



July 1.2016

Dennis D. Fiemeyer  
Interim Capital Programs Manager  
Aviation Department  
457 Sandau Rd.  
San Antonio, TX 78216

Re: Bid Evaluations for "Runway 12R-30L Electrical Improvements & Terminal Area  
Taxiway Improvements (Package 4)

Dear Mr. Fiemeyer:

KHA has reviewed the bids for the above referenced project received on June 28, 2015. The award of the bid was to be based on the aggregate of the Base Bid and three alternatives. There were four bids received for this project ranging from \$9,216,350.00 to \$11,581,361.00 (\$2,090,011.00). Two bids were above the Engineer's estimate and two were below. The bottom two of these bids were only separated by 3.88% (\$383,145.01) with the low bid being 11.75% (\$1,115,212.50) below the Engineers estimate. Bids were submitted by J3 Company LLC. (\$9,941,350.00). SpawGlass Civil Construction Inc. (\$9,874,495.01), Archer Western Construction, LLC. (\$10,636,019.64), and Jordan Foster Construction, LLC. (\$11,581,360.25). There does not seem to be any irregularities in the Base Bid or any of the alternatives.

KHA's final estimate including all quantity changes based on the FAA changes was \$10,606,502.50 or \$1,115,212.50 above the low bid and \$974.978.50 below the high bid. Our estimate was based on historical costs for similar work completed at this airport yearly escalation applied. This project is extremely time sensitive with the closure of Runway 12R-30L being closed for only a short duration from January 3, 2017 for 90 days.

In all cases, all of the requested information as directed in the Formal Invitation for Bids (IFB) was submitted. However, there is one line item in the Contractor's Questionnaire that we feel is misstated in J3's submittal. Section 1.9 section C states that J3 has not had any claims with the airport or the City of San Antonio. However, they in fact had a claim that was settled on both packages 1 and 2 of the "Terminal area taxiway improvements". Also, in all cases the companies submitted example projects similar in nature to this and demonstrated their capabilities to complete this project.

Evaluating the bids and checking the calculations found that there were no errors in any of the bids.

In addition to the bid numbers, KHA reviewed the DBE requirements to establish if each contractor had met the 9.4% goal as outlined in the specifications. For each submittal the contractors provided information stating that their intent is to meet this minimum requirement although J3's paperwork indicated up to 19.5% possible is shown for DBE's. The breakout for each sub-consultants was provided along with DBE Form 2 allocating amounts for each DBE sub-consultant. However, J3 did not provide letters or certifications verifying the DBE for 3 companies as stated. This information should be further reviewed by the airports DBE office. It is our understanding that a determination from the DBE office will also be part of the final recommendation.

Lastly the bonding information provided for J3 exceeded the necessary requirements for this project with more than 34 million in remaining bonding capacity available.

Based on the information reviewed and with a final determination of the DBE requirements to come later from the COSA Aviation department, we recommend that the airport award the project to J3 Company LLC. as the lowest bidder. If in fact the DBE requirements or any additional requirements are not fully met, KHA feels that Spaw Glass Civil Construction Inc. has submitted the necessary information and could be awarded the project if J3 Company LLC. has been determined to be non-responsive to the DBE requirements.

Should you have questions, comments, or need further information, please don't hesitate to call me at (602) 944-5500 or on my cell phone at 602-799-1231.

Sincerely,

**KIMLEY-HORN AND ASSOCIATES, INC.**



Michael A. Norby, P.E.

Project Engineer/Manager

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