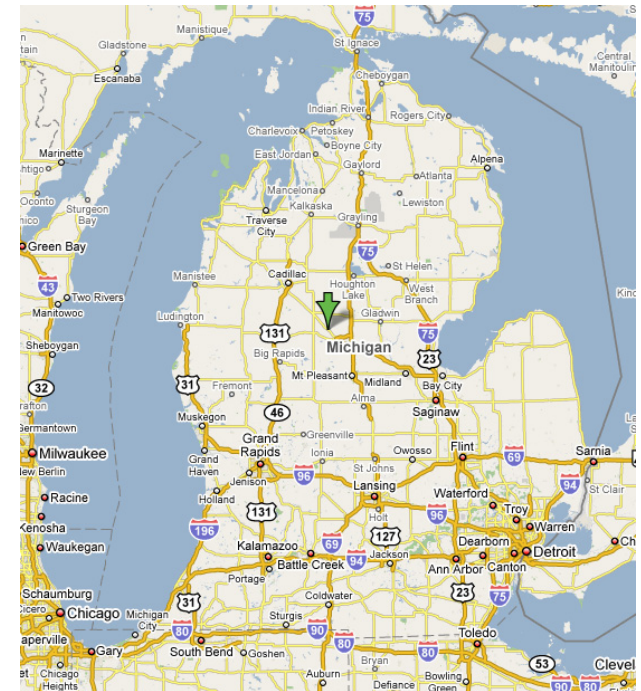


Michigan DOT M-115

Highways for Life Performance-Based Contract

- 5.5 mile, rural, two-lane road and bridge reconstruction
- Best-value contract award
- Formula for evaluating price and non-price factors



Performance-Based Specifications for Six Projects Goals

1. Open to Traffic
2. Construction & Cleanup Completion
3. Pavement Performance
4. Worker Safety During Construction
5. Work Zone Crashes
6. Motorist Delay

Goal #1: Open to Traffic (0-20 points)

- BASELINE date of August 2, 2008 (November 3, 2008)
- Method of Measurement: Actual open to traffic date
- Incentive/Disincentive = \$7,000/calendar day
- Maximum Incentive = \$98,000 (14 calendar days)
- Maximum Disincentive = Unlimited
- Two of the three Contractors provide an early Open to Traffic date in their proposals
- Both Contractors proposed rapid bridge construction techniques

Goal #2: Construction and Cleanup Completion (0-5 points)

- All construction and cleanup is complete on or before the set BASELINE of 15 calendar days after the actual Open to Traffic Date
 - Method of Measurement: Actual Final Acceptance date as defined in the Definitions and Project Requirements sections
 - Incentive/Disincentive: \$2,650/calendar day
 - Maximum Incentive = \$37,100
 - Maximum Disincentive = Unlimited
 - Two of the three Contractors provided a construction and cleanup time less than the project goal of 15 days after the Open to Traffic date
-

Goal #3: Pavement Performance (0-50 points)

- Project Pavement Performance goals are:
 - Initial Pavement Acceptance
 - Pavement Performance Warranty of at least five-years
 - Ride Quality Index of 30 (IRI 56) or less with no grinding of final top course

Goal #3: Pavement Performance (Continued)

- Warranties provided:
 - Pyramid Paving Company - Six-year warranty.
 - Rieth-Riley Construction Company submitted an eight-year bond.
 - Central Asphalt submitted a five-year pavement performance warranty.

- Ride incentives available:
 - Incentive per ½ Mile Direction
 - Ride Quality Incentive:
 - Ride = 20-30, \$2,500 ;
 - Ride 0 < 20 , \$5,000 *
 - # Bonus Incentive Entire Project <30, \$25,000 *
 - Disincentive - None, the ride of record must meet a Ride Quality Index of 30 (IRI 56) or less

- Central Asphalt who was awarded this project proposed changing MDOT's design cross section from hot mix asphalt (HMA) overlay on existing composite concrete pavement to removing the existing HMA, rubblizing the existing concrete and place the HMA layers.

Goal #4: Worker Safety During Construction (0-5 points)

- Worker injury rate (total recordable case rate) less than the rate of 4.0 based on the OSHA 300 rate is the goal for this project.
- All three Contractors provided an adequate workers' safety plan.
- One Contractor proposed to give the workers lighted flashing arm bars for night work.
- \$5,000 incentive / disincentive available for rates $>/<$ OSHA 300 – 4.0 rate

Goal #5: Reduced Work Zone Crashes

(0-10 points)

- Maintain the total pre-construction crash rate of no more than 1.0 crash per month
- Incentive = \$20,000 if equal to or less than 1.0 crash per month
- Disincentive = \$5,000 if equal to or more than 2.0 crashes per month
- Central Asphalt
 - Proposed to widen the existing shoulder to provide two-way traffic for most of the construction stages (eliminates most flagging operations).
 - Proposed emergency traffic pull-off areas and motorist assistance services.
- Other innovations proposed: radar speed signs, additional police surveillance, pilot cars, and self adjusting temporary traffic signals at the two bridges, etc.

Goal #6: Motorist Delay (0-30 points)

- No vehicle shall be delayed due to Contractor's operations more than 10 minutes beyond its normal travel time. Change work operations as needed, to maintain delays below this maximum.
- Incentive/Disincentive = variable (0 - 5 minutes + \$1,000 to > 20 minutes - \$5,000)
- Maximum Incentive = \$50,000
- Overall Bonus Incentive = \$50,000
- Maximum Disincentive = > 20 minutes – shut down contractor
- Central Asphalt's work zone plan will provide two lanes of traffic for most of the construction stages. This innovation by far had the most benefits to the traveling public.

Innovation (0-30 points)

- Contractor proposed innovations:
 - Fully open roadway on historic peak travel times (all Contractors)
 - Self-adjusting temporary traffic signals at the two bridges (one Contractor)
 - Designate alternate routes (all Contractors)
 - Pilot cars (two Contractors)
 - Night time work (one Contractor)

Best-value determination

Contractor Name	Contractor Score	Cost Multiplier	Contractor Bid	Best Value
Rieth-Riley Construction Company, Inc.	111	0.8520	\$5,755,413.00	\$4,903,611.87
Central Asphalt, Inc. (Awarded)	80	0.8933	\$4,477,777.77	\$3,999,998.88
Pyramid Paving and Contracting Company, Inc. (Unable to secure a single term, six-year warranty)	62	0.9173	\$4,190,777.00	\$3,844,199.74