under this special prequalification notice).
5. Type of contract (design/bid/build, CMGC, Design Build, etc...).
6. Contract amount as bid and final amount paid.
7. Contract start date, initial completion date, and final completion date.
8. Indicate if Contract was fully completed, terminated for convenience or for cause, and or not completed for any other reason and why.
9. Indicate if liquidated damages were assessed, and if so for how many days and the dollar amount. Describe what categories such as Time/Count/Milestones, Erosion Control, Traffic Control...etc. they were applied for.

Part 1 - Continued

B. Current Contracts

Provide the following information regarding all current tunnelling or drilling projects within a mountainous region still in progress that your company is the prime general contractor for:

1. Project number, description, and location.
2. Name and address of owner.
3. Name and phone number of owner's project manager.
4. Begin date, percent complete, and estimated completion date.
5. Contract amount as bid and dollar amount of uncompleted work.
6. Scope of work being performed (identify any similarities to the project proposed under this special prequalification notice).
7. Indicate if the project will be completed on schedule per the original awarded contract or not? If not, please explain why.
8. Name and work experience of superintendents employed on current contracts.

C. Proposed Project Organizational Chart

Please provide the proposed project organizational chart with the identifiable information relating to key personnel planned to be used for administration/completion of the project (the project organization chart should correspond with the one provided under Question No. 1 in Step 2 – Part 2).

Note: The responses provided under Part 1 will be used to verify the responses provided under Part 2 for Questions 1 & 2 of this prequalification notice.

Part 2 – Best Value Technical Proposal

Part 2 Instructions: Please provide responses below to the Non-Identifiable Prequalification Submittal Requirements for your firm. Responses to Part 2 are to be submitted as a separate pdf file from the Identifiable Part 1 submittals. Please avoid providing information in responses for Part 2 that reveal your company's identity. Responses should reflect your understanding of and ability to successfully complete CDOT project 20744.

General Questions (40 pts):

- 1) Provide your proposed project organizational structure/chart (Titles and Roles only, no names or identifiers).
- 2) Describe your company's relevant experience in completing tunneling and Concrete Box Culvert work (either self-performed or through subcontractor(s)), and give up to 3 examples of tunneling projects in the last five years.
- 3) Describe your plan and approach to maintain budget, quality and durability while working under a compressed schedule?
- 4) Describe how you will maintain safety and mobility during construction to minimize impacts to the traveling public and workers? Include a description of:
 - the proposed incident and emergency management plan,
 - and public information plan for this project.
- 5) What are the top three challenges you see with this project? Describe your approach to mitigate and resolve the issues you have identified.
- 6) Give an example of the Project First concepts you have used to resolve a dispute, and how it was implemented. Provide a narrative of the outcome.
- 7) Describe a situation where you had to work with the owner to mitigate an unforeseen condition. Include in your example how cost and schedule impacts were minimized. Provide a narrative of the outcome.
- 8) What differentiates you from other contractors as it applies to this project?

Schedule narrative (10pts):

- 9) Describe your team's plan for managing the following project critical path elements:
 - Design and fabrication of long lead time procurement items (e.g. precast Box Culvert),
 - Commencing construction on January 9, 2020,
 - Road closure of 30 consecutive calendar days or less. Include a description of your approach to phasing, and how your resources would be used to achieve these schedule goals:
 - a) salient features for the closure:
 - i) Culvert Excavation
 - ii) Installation of Box Culvert and Headwalls
 - iii) Rock Blasting and Clearing
 - iv) Detour Pavement
 - v) Complete all work so the road can be paved and reopened

Note: Responses to Part 2 Question's 1 & 2 will be verified against the associated responses provided under Part 1 of this prequalification notice.

Appendix A

Milestone Commitment Affidavit

_____, certify the Following:
(Bidder Authorized Agent Name)

- Commit to meeting the following completion milestones (Commitment shall be in *whole* days only partial days will be rounded up to the next whole day)

Milestone	Milestone Completion timelines	
Full Closure of US 36	Maximum Duration (Calendar Days)	Proposed Duration (If proposed, shall be less than maximum Duration) (Calendar Days)
	30	

- My Firm commits to completing construction of the Project by the Project Completion Deadline of **December 31, 2019**
- I am legally authorized to make the representations in this affidavit on behalf of

(Bidder/Firm Name)

- I know and understand the details, requirements and constraints involved in implementing this full closure of US 36.

I affirm under penalty of perjury that the representations contained in this affidavit are true, complete and accurate to the best of my knowledge and belief.

Printed Name of Affiant

Date (month/Day/Year)

Signature of Affiant

Signature of Affiant