



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,

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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) (As Approved by FHWA)

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:

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

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 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:

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

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

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

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

* Points earned for Bidder B:

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

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

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

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

* Points earned for Bidder C:

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

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

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

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

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Step 3 Schedule Proposal (35 pts) (Corrected)

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 Schedule Submittal of all Contractors**

S_n = **Individual Schedule 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:

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

$$Pts_a = 15pts$$

* Points earned for Bidder A:

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

$$* L_A = \$12,500$$

$$* Pts_a = 15 pts$$

$$* Pts_e = \frac{\$10,000}{\$12,500} \times 15 pts = 12.0 pts$$

* Points earned for Bidder B:

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

$$* L_B = \$12,500$$

$$* Pts_a = 15 pts$$

$$* Pts_e = \frac{\$10,000}{\$14,250} \times 15 pts = 10.5 pts$$

* Points earned for Bidder C:

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

$$* L_C = \$10,000$$

$$* Pts_a = 15pts$$

$$* Pts_e = \frac{\$10,000}{\$10,000} \times 15 pts = 15.0 pts$$

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

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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.

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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.

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