



COLORADO
Department of Transportation
 Office of the Chief Engineer

TO: SHOSHANA M. LEW, EXECUTIVE DIRECTOR
 FROM: MARKOS ATAMO, PE, CMA BRANCH MANAGER
 CC: STEPHEN HARELSON, PE, CHIEF ENGINEER
 DATE: 02/10/2020
 SUBJECT: AWARD TO LOW RESPONSIVE BIDDER C.R.S. 43-1-113 (16)
 PROJECT: STA 059A-036 (20518) REGION 4 SH59 SEIBERT TO COPE

Please Review &
 if OK for SL to
 sign, initial here -
 SL

Pursuant to C.R.S. 43-1-113(16), it has been determined that it's in the best financial and economic interest of the State to award Region 4's project STA 059A-036 (20518) to the low bidder McAtee Construction Co. ("McAtee").

Project Description: This Region 4 project is located on SH59 with two work sites in the eastern part of the state from Seibert to Cope in Washington, Kit Carson and Cheyenne Counties. The project work includes overlaying the existing roadway with hot mix asphalt, rehabilitating various structures, bridge rail and guardrail improvements, signing, delineators, and striping. The project was solicited under a design bid build (low bid) project delivery method where only two bids were received with McAtee being the lowest responsive bidder.

Financial Impact: McAtee's bid proposal totaled \$12,072,994.45 compared to the CDOT engineer's estimate of \$10,521,614.90. The project risks rejection by Statute since there were only two bidders and their proposals were 114.74% and 121.39% of the engineer's estimate. Region 4 has verified they have funding available for the award of the project to McAtee.

Cost Analysis: An analysis of the bid schedule revealed that one of the bid line items identified below resulted in the overall CDOT engineer's estimate for the project being over 10%.

Bid Item Description	QTY	Unit	Unit Price		Total Cost Difference	% Over Eng. Estimate
			Low Bid	Eng. Est.		
HMA (GrSX)(75)(PG 64-28)	86,105	TON	\$98.25	\$84.00	\$1,226,996.25	116.96%

For the above bid item the engineer's estimate used historical data from similar projects with comparable quantities. In verifying McAtee's bid offer, research revealed that hot mix asphalt (HMA) material costs were higher than anticipated based on the expense for hauling the aggregate used for the HMA to the project site. McAtee stated their pricing bid for the aggregate material reflects the current market costs based on the quotes they received from their suppliers. The closeness of the two bids being within 6.7% of each other supports award of the project under the current market conditions. Based on the cost analysis, EEMA and Region 4 consider McAtee's proposed overall bid pricing to be fair and reasonable.

Staff Review & Recommendation: Given the overall project dynamics mentioned above, re-advertisement of the project is unlikely to result in more competition or reduced pricing. The Region 4 Project Management Team's analysis and recommendation to award the project is provided in the attached memorandum to this request. As a result, staff recommends proceeding with the award of the project to McAtee.

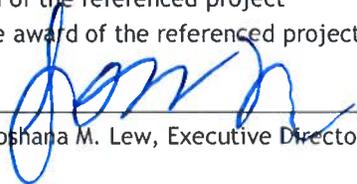
- I recommend award
- I do not recommend award



Markos Atamo, PE, CMA Branch Manager

Date 02/11/2020

- I authorize award of the referenced project
- I do not authorize award of the referenced project



Shoshana M. Lew, Executive Director

Date 02/18/2020

cc: Jerad Esquibel, Director, Division of Project Support
RB Simmons, Engineering Contracts
Central Files



COLORADO
Department of Transportation

Region 4

South Program, Limon Residency
401 A. Ave., Box 366
Limon, CO 80828

DATE: February 10, 2020
TO: RB Simmons, Construction Contracts Manager
FROM: Travis Miller, Residency Engineer
SUBJECT: 20518 Project Award to Low Responsive Bidder, C.R.S. 43-1-113(16)

This memorandum provides the Region 4 request to award project STA 059A-036 (20518), along with an engineering discussion on why it is in the best interest of the State to award the project. The scope of the project is to repair and overlay the existing asphalt roadway and to perform bridge rehabilitation on four structures. One of the bridges has scour critical designation and the project includes the work to correct the scour critical issue.

The hot mix asphalt overlay on the project is on SH 59 from MP 41 to MP 67 (26-miles). The existing roadway has severe rutting and fatigue cracking. It requires CDOT maintenance to invest time and money on a biweekly occurrence to ensure travelers safety. Overlaying the existing roadway will increase skid resistance, eliminate the rutting issue, and provide a smooth driving surface for the traveling public.

The structure rehabilitation of four existing bridges on SH 59 will address the progressive structural failure of the bridge decks, rough riding surfaces, and improve the hydraulic performance across the surface of the bridge deck. This work will increase the functional life of the existing structures while improving the safety for the public traveling over them.

The scour critical work under structure G-25-F will address areas that hydraulic flow has created a scour issue around the existing piers. If an event occurred with high flow rates running under this structure it could cause further scour damage and the instability of the bridge. The work that will be performed on this area will correct the scour issue and eliminate the unsafe scour critical condition.

The Region does not believe that by re-advertising this project it would receive lower bids but possible higher bids due to the contractors now filling up their construction schedule for the year. It would also risk delaying these important improvements that are needed on SH 59 to improve traveler safety.

