

GENERAL CONTRACTOR
LICENSE NO. 116307 A C12
FAX: 818.362.9300

SECURITY PAVING COMPANY, INC.

13170 TELFAIR AVENUE
SYLMAR, CA 91342
TEL. 818.362.9200

November 5, 2014

State of California, Department of Transportation
Division of Engineering Services
Office Engineer, MS 43
1727 30th Street
P.O. Box 168041
Sacramento, CA 95816

Attention: John McMillan, Deputy Division Chief

Re: **Reply by Security Paving Company, Inc. in Support of Bid Protest to Award of Contract to Flatiron West, Inc.**
Contract No. 07-2881U4
Bids Opened: October 16, 2014
Lowest Responsive Bidder: Security Paving Company, Inc.
Non-Responsive Bidder: Flatiron West, Inc.

Dear Mr. McMillan:

Security Paving Company, Inc. ("Security Paving") has reviewed the response by Flatiron West, Inc. ("Flatiron") to Security Paving's formal protest of the bid submitted by Flatiron for Caltrans Contract No. 07-2881U4 (the "Contract"). As set forth below, Flatiron has failed to explain the material inconsistencies between its bid day subcontractor submittal bid and its twenty-four hour subcontractor submittal. Changing a subcontractor scope of work from the bid day submission violates the bidding instructions and the Public Contract Code. Contrary to Flatiron's argument, it cannot circumvent the subcontractor listing requirement simply by using the catch-all phrase "and related" next to each description of work to be performed by a listed subcontractor. Further, Flatiron's DBE Commitment form lists first tier DBE subcontractors that were not identified on bid day. Flatiron's DBE Commitment form is not consistent with the subcontractors listed on bid day and violates Caltrans' instructions to bidders.

Flatiron has failed to justify or plausibly explain why it added scope of work for subcontractors after submitting its bid. By impermissibly enlarging the scope of work Flatiron has obtained an unfair advantage over other bidders. Security Paving respectfully requests that Caltrans award the above-referenced Contract to Security Paving as the lowest *responsive*, responsible bidder.

A. High Friction Surface Treatment is Not "Related" to Bridge Deck Repair

As set forth in Security Paving's initial bid protest letter, High Friction Surface Treatment is a "roadway" treatment process – it is not a "bridge deck" treatment process. Flatiron does not contest this fact. Instead, Flatiron argues that the work is "related" simply because it is performed by the same subcontractor, American Civil Constructors West Coast, Inc. ("ACC"). The fact that the same subcontractor performs the work does not make the work related. If that were the case, a bidder could

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identify a concrete subcontractor to perform structural concrete work "and related" on bid day and subsequently expand the subcontractor's scope to include *all* concrete work, structural, minor, or otherwise. Clearly, this is not permissible, yet it is precisely what Flatiron urges that Caltrans find in this instance. Despite Flatiron's desperate plea for reprieve, its bid is non-responsive and must be rejected. The following explanation will help illustrate the complete lack of relationship between "bridge deck repair" and the roadway item "high friction surface treatment" and the absurdity of Flatiron's position.

The bridge deck work and the roadway work are designed by separate Caltrans design divisions. Bid Item 56 – Prepare Concrete Bridge Deck Surface, Bid Item 58 – Furnish Polyester Concrete Overlay, and Bid Item 59 – Place Polyester Concrete Overlay, are all designed and specified by Caltrans' Structure Design Division. On the other hand, Bid Item 111 – High Friction Surface Treatment, is separately designed and specified by Caltrans' Highway Design Division. They are separate, unrelated items of work designed and specified by separate Caltrans design divisions. Further, the actual work performed as part of Bid Items 56, 58 and 59 is all located and performed on bridge decks, specifically, at the Dunsmore Avenue Undercrossing, the New York Avenue Undercrossing, and the Pennsylvania Avenue Undercrossing. Bid Item 111 is performed on the roadbeds, *not on the bridge decks*. Flatiron hopelessly tries to assert that the work is related because the roadbeds *pass under* the bridge decks. Unfortunately for Flatiron, the fact that a roadway passes under a bridge deck does not make separate items of work at the two separate locations "related." High Friction Surface Treatment is only applied to roadway surfaces, *not to bridge decks*. Regardless of how Flatiron tries to characterize it, High Friction Surface Treatment is a roadway treatment process and is unrelated to "bridge deck repair."

To further distinguish Bid Item 111 as a separate, unrelated scope of work, the work is identified on the "Roadway" plan sheet – Roadway Design, Roadway Quantities, plan sheet 603¹. By contrast, the bridge deck work, Bid Items 56, 58 and 59, are all identified on the "Structures" plan sheet – Structure Design, Index to Plans, plan sheet 847². Once again, there is a clear distinction between work performed on the bridge decks and work performed on the roadbeds. The items of work are even governed by separate and distinct sections of the specifications. Bid Items 56, 58 and 59 are all governed by Specification section 15 – Existing Facilities. Within Specification section 15, Bid Item 56 falls under and is governed by Specification 15-5.01C(2) – Prepare Concrete Deck Surface; the work in Bid Items 58 and 59 are governed by Specification 15-S.06 – Polyester Concrete Overlay. By contrast, Bid Item 111 is governed by Special Provision 37-6, which is incorporated in Specification section 37 – Bituminous Seals. The separate, unrelated scopes of work are not even governed by the same section of the Specifications, an important point that Flatiron simply ignores. Further, the tools, equipment, submittal requirements, and construction methods, are altogether different for the work of Bid Item 111 as opposed to the work of Bid Items 56, 58 and 59, another important point that Flatiron chooses to ignore. The work of Bid Item 111 cannot be considered "related" to bridge deck repair. Flatiron has failed to provide any plausible explanation for how the items of work can be related, because no plausible explanation exists.

To further demonstrate Flatiron's complete lack of integrity, and total desperation on this issue, they attempt to deceive and mislead Caltrans with respect to the bid submitted by Security Paving. Flatiron alleges that "Security and Flatiron both listed the same subcontractor (ACC) for the same scopes of

¹ A copy of Plan Sheet 603 was previously submitted with Security Paving's Bid Protest.

² A copy of Plan Sheet 847 is attached hereto as Exhibit A.

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work, which includes Bid Item 111." Flatiron then makes the illogical leap and asserts that this is "conclusive evidence that these scopes of work are directly related." However, even Flatiron knows that such a conclusion is illogical and simply not true. That is precisely why Flatiron only attached and referenced Security Paving's 24 hour subcontractor submittal. What Flatiron fails to point out and disclose in its response is that Security Paving recognized that Bid Item 111 was not related to "bridge deck repair" and specifically identified, in its bid day submittal, ACC as the subcontractor that would perform Bid Item 111 – High Friction Surface Treatment. Security Paving separately identified that ACC would be performing high friction surface treatment in its bid day submittal, and subsequently in its 24 hour submittal³. Unlike Flatiron, Security Paving did not expand the subcontractor's scope of work after the bids were opened. Accordingly, using Flatiron's argument, this is conclusive evidence that Flatiron increased the scope of work to be performed after bid day. Flatiron's bid is non-responsive and must be rejected.

Finally, Flatiron contends that it can make impermissible, material changes to the subcontractor list form simply by adding the "and related" phrase after each description of work. In fact, Flatiron contends that all prior Caltrans rulings on this issue are inapplicable because "and related" was not included in the work descriptions. This position is absurd. First, when analyzing changes to the subcontractor list, Caltrans has previously considered whether work was related, regardless of whether the bidder included "and related" in its work description. Looking specifically at Flatiron's rejected bid on Contract No. 04-235624, it was alleged that Flatiron enlarged the scope of work of a subcontractor (O.C. Jones)⁴. On bid day Flatiron described the work to be performed by O.C. Jones as "AC Paving and Cold Planing." Post bid Flatiron added bid item 57 – Remove Concrete Barrier, and bid item 72 – Imported Biofiltration Soil to O.C. Jones' scope of work. In deciding to reject Flatiron's bid as non-responsive, Caltrans provided the following analysis of its bid review:

As the protest relates to O.C. Jones, removing concrete barrier *is not relative to the paving or cold plane work*. The use of Imported Biofiltration soil *is relative to drainage work and as such is not part of paving and cold plane*. Therefore the scope of work related to O.C. Jones was improperly enlarged after the submission of the initial subcontractor form submitted on the day of bid.

Caltrans did, in fact, assess whether the work identified post bid was *related* to the description provided on bid day, regardless of whether Flatiron included "and related" in its description. Flatiron's contention that prior Caltrans determinations are invalidated because Flatiron added "and related" to its work description is frivolous and has no merit.

Second, as discussed above, Flatiron has failed to provide a plausible explanation for how Bid Item 111 – High Friction Surface Treatment is *related* to "bridge deck repair." Contrary to Flatiron's position, separate scopes of work are not considered related simply because they are performed by the same subcontractor. As detailed above, High Friction Surface Treatment is a roadbed treatment process, it is designed and specified by a separate Caltrans division than the bridge deck repair, it is governed by

³ A copy of Security Paving's bid day submittal for ACC is attached hereto as Exhibit B.

⁴ A copy of Caltrans' March 18, 2014 letter rejecting Flatiron's bid is attached hereto as Exhibit C.

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separate sections of the specifications than bridge deck repair, and it involves altogether different tools, submittal requirements, and construction methods, than bridge deck repairs.

Flatiron has improperly enlarged the scope of work to be performed by ACC after the submission of the initial subcontractor form submitted on the day of bid. By doing so, Flatiron has obtained an unfair advantage over other bidders and its bid must be rejected as non-responsive.

B. Remove Concrete Pavement is Not "Related to Sawing and Sealing"

Flatiron makes the same argument with respect to enlarging the scope of work, post bid, for Morales Contracting Services ("MCS") as it did for enlarging the scope of work, post bid, for ACC. Flatiron contends that it gets a free pass anytime it includes "and related" in the work description. Further, instead of providing a plausible explanation for how the work may actually be related, Flatiron wants Caltrans to deem the work "related" whenever it is performed by the same subcontractor. Unfortunately for Flatiron, that is not the test for determining whether work is "related."

As set forth in Security's bid protest letter, on bid day Flatiron identified and committed the following scopes of work to MCS: "PCC Saw and Seal and Related (Partial)." Post bid Flatiron expanded that scope of work to include Bid Item 45 -- Remove Concrete Pavement. Flatiron's only explanation for increasing the scope of work is that the concrete is removed after it is cut. However, the fact that one operation follows another does not mean or imply that they are related, or that they will be, or have to be, performed by the same subcontractor. This was highlighted in Security Paving's bid protest by pointing to the subcontractor list submitted by the third lowest bidder, Chumo Construction, Inc. ("Chumo"). Although Chumo also listed MCS as performing sawing and sealing operations, Chumo did not list MCS as performing the concrete removal operations. Thus contrary to Flatiron's position, work is not "related" simply because it may be performed by the same subcontractor, nor is it "related" simply because one operation must follow another.

Contrary to Flatiron's position, it cannot circumvent the subcontractor listing requirements simply by adding "and related" to its work descriptions as a catch-all phrase. Flatiron has improperly enlarged the scope of work to be performed by MCS after the submission of the initial subcontractor form submitted on the day of bid. By doing so, Flatiron has obtained an unfair advantage over other bidders and its bid must be rejected as non-responsive.

C. Flatiron's DBE Subcontractor List is Not Consistent

Flatiron contends that it was not required to list first tier DBE Subcontractors on bid day if the scope of work to be performed by the DBE Subcontractor does not exceed one-half of one percent of the bid amount, or \$10,000, whichever is greater. However, Flatiron fails to explain how this practice is consistent with the specifications and Caltrans' instructions to bidders. The Caltrans instruction on the DBE Commitment form specifically states that the bid day and post bid listing of First Tier DBE Subcontractors must be the same:

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IMPORTANT: Identify all DBE firms being claimed for credit, regardless of tier. Names of the First Tier DBE Subcontractors and their respective item(s) of work listed above **must be consistent**, where applicable, with the names and items of work in the "Subcontractor List" submitted with your bid. (emphasis added.)

As detailed by Security Paving in its bid protest letter, the First Tier DBE Subcontractors listed by Flatiron on the DBE Commitment form **is not consistent with** the subcontractors identified on bid day. Flatiron has failed to explain why it failed to follow the instructions to bidders. By submitting inconsistent First Tier DBE Subcontractor lists, Flatiron has obtained an unfair advantage over other bidders. Accordingly, Flatiron's bid is non-responsive and must be rejected.

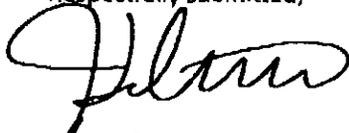
D. Conclusion

Flatiron made impermissible, material changes to the Subcontractor List form that renders its bid non-responsive. Neither the Public Contract Code, nor Caltrans' Subcontractor list form, permits a contractor to alter the initially subcontracted scope of work between the "Bid Day" Subcontractor List and the "24 Hour" Subcontractor Submittal. Similarly, Caltrans' DBE Commitment form requires a bidder's listing of First Tier DBE Subcontractors to be consistent with the Bid Day Subcontractor List. The instructions on Caltrans' Subcontractor listing form, as well as the DBE Commitment form, are an essential and material part of the bid documents and a failure to comply with the instructions renders a bid non-responsive. Caltrans is required to follow its own rules when it has a ministerial duty to do so. (See *Pozar v. Dept. of Transportation*, 145 Cal.App.3d 269 (1983) (holding that Caltrans was required to follow its published procedure for resolving discrepancies in bid figures)). Further, bid defects cannot be waived if they could have affected the amount of the bid or if they resulted in a bidder having an unfair advantage.

Consistent with prior determinations, Caltrans' bidding instructions, and the Public Contract Code, Security Paving respectfully asserts that Caltrans should find Flatiron's bid to be non-responsive, disqualify Flatiron's bid on that basis, and award Contract No. 07-2881U4 to Security Paving, the lowest **responsive**, responsible bidder.

If you have any questions regarding the foregoing, please do not hesitate to contact the undersigned.

Respectfully submitted,



Joseph Ferndino, Vice President
Security Paving Company, Inc.

DATE	CREATED	REVISED	BY	DATE	TOTAL SHEETS
07	LA	210	RIS.1/9/25.S	947	927

Author: *R. P. ...*
 PROJECT: ROUTE 210 CIVIL IMPROVEMENTS
 DATE: 5-17-14
 SCALE: AS SHOWN
 SHEET NO. 947 OF 927

DESCRIPTION	QUANTITIES	UNIT
PUBLIC SAFETY PLAN	1.00	SHEET
REMOVE CONCRETE BRIDGE DECK SURFACE	1,812	SQ YD
BRIDGE REMOVAL (POSITION) LOCATION D	4,492	CY
STRUCTURAL CONCRETE APPROACH SLAB (TYPE R)	1,124	CY
PAVING MATCH EXTENSION	180	SQ YD
JOINT SEAL (M/V)	1,800	LF
CONCRETE BARRIER (TRANSITION)	1,800	LF
MUTUAL BLOCK BARRIER PATTERN	1,800	LF
CONCRETE BARRIER (TYPE 60A MODIFIED)	1,800	LF

DESCRIPTION	QUANTITIES	UNIT
REFINISH BRIDGE DECK	330	SQ YD
BRIDGE REMOVAL (POSITION) LOCATION C	492	CY
STRUCTURAL CONCRETE APPROACH SLAB (TYPE R)	1,124	CY
PAVING MATCH EXTENSION	180	SQ YD
JOINT SEAL (M/V)	1,800	LF
CONCRETE BARRIER (TRANSITION)	1,800	LF
MUTUAL BLOCK BARRIER PATTERN	1,800	LF
CONCRETE BARRIER (TYPE 60A MODIFIED)	1,800	LF

DESCRIPTION	QUANTITIES	UNIT
REFINISH BRIDGE DECK	268	SQ YD
BRIDGE REMOVAL (POSITION) LOCATION M	492	CY
STRUCTURAL CONCRETE APPROACH SLAB (TYPE R)	1,124	CY
PAVING MATCH EXTENSION	180	SQ YD
JOINT SEAL (M/V)	1,800	LF
CONCRETE BARRIER (TRANSITION)	1,800	LF
MUTUAL BLOCK BARRIER PATTERN	1,800	LF
CONCRETE BARRIER (TYPE 60A MODIFIED)	1,800	LF

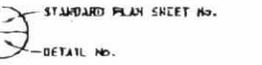
DESCRIPTION	QUANTITIES	UNIT
REFINISH BRIDGE DECK	210	SQ YD
BRIDGE REMOVAL (POSITION) LOCATION P	492	CY
STRUCTURAL CONCRETE APPROACH SLAB (TYPE R)	1,124	CY
PAVING MATCH EXTENSION	180	SQ YD
JOINT SEAL (M/V)	1,800	LF
CONCRETE BARRIER (TRANSITION)	1,800	LF
MUTUAL BLOCK BARRIER PATTERN	1,800	LF
CONCRETE BARRIER (TYPE 60A MODIFIED)	1,800	LF

DESCRIPTION	QUANTITIES	UNIT
REFINISH BRIDGE DECK	300	SQ YD
BRIDGE REMOVAL (POSITION) LOCATION P	492	CY
STRUCTURAL CONCRETE APPROACH SLAB (TYPE R)	1,124	CY
PAVING MATCH EXTENSION	180	SQ YD
JOINT SEAL (M/V)	1,800	LF
CONCRETE BARRIER (TRANSITION)	1,800	LF
MUTUAL BLOCK BARRIER PATTERN	1,800	LF
CONCRETE BARRIER (TYPE 60A MODIFIED)	1,800	LF

DESCRIPTION	QUANTITIES	UNIT
REFINISH BRIDGE DECK	1,100	SQ YD
BRIDGE REMOVAL (POSITION) LOCATION L	492	CY
STRUCTURAL CONCRETE APPROACH SLAB (TYPE R)	1,124	CY
PAVING MATCH EXTENSION	180	SQ YD
JOINT SEAL (M/V)	1,800	LF
CONCRETE BARRIER (TRANSITION)	1,800	LF
MUTUAL BLOCK BARRIER PATTERN	1,800	LF
CONCRETE BARRIER (TYPE 60A MODIFIED)	1,800	LF

STANDARD PLANS 2010

- 310A AASHTO BRIDGE DESIGN SPECIFICATIONS, 4th Edition
- 310B California Amendments, dated November, 2011
- 310C JOINT SEALS (MAXIMUM MOVEMENT RATIO = 7%)
- 310D WIDENING GUARDRAIL SYSTEM CONNECTIONS
- 310E BRIDGE ATTACHMENTS WITHOUT SIDEWALKS DETAILS No. 1
- 310F WIDENING GUARDRAIL SYSTEM CONNECTIONS TO BRIDGE ATTACHMENTS WITHOUT SIDEWALKS DETAILS No. 2
- 310G CONCRETE PAVEMENT DETAIL BAR DETAILS
- 310H CONCRETE PAVEMENT-DRAINAGE TRAP DETAILS No. 1



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18	CONCRETE BARRIER TYPE 60A (Wood)
19	WIDENING GUARDRAIL SYSTEM CONNECTION - TYPE 9

GENERAL NOTES

- DESIGN: AASHTO LFRD BRIDGE DESIGN SPECIFICATIONS, 4th Edition and California Amendments, dated November, 2011
- LIVE LOADING: ML 93 and partial design load.
- REINFORCED CONCRETE: (f_y = 60 ksi (Yield Strength of Reinforcement) f'_c = 3,000 psi (Compressive Strength at 28 days))

Exhibit A

STATE OF CALIFORNIA	DEPARTMENT OF TRANSPORTATION	ROUTE 210 IMPROVEMENTS	INDEX TO PLANS
DESIGN BRANCH 15	PROJECT NUMBER 17346	CONTRACT NO. 11-20104	SHEET NO. 947 OF 927

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

Contract No.: 07-2881U4 Project ID: 0714000085

Bidder Name: Security Paving Company, Inc.

Bidder ID: VC0000021062

List this sub? Yes

6) Business Name: C N J Enterprises Inc

Location City: Scottsdale State: AZ

California Contractor License Number (a) 967058

Description of Portion of Work

Anti Graffiti Coating

Bid Item Numbers

Percentage of Bid Item Subcontracted

List this sub? Yes

17) Business Name: American Civil Constructors West Coast Inc

Location City: Benicia State: CA

California Contractor License Number (a) 526319

Description of Portion of Work

Public Safety Plan (Partial), Prepare Concrete Bridge Deck Surface.

Bid Item Numbers

Percentage of Bid Item Subcontracted

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

Contract No.: 07-2881U4 Project ID: 0714000085

Bidder Name: Security Paving Company, Inc.

Bidder ID: VC0000021062

List this sub? Yes

18) Business Name American Civil Constructors West Coast Inc

Location City Benicia State CA

California Contractor License Number (a) 526319

Description of Portion of Work

Furnish Polyester Concrete Overlay, Place Polyester Concrete Overlay,

Bid Item Numbers

Percentage of Bid Item Subcontracted

List this sub? Yes

19) Business Name American Civil Constructors West Coast Inc

Location City Benicia State CA

California Contractor License Number (a) 526319

Description of Portion of Work

High Friction Surface Treatment

Bid Item Numbers

Percentage of Bid Item Subcontracted

STATE OF CALIFORNIA - BUSINESS TRANSPORTATION AND HOUSING AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING SERVICES
 OFFICE ENGINEER, MS 43
 1727 30th STREET
 P. O. BOX 168041
 SACRAMENTO, CA 95816-8041
 PHONE (916) 227-6299
 FAX (916) 227-6282
 TTY 711



*Flex your power!
 Be energy efficient!*

March 18, 2014

Facsimile: (707) 746-0849

Richard Grabinski, Vice President
 Flatiron West, Inc.
 2100 Goodyear Road
 Benicia, CA 94510

04-235624
 04-SC1,SM-101-52.0/52.6, 0.0/0.6
 B.O. 01/28/14

Dear Mr. Grabinski:

The Department of Transportation (Caltrans) is in receipt of the attached letter dated February 25, 2014, from Blaine Austin, Estimating Manager, Flatiron West, Inc. (Flatiron), in addition to the attached e-mail sent to John McMillan from Lillian Simon. Both items are in response to bid protests submitted by MCM and Ghilotti Bros./RM Harris, JV (Ghilotti).

The protest received from MCM alleges that Flatiron listed K&G Concrete Pumping (K&G) on its Disadvantaged Business Enterprise (DBE) Commitment form, but failed to list them as a subcontractor. It is also alleged that Flatiron enlarged the scope of work to be performed by O.C. Jones by adding bid item 57, Remove Concrete Barrier, and item 72, Imported Biofiltration Soil to work originally described as AC Paving and Cold Planing. The protest also alleges that on bid day Flatiron listed Silverado to perform work described as Bridge Demolition, however on its 24hr Subcontractors list form, enlarged the scope of work to include bid item 47, Remove Reinforced Concrete Box Culvert, and item 49, Remove Junction Box.

The protest received from Ghilotti alleges that on bid day Flatiron listed Highway Specialty to perform work described as CAS/Roadside Signs and Overhead Signs, however, on its 24hr Subcontractors list form added bid item 6, Type III Barricade and item 7, Channelizer (Surface Mounted).

Caltrans, in order to ensure fairness and maintain the integrity of the bidding process, must review and determine the validity of all protests received. Caltrans, in accordance with this business practice, did perform a review of all documents submitted by Flatiron, MCM and Ghilotti and determined the following:

- With respect to the protest submitted by MCM, K&G is only listed for concrete pumping on this project and therefore, Flatiron was not required to list them on the Subcontractor's List form.
- As the protest relates to O.C. Jones, removing the concrete barrier is not relative to the paving or cold plane work. The use of Imported Biofiltration soil is relative to drainage work and as such is not a part of paving and cold plane. Therefore, the scope of work related to O.C. Jones was improperly enlarged after the submission of the initial subcontractor form submitted on the day of bid.

"Caltrans improves mobility across California"

Exhibit C

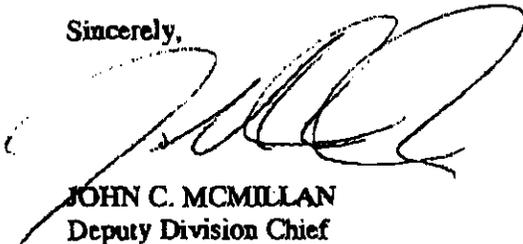
Mr. Grabinski
March 18, 2014
Page 2

- Silverado was identified on bid day to perform work described as Bridge Demolition. Flatiron improperly enlarged the scope of work on its 24hr submittal to include the removal of a reinforced concrete box culvert and removal of the junction box.
- With respect to the protest filed by Ghilotti, on bid day Flatiron identified Highway Specialty to perform work described as CAS/Roadside Signs and Overhead Signs. However, on its 24hr submittal enlarged the scope of work to include the additional work described as Type III Barricade and Channelizer (surface mounted). This also constitutes an improper change in the scope of work identified on bid day.

Based on the determinations above, Caltrans finds that the inclusion of the additional items after submission of the bid, which changes the scope of work listed on bid day, is a violation of the bidding instructions as well as the Public Contract Code. As such, the bid submitted by Flatiron is nonresponsive.

If you have any questions, please contact Mulissa Smith, Contract Awards Branch Chief, at (916) 227-6228.

Sincerely,



JOHN C. MCMILLAN
Deputy Division Chief
Office Engineer
Division of Engineering Services

Attachment(s)

SECURITY PAVING COMPANY, INC.

P. O. BOX 1489 SUN VALLEY, CA. 91353-1489 PH.(818) 767-8418 FAX(818) 767-3169

* Fax Cover Sheet *

Date: 11/5/14

To: John McMillan

Phone: _____

Company: Caltrans Office Engineer

Fax: (916) 227-6282

From: Joe Ferndino

Subject: _____

REGARDING: 07-288144

This cover page is 1 of 11 pages.

*IF THERE IS ANY OTHER INFORMATION YOU NEED PLEASE LET ME KNOW.

OFFICE# (818)767-8418 OR FAX# (818)767-3169.

THANK YOU