



I-65 Southeast Indiana Project

June 2017





Why are we here tonight?

- Design – Low Bid – Build
- Design Build (fixed scope)
- Design Build Finance
- Design Build Finance Operate Maintain
- Design Build Best Value



Why are we here tonight?

Indiana Code 8-15.7

PUBLIC-PRIVATE PARTNERSHIPS



Why are we here tonight?

IC 8-15.7-4-2



Why are we here tonight?

- (k) Before awarding a public-private agreement to an operator, the department shall schedule a public hearing on the *preliminary selection* of the operator and the terms of the proposed public-private agreement. The hearing shall be conducted in the county seat of the county that would be an affected jurisdiction for purposes of the proposed project.



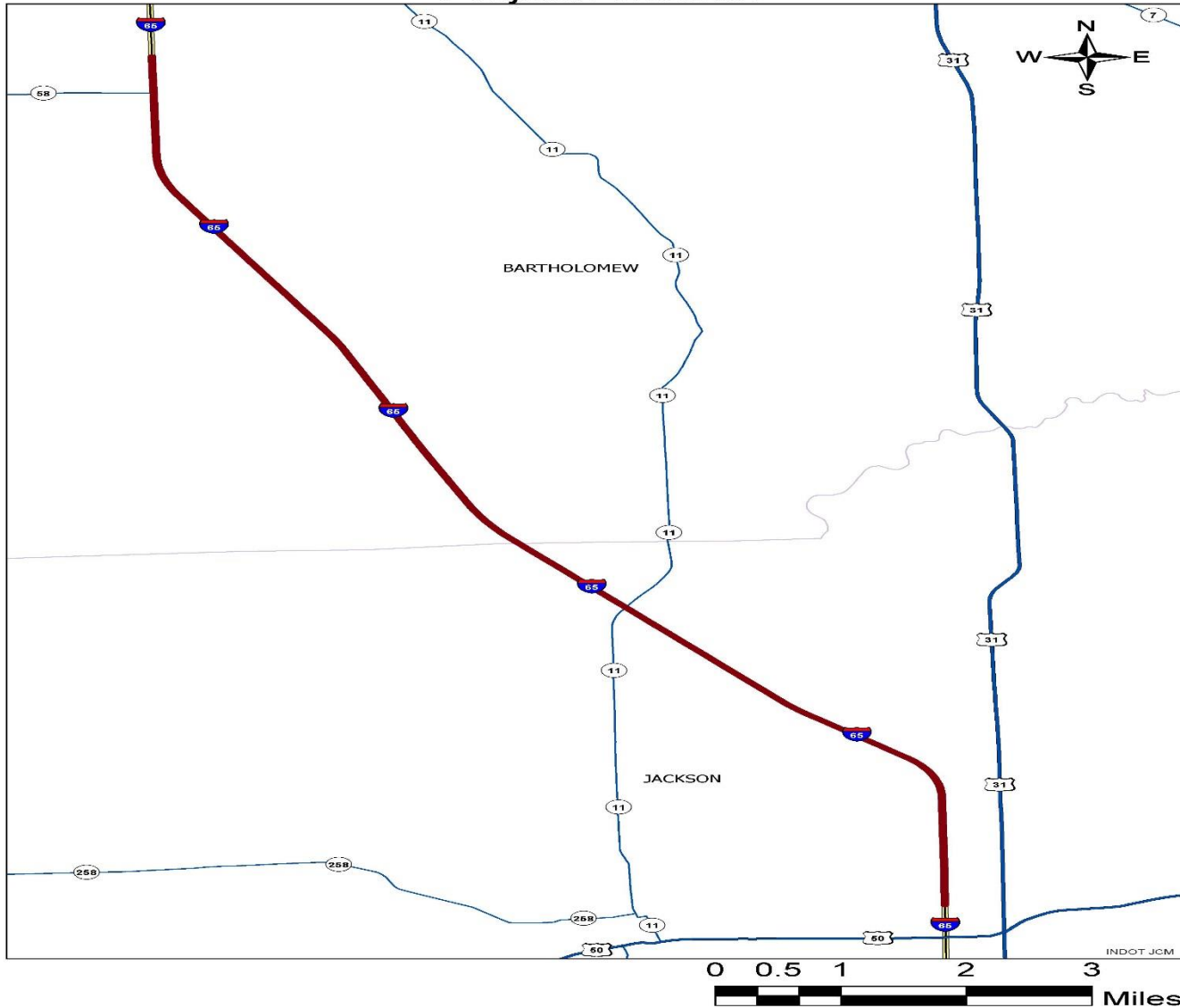
I-65 Southeast Project Overview

- The I-65 Southeast Project is a design-build best-value contract.
- Best value will be determined based on an evaluation of Scope and Technical Proposals.
- There is no financing associated with this project. The project will be funded by State and Federal dollars from existing INDOT appropriations.
- The construction budget for the project is \$143M.
- Construction is anticipated to take 2.5 construction seasons starting Summer 2017.



I-65 Southeast Project Overview

I-65 from US 50 to SR 58
Project Location





I-65 SE Procurement Schedule

RFQ Issued	June 9, 2016
SOQ Received	July 12, 2016
Shortlist Announced	July 29, 2016
RFP Issued	December 28, 2016
Proposals Received	April 27, 2017
Proposals Scored	Apr 27- May 19, 2017
Proposed Contractor Announced	May 22, 2017
Closing/ Notice to Proceed	July 10, 2017



Shortlisted Teams

Design-Builder: *E & B Paving, Inc.*

- Lead Engineer: United Consulting Engineers, Inc.

Design-Builder: *Milestone Contractors, LP*

- Lead Engineer: Parsons Transportation Group, Inc.

Design-Builder: *Rieth-Riley Construction Company, Inc.*

- Lead Engineer: AECOM



Evaluation Process

- A winning proposal was selected based on a combined total of a Scope Proposal, Technical Proposal and Price Proposal score.
- No communication occurred between technical and price proposal evaluation teams until both teams had fully completed their evaluations.
- The final step of combining scope, technical and price scores resulted in a total score out of a maximum of 102.5 points available.
- Evaluators were INDOT personnel supported by staff and consultants.



Technical Proposal Score

- Represents 50 of the total 102.5 proposal points available.
- Technical Proposal Score determined by 2 major elements:
 - Preliminary Project Management Plan (25 points)
 - Preliminary Design-Build Plan (75 points)
- Technical Proposal Score determined by formula:
Technical Proposal Score =
(Project Management Plan + Design-Build Plan) X 0.50



Scope Proposal Score

- Represents 50 of the total 102.5 proposal points available.
- Proposers selected from 20 available scope packages.
- Scope Proposal Score determined by:
Total Scope Proposal Score =
Scope points (maximum of 50 available points)
- A proposer completing all scope packages would receive 50 points.



Price Proposal Score

- Based on a proposed price below \$143M for the full Project scope.
- Price Proposal points were only available to teams completing all Scope Packages.
- A Proposer who proposed the full Project scope and offered to perform the full scope for a Proposal Price less than \$143 million, received 0.25 points for each \$500,000 less than \$143 million.
- The maximum number of Price Proposal points available was 2.5 (equal to \$5M below budget).



Best Value Determination

- The final step of the evaluation merged technical, scope and price considerations into a final score out of a maximum of 102.5 available points.
- The combination of scores was determined by formula:

Total Proposal Score (out of 102.5 points) =

Scope Proposal Score (up to 50 points) + **Technical Proposal Score** (up to 50 points) + **Price Proposal Score** (up to 2.5 points)



Preliminary Preferred Proposer

E&B Paving, Inc.

Lead Designer: United Consulting Engineers, Inc.

Major Subcontractors: ALT & Witzig Engineering, Inc., Mort Environmental, LLC



Preliminary Preferred Proposer

Proposal Highlights:

- Excellent pavement design that will add 5 years to the life of the roadway and create a smoother ride for motorists.
- Contains well-defined strategies to improve safety for workers and the public, including the use of temporary concrete barrier walls during construction.
- Exceeds the Disadvantaged Business Enterprise goal by \$1 million.
- Planned completion date 44 days ahead of the technical requirement.
- Preferred Proposer received the highest Technical Proposal score and Total Proposal score.



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Public Comment Session