

BASIS FOR PRELIMINARY SELECTION OF E&B PAVING/MILESTONE JOINT VENTURE (JV)

The Indiana Department of Transportation (INDOT) has proceeded, under Indiana Code 8-15.7 (**Act**), with a two-step competitive procurement process to seek proposals to design and construct the Safer Drive 65 Project (**Project**) through a “Fixed Price/Best Design” Public Private Agreement (**Design-Build Delivery**) (**DBA**).

The “Fixed Price/Best Design” approach under federal regulations sought to receive the largest scope for a fixed price amount available for the Project of \$209,200,000. INDOT structured this solicitation approach to have a base scope and additional scope features (“additional project elements”), which was in essence lengths of additional travel lanes for the corridor.

Two firms submitted Statements of Qualifications in the first step of the procurement process and were pre-qualified to submit proposals in the second step in response to INDOT’s Request for Proposals (**RFP**) issued October 24, 2024 (as amended). On December 19, 2024, the joint venture proposer of E&B Paving and Milestone (**E&B Paving/Milestone JV**) submitted a proposal offer (**Proposal**) in response to the Instructions to Proposers (**ITP**) included as part of the RFP for the Project.

In accordance with the ITP, the Proposal was comprised of two separate components, a Technical Proposal and a Scope Proposal (i.e., rather than a price proposal, given the solicitation structure). Pursuant to the evaluation process and scoring criteria set forth in the ITP, INDOT determined that the Proposal was responsive to the RFP’s requirements, and passed each of the pass/fail criteria set forth in the RFP. Upon such determination, INDOT evaluated the Technical Proposal and Scope Proposal, calculated the score for each such proposal and the Total Proposal Score, and preliminarily identified E&B Paving/Milestone JV as the **Apparent Best Value Proposer** on January 16, 2025. Such preliminary determination is subject to approval by the governor and concurrence by FHWA as the Project involves federal funding

The process INDOT used to evaluate E&B Paving/Milestone JV’s Proposal is described below in more detail under the caption **Evaluation Process and Procedures**. The scoring and criteria used to evaluate the Proposal are described below in more detail under the caption **Evaluation Criteria and Scoring**.

Evaluation Process and Procedures

The evaluation of the Technical and Scope Proposals was undertaken by the Technical Proposal Evaluation Committee (**TPEC**) with assistance from Subject Matter Experts (**SMEs**) and advisors. The SMEs and advisors are non-voting personnel, who were identified by INDOT to provide support during the procurement phase of the Project, participated in one-on-one meetings, and were trained on the evaluation process. The TPEC, which was the only committee to officially score the Proposal, was comprised solely of INDOT personnel.

Upon receipt of the Proposal, INDOT reviewed the Proposal for completeness and responsiveness to the Technical Proposal and Scope Proposal submittal and pass/fail requirements set forth in the RFP. On December 30, 2024, INDOT concluded its responsiveness and pass/fail review and

recommended to the TEPC that the Proposal had passed the pass/fail criteria and was responsive to the RFP.

The Technical and Scope Proposals were reviewed independently by the TPEC members until January 8, 2024. The review consisted of identifying the perceived strengths and weaknesses of the Proposal and assigning an initial rating based on criteria defined in the ITP. On January 9, 2024, after the independent reviews were complete, INDOT conducted a consensus meeting to (i) discuss and document the Proposal's strengths and weaknesses, (ii) form consensus on translating consensus strengths and weaknesses into adjectival ratings consistent with INDOT practices, (iii) translate consensus ratings into numerical scores, and (iv) determine a total score for the Proposal by adding the Technical Proposal Score and the Scope Proposal Score (Total Proposal Score). In order to facilitate translating consensus ratings into numerical scores at the consensus meeting, the ratings were assigned numerical values that were not disclosed to the TPEC prior to consensus scoring.

After determining the Total Proposal Score, INDOT further determined that the Proposal was competitive based upon the competitive selection process and evaluation criteria specified in the RFP, industry participation in the process, and current market conditions. INDOT thus proceeded to identify E&B Paving/Milestone JV as the Apparent Best Value Proposer under the RFP and preliminarily identified as Design-Build Contractor for the Project, subject to subsequent formal designation by the Governor, in accordance with the Act.

Evaluation Criteria and Scoring

The Total Proposal Score was calculated as the sum of the Technical Proposal Score and the Scope Proposal Score as follows: Technical Proposal Score (30 points maximum) plus the Scope Proposal Score (70 points maximum).

Technical Proposal Score

The Technical Proposal Score was calculated using the following formula:

Technical Proposal Score = $(TP/TP_{\text{High}}) * 30$, where:

TP = Proposer's Technical Proposal evaluation score, as determined pursuant to ITP Section 5.5

TP_{High} = Highest Technical Proposal evaluation score achieved by any Proposer, as determined pursuant to ITP Section 5.5

The Technical Proposal Score was the sum of the TPEC's evaluation score of the Preliminary Project Management Plan (maximum 10 Technical Proposal Score points) and Preliminary Design-Build Plan (maximum 20 Technical Proposal Score points).

The TPEC determined that E&B Paving/Milestone JV's Technical Proposal was competitive, as described above, and provided additional value to INDOT by committing to incorporate numerous project enhancements through its value-added responses to the submittal requirements. When normalized, the Technical Proposal received the maximum of 30 points.

Scope Proposal Score

The Scope Proposal Score was calculated using the following formula:

$$\text{Proposer's Scope Proposal Score} = \frac{\text{Length of APE}}{\text{Length of APE}(\text{high})} * 70, \text{ where:}$$

Length of APE means the length of additional project elements as measured along the centerline

Length of APE (high) means the greatest length provided by an individual Proposer

The TPEC determined that E&B Paving/Milestone JV's Scope Proposal was competitive, as described above, and offered considerable value to INDOT by its inclusion of the additional travel lanes, based upon the engineer's estimates. When normalized, the Scope Proposal received the maximum of 70 points.

Evaluation Criteria

The RFP, which is posted on the INDOT procurement website (<https://www.in.gov/indot/doing-business-with-indot/request-for-proposals/>), contains additional information, detail and requirements consistent with the above with respect to the evaluation criteria. Section 5.4 of the ITP describes the pass/fail and responsiveness evaluation criteria for the Technical Proposal and the Scope Proposal, respectively. Section 5.5 of the ITP describes the evaluation factors and subfactors for the Technical Proposal Score. Section 5.6 of the ITP describes the evaluation criteria for the Scope Proposal Score, pursuant to Sections 5.3.2 and 5.4.2.