

## 2022-23 Annual Report

### Alternative Contracting Special Experimental Project No. 14 (SEP-14) Best Value Contract Selection

#### Introduction

On April 24, 2012, FHWA accepted NYSDOT’s proposed work-plan for the use of Best-Value selection of design-bid-build construction contracts through the Federal “Alternative Contracting” SEP-14 program. The work-plan has been extended a few times since then. The latest extension covers projects advertised for bids between through December 31, 2027. As part of the work-plan, NYSDOT will provide interim reports and final reports for projects that use Best Value.

The following is the annual report for 2022-23, covering the period from April 1, 2022 to March 31, 2023. The report provides information on how NYSDOT used Best-Value selection during SFY 22/23 and presents plans for future Best-Value candidate projects. It also includes three (3) interim project reports and one (1) final project report.

#### Projects Selection for use of Best-Value

The NYSDOT work plan detailed key reasons why the use of Best-Value selection helps minimize risks on certain projects. Below is a list of the three measures outlined in the work plan that were used to determine whether a project will be a good candidate and to measure the success of the project if Best-Value selection is deemed appropriate:

- **Cost savings:** Minimize change orders by including in the criteria for selection items such as experience with similar projects and conditions, understanding and approach, schedule, and quality control.
- **Quality:** The Best-Value selection process allows quality criteria to be used to help score each contractor based on past experience, quality control, and understanding and approach.
- **Time:** A candidate for Best-Value will typically have time constraints due to factors like traffic volumes or environmental restrictions. The selection criteria can include items like durations for portions of the project and/or substantial completion. The durations chosen by the Contractor will become contractual.

All candidate projects for using Best Value selection follow a predetermined process for Best Value applicability prior to designation as Best Value procurement project. Candidate projects are vetted by the Region, and the Project Management Office.

### SFY 22/23 - Results of use of Best-Value Contract Selection

#### Awarded in SFY 22-23

PIN	D#	Project Title	Interim Report	Final Report
X73175	D264699	DECK REPLACEMENT OF BRIDGES CARRYING STATEN ISLAND EXPRESSWAY (I-278) OVER RICHMOND AVENUE	6/5/2022	5/24/2025
X73168	D264749	REHABILITATION OF WOOLLEY AVE AND BRADLEY AVE BRIDGES OVER STATEN ISLAND EXPRESSWAY (I-278)	6/9/2022	10/4/2024
X02446	D264772	RESURFACING OF THE ROUTE 9A BIKEWAY, NEW YORK CO, NYC	11/5/2022	4/24/2024
X73151	D264892	BRIDGE REHABILITATION OF BRUCKNER EXPY OVER ROSEDALE AVE, BRONX BIN 1075789	4/23/2023	6/2/2026

**Completed in SFY 22-23**

PIN	D#	Project Title	Interim Report	Final Report
004242	D264049	NY25/NY107 BRIDGE REHAB	3/29/2020	11/23/2022

The interim report for two (2) of the projects awarded in 22-23 and the final report for project completed in 22-23 are included in this Annual 2022-2023 SEP14 report dated 9/7/2023 (see page 14).

**Historical Cost and Schedule Analysis**

**NOTE: No historical analysis was completed for Quality. Due to the fledgling nature of the Best Value Program, sufficient time has not passed since the completion of projects to adequately investigate the question of quality with respect to project life.**

Beginning with the 2015-2016 annual report, historical data was first analyzed and submitted to determine if BV contracts were indeed historically functioning as expected. Since the same approach, factors analyzed, cost and schedule indicators were used in this year analysis, it makes sense to include the following paragraphs/excerpts from 2015-2016 annual report with revisions to selected text to reflect the current year’s analysis period.

A historical analysis is included in this Year’s Annual Report to examine Cost and Schedule deviations and Comparisons of Best Value vs. Low Bid procurement projects. To compare projects in an objective and scientific manner, the following criteria was used to develop a sample population of projects to be compared.

All completed BV projects with a completion date on or before **March 31, 2023** were used in the comparison. This yielded nineteen (19) Best Value Projects. To identify a comparative list of Low Bid projects to compare to, a set of criteria was identified for comparable set of data points.

1. NYSDOT let projects. Only projects using traditional NYSDOT Design Bid Build-Low Bid procurement method and let by the Department were used in the analysis.
2. Time Criteria for identifying projects: All completed Best Value Projects were investigated. Only completed BV projects were used. The earliest Letting Date and the latest Contract Completion date falling approximately near the end of this Annual Report period for completed projects were derived. These two dates were used as the “Time” filtering criteria for the Low Bid projects to be compared. This criteria was used to ensure both Best Value and Low Bid projects encountered the same environmental variables such as inflation, material shortages, and price escalations. For this historical analysis, Low Bid projects having a letting date between May 1, 2012 – October 30, 2019, and a contract completion date on or before **March 31, 2023** were analyzed.
3. Cost Criteria: To analyze comparable Best Value and Low Bid costs, a cost criteria also needed to be applied to filter projects. For the Cost Criteria, the lowest and highest Contract Awarded Amount of completed Best Value projects was used. For the comparison, a low value of 9M +/- and a high value of 56.0M +/- was used (three BV projects awarded at \$109M, \$145M, and \$317M were considered outliers, therefore these amounts were not used as the high value).

The above filtering criteria yielded **one hundred and fifty-one (151)** Low Bid projects with credible data.

**Factors Analyzed:**

**Schedule:** Data was pulled for all Best Value and Low Bid projects meeting the search criteria for Original Contract Completion Date and the Contractor’s last day of work. Those dates were compared and the difference in days computed. Negative days indicate that the Contractor finished work prior to the Original Contract Completion date while positive dates indicate that the Contractor finished work after the Original Contract Completion. An Average was then completed for all Low Bid and Best Value projects. This average was then compared between the two procurement methods.

**RESULTS SIGNIFICANCE:** Due to Best Value Procurement considering schedule in the determination of a Best Value Contractor, the expectation is the Schedule Indicator should show on average Best Value Contracts finishing sooner than a comparable Low Bid project. If the results show differently, then the benefits of the Best Value procurement come into question.

Cost: Cost Data for projects consisting of the Engineer's Estimated Cost Prior to Bid, Low Bid Amount or the Best Value winner's bid amount, total Change Order amount, and Final Cost were obtained. From that data for each project the following two cost indicators for each project were calculated:

- **Cost Indicator #1 (COST ESCALATION DURING CONSTRUCTION):** Percent (%) difference between the Final Cost and the Low Bid/Best Value amount: Percentages greater than 100% means that the Final cost was greater than the Low Bid/Best Value Bid by that percentage and conversely, percentages less than 100% meant that the Final Cost was lower than the Low Bid/ Best Value Amount by that percentage. This indicator was used because it shows if, and how much, the Final Cost was higher/lower than the Low Bid/Best Value. It can be used to determine generally if one type of procurement generally yields a higher or lower Final Cost as compared to the Low Bid/Best Value amount.

**RESULTS SIGNIFICANCE:** For Best Value procurement process to be functioning correctly Cost Indicator #1 should show Best Value and Low Bid projects with comparable indicators. Best Value Cost Indicator #1 being significantly lower than Low Bid projects is beneficial while Best Value Cost Indicator #1 being significantly higher points to Best Value procurement projects driving costs up during construction.

- **Cost Indicator #2 (COST OF BEST VALUE FACTORED INTO BIDS):** Percent (%) difference between the Engineer's Estimate and the Low Bid/Best value amount: Percentages greater than 100% means that the Low Bid/Best value amount was greater than the Engineer's Estimate by that percentage and conversely, percentages less than 100% means that the Low Bid/ Best Value Amount was lower than the Engineer's Estimate by that percentage. This indicator was identified as significant because it can show if Contractor's Bid Costs were generally inflated as compared between the two procurements. Additionally, it identifies whether the Best Value amount (which may not be the lowest price bid for the contract) is at a higher percentage over the estimated cost as compared to traditional Low Bid contracts.

**RESULTS SIGNIFICANCE:** Since the Best Value procurement process does not necessarily award the contract to the lowest bidder, one would expect this indicator for Best Value projects to be higher on average than Low Bid projects. Additionally, since the Best Value procurement factors includes schedule in its determination of the overall Best Value Contractor, it would be expected that Contractors would factor in the additional costs of accelerated construction into their bids causing this Indicator to be higher on average for Best Value contracts. Any extent of increase should be considered in the determination whether the Best Value procurement process is functioning correctly. Although, a higher value for this indicator is expected for Best Value Contracts, that value should be minor and within an acceptable range. Otherwise, the cost increase impacts the benefits of any schedule acceleration. Since completing projects sooner has a real cost benefit not only to the Department but to the traveling public in the form of fuel and lost time savings, and cost increase this Indicator shows is offset by those benefits so long as the Indicator shows the difference between the two procurement methods to be minor.

100% State funded projects, which do not require FHWA oversight, are not included in the historical BV analysis.

The Historical Analysis for this report yielded the results in Table 1 & Table 2.

TABLE 1 - Historical Analysis for Best Value Projects											
Region	Contract Number	Project ID	Date of Letting	Original Contract Completion Date (Original Completion)	Contractors Last Day of Work (CLDW)	Schedule Indicator: CLDW vs. Original Completion (Calendar Days)	Engineer's Estimate (\$)	BV Cost (Award Amount \$)	Final Cost (\$)	Cost Indicator #1 % Diff (Final Cost vs. BV Cost)	Cost Indicator #2 % Diff (BV Cost vs. Engineer's Estimate)
01	D262025	SABP00	5/24/2012	7/15/2013	7/15/2013	0	24,983,945	29,002,653	28,741,874	99%	116%
01	D262091	152868	2/12/2013	7/31/2016	5/20/2016	-72	134,701,708	145,776,431	145,475,450	100%	108%
01	D262595	105502	2/26/2014	12/31/2015	6/17/2015	-197	9,458,003	11,191,970	10,589,003	95%	118%
01	D262718	172151	10/28/2014	5/25/2016	11/6/2015	-201	18,258,083	22,299,497	21,852,583	98%	122%
01	D263788	172190	9/26/2018	1/17/2020	6/1/2020	136	36,213,888	31,077,048	33,264,421	107%	86%
05	D262652	576080	8/25/2014	6/30/2017	5/12/2017	-49	45,921,169	56,198,817	59,990,215	107%	122%
08	D262044	810628	5/31/2012	6/30/2015	1/16/2015	-165	24,588,406	21,314,000	21,404,167	100%	87%
10	D263406	001766	3/29/2017	9/28/2018	2/22/2019	147	18,517,863	15,765,815	16,006,281	102%	85%
10	D263477	001143	8/2/2017	1/15/2019	9/19/2019	247	14,810,908	15,743,708	15,669,573	100%	106%
10	D263630	080959	1/24/2018	8/29/2019	5/8/2020	253	8,769,326	9,478,335	9,604,680	101%	108%
10	D263845	000616	4/17/2019	3/28/2021	1/21/2021	-66	16,055,706	16,193,713	17,041,361	105%	101%
10	D263860	076135	12/19/2018	10/16/2020	3/18/2021	153	26,897,896	28,208,661	27,424,598	97%	105%
10	D264049	004242	10/30/2019	2/17/2022	5/12/2022	84	10,527,271	11,986,257	11,275,462	94%	114%
10	D264051	080997	10/23/2019	4/23/2021	4/23/2021	0	20,349,853	14,395,054	14,493,662	101%	71%
11	D262963 *	X73128	12/16/2015	3/31/2018	5/14/2021	1140	49,556,435	52,841,785	81,144,330	154%	107%
11	D263208	X73575	11/16/2016	11/20/2019	4/30/2020	162	127,322,569	109,692,000	105,265,927	96%	86%
11	D263241	X73143	10/26/2016	6/28/2018	12/11/2018	166	8,000,359	11,376,746	12,214,826	107%	142%
11	D263452	X72977	5/24/2017	7/29/2019	8/5/2020	373	348,177,167	317,921,881	299,939,472	94%	91%
11	D263747	X73149	7/13/2018	12/19/2019	12/31/2019	12	85,577,653	53,911,447	45,977,788	85%	63%
<b>Indicator Averages:</b>						<b>55</b>				<b>99%</b>	<b>102%</b>

\* Data for contract D262963 was excluded from the BV Indicator Averages calculations above. This contract would be considered an outlier and including its information would not provide a true comparison between Best Value and Low Bid contracts. The work for the steel repairs were completed by the original contract completion date. The remaining time extensions were due mostly for added work to extend the operation and maintenance of the HOV lane, which also increased the final cost by over \$28M. More information on this contract can be found in the Project Final Report submitted with the 2021-22 Annual Report.

The filters below were applied in OBIEE (Oracle's Reporting Tool) to define the NYSDOT let projects delivered by Low Bid (Primavera P6 Project Code: D-B-B Low) shown in Table 2. The analysis did not exclude projects where change orders were added for declared emergencies or other change orders.

- *Project Delivery Method is equal to/is in Design-Bid-Build Low Bid*
- *Date of Letting is between 05/01/2012 and 10/30/2019*
- *Current Contract Completion Date is less than or equal to 03/31/2023*
- *Contract Award Amount is between \$9,000,000 and \$56,000,000*

*(OBIEE subject area = Site Manager)*

**TABLE 2 - Historical Analysis for Low Bid Projects**

Region	Contract Number	Project ID	Date of Letting	Original Contract Completion Date (Original Completion)	Contractors Last Day of Work (CLDW)	Schedule Indicator: CLDW vs. Original Completion (Calendar Days)	Engineer's Estimate (\$)	Low Bid (Award Amount \$)	Current Contract Amount (\$)	Cost Indicator #1 % Diff (Current Contract Amount vs. Low Bid Award)	Cost Indicator #2 % Diff (Low Bid Award vs. Engineer's Estimate)
01	D262101	108961	10/11/2012	12/31/2014	11/19/2014	-42	12,573,425	10,526,106	11,516,136	109%	84%
01	D262266	105157	3/21/2013	12/31/2016	10/14/2016	-78	30,121,118	28,635,847	31,741,674	111%	95%
01	D262342	133518	7/25/2013	7/31/2015	8/14/2015	14	11,947,424	11,093,457	10,317,097	93%	93%
01	D262653	146042	10/22/2015	12/31/2017	6/30/2018	181	18,404,451	20,311,893	20,250,155	100%	110%
01	D262907	1BOW0A	3/12/2015	11/30/2016	5/31/2017	182	16,135,712	15,615,616	14,698,068	94%	97%
01	D262921	112518	5/21/2015	12/31/2016	11/22/2016	-39	22,326,327	18,547,450	17,130,338	92%	83%
01	D262930	1BOW0E	11/19/2015	6/30/2018	6/29/2018	-1	15,285,529	16,010,378	16,201,920	101%	105%
01	D263014	105171	10/22/2015	11/30/2018	11/7/2018	-23	20,184,321	22,385,330	21,312,536	95%	111%
01	D263107	1BOW0B	2/4/2016	6/15/2018	10/4/2018	111	10,601,807	9,870,474	9,580,270	97%	93%
01	D263301	1BOW0G	2/16/2017	9/30/2019	9/17/2019	-13	16,730,069	13,000,000	11,876,130	91%	78%
01	D263411	108533	4/6/2017	12/31/2018	5/29/2019	149	10,459,494	12,487,250	12,867,305	103%	119%
01	D263505	182286	10/19/2017	8/30/2019	11/27/2019	89	13,454,507	10,425,900	10,500,630	101%	77%
01	D263577	104334	1/25/2018	12/15/2019	11/22/2019	-23	7,733,971	9,745,744	11,847,888	122%	126%
01	D263740	105181	6/21/2018	11/30/2019	10/23/2020	328	11,655,972	10,680,985	11,350,272	106%	92%
01	D263826	130681	11/29/2018	11/30/2020	6/15/2021	197	22,780,759	26,855,269	29,535,303	110%	118%
01	D263980	181040	6/6/2019	10/31/2020	4/19/2021	170	11,932,602	11,672,115	9,846,154	84%	98%
02	D262027	SABP03	5/3/2012	12/31/2013	12/30/2013	-1	21,413,497	17,370,449	17,080,518	98%	81%
02	D262237	213450	3/28/2013	8/31/2014	2/27/2018	1276	12,926,186	12,601,978	30,468,534	242%	97%
02	D262512	213441	3/20/2014	7/31/2017	10/19/2018	445	47,407,678	52,155,203	55,253,814	106%	110%
02	D262929	SBOW0A	5/21/2015	10/17/2017	11/17/2017	31	11,836,684	10,802,349	10,326,399	96%	91%
02	D263572	280532	1/11/2018	10/31/2020	3/31/2021	151	17,760,883	16,515,001	18,699,849	113%	93%
02	D263869	280583	1/24/2019	6/14/2020	9/25/2020	103	13,543,453	15,105,120	18,682,013	124%	112%
03	D262102	350632	11/8/2012	10/31/2014	12/18/2014	48	8,320,742	9,570,645	10,605,704	111%	115%
03	D262818	302811	2/12/2015	11/30/2017	10/31/2017	-30	20,444,922	17,435,754	15,858,133	91%	85%
03	D263123	304552	4/14/2016	11/30/2017	6/29/2018	211	14,347,863	14,088,750	14,363,616	102%	98%
03	D263248	350165	11/3/2016	11/30/2017	7/13/2018	225	12,920,421	10,792,779	11,299,773	105%	84%
03	D263545	350651	9/7/2017	8/15/2018	10/31/2018	77	21,151,592	27,238,115	26,833,949	99%	129%
03	D263767	350652	4/25/2019	9/30/2020	10/7/2020	7	9,786,073	11,183,958	10,584,951	95%	114%
03	D264077	3EST01	9/12/2019	11/30/2020	6/9/2022	556	19,610,666	18,999,949	18,110,800	95%	97%
04	D262396	439023	11/21/2013	12/31/2015	4/30/2016	121	14,758,906	13,936,984	13,068,083	94%	94%
04	D262910	459019	8/20/2015	11/30/2016	12/29/2016	29	8,910,494	9,920,001	9,860,082	99%	111%
04	D263114	439013	3/3/2016	8/31/2018	8/31/2018	0	11,534,644	10,960,116	10,448,891	95%	95%
04	D263249	453107	12/15/2016	11/30/2018	1/31/2019	62	15,124,806	13,912,456	14,187,406	102%	92%
04	D263387	439030	4/20/2017	12/31/2019	6/16/2020	168	50,792,464	50,592,147	51,949,093	103%	100%
04	D263668	4940X1	3/8/2018	7/31/2020	1/5/2021	158	10,924,608	10,707,733	10,644,638	99%	98%
04	D263770	494006	10/11/2018	7/18/2021	3/29/2022	254	14,520,873	16,254,779	16,939,631	104%	112%
05	D261909	500680	5/17/2012	10/31/2013	9/29/2014	333	28,352,538	28,991,731	30,704,402	106%	102%
05	D262028	SABP04	5/10/2012	12/31/2013	11/26/2013	-35	18,597,700	13,654,416	12,147,571	89%	73%
05	D262265	503498	3/28/2013	6/30/2015	7/31/2015	31	16,106,196	14,662,330	14,852,957	101%	91%
05	D262269	551244	3/21/2013	6/30/2014	11/7/2014	130	9,935,482	11,158,438	11,841,366	106%	112%
05	D262425	500684	12/5/2013	12/15/2014	12/10/2014	-5	23,414,786	20,994,225	19,704,142	94%	90%
05	D262552	558044	3/20/2014	12/31/2016	12/27/2016	-4	15,373,972	14,280,865	14,265,411	100%	93%
05	D262671	541054	9/4/2014	6/30/2016	6/5/2019	1070	13,594,468	15,838,470	24,112,227	152%	117%
05	D262727	500699	12/18/2014	9/30/2016	11/10/2016	41	21,709,974	22,232,686	22,085,635	99%	102%
05	D262806	539237	2/5/2015	12/31/2016	12/15/2016	-16	9,195,780	10,068,117	11,338,710	113%	109%
05	D262814	547030	2/5/2015	12/31/2016	10/13/2017	286	11,270,944	10,375,353	9,986,933	96%	92%
05	D263103	512632	3/3/2016	12/31/2016	11/29/2017	333	17,636,828	18,274,117	17,970,388	98%	104%
05	D263214	526848	7/14/2016	12/30/2018	2/1/2018	-332	12,176,246	10,341,596	9,806,449	95%	85%
05	D263566	513445	1/11/2018	7/31/2020	6/4/2020	-57	35,878,245	29,865,355	32,456,696	109%	83%
05	D263803	576190	8/30/2018	7/30/2020	7/30/2020	0	18,915,081	17,982,592	16,944,915	94%	95%
05	D263805	57619B	5/23/2019	11/30/2021	11/30/2021	0	18,573,047	18,759,000	17,526,562	93%	101%
06	D262142	603314	12/13/2012	9/30/2014	9/4/2014	-26	22,756,794	19,398,719	18,196,464	94%	85%
06	D263121	621828	3/17/2016	9/1/2017	9/29/2017	28	24,474,920	20,081,060	19,314,372	96%	82%
07	D262301	714331	3/28/2013	11/30/2014	9/28/2015	302	9,126,935	9,173,173	9,137,105	100%	101%
07	D262447	702406	11/21/2013	11/30/2015	12/23/2015	23	10,740,372	10,652,806	10,276,810	96%	99%
07	D262533	772079	3/6/2014	11/30/2015	5/25/2016	177	18,603,056	19,712,543	17,914,399	91%	106%
07	D262786	7BOW00	1/8/2015	11/30/2016	6/23/2017	205	11,968,512	10,579,895	9,996,712	94%	88%
07	D262787	704426	1/8/2015	11/30/2016	11/30/2016	0	14,733,711	15,653,249	14,810,882	95%	106%
07	D263194	700406	6/16/2016	7/31/2018	7/27/2018	-4	17,629,600	13,046,427	12,593,867	97%	74%
07	D263937	775296	4/25/2019	11/30/2021	11/17/2021	-13	9,987,284	9,292,922	8,967,442	96%	93%

TABLE 2 - Historical Analysis for Low Bid Projects CONTINUED

Region	Contract Number	Project ID	Date of Letting	Original Contract Completion Date (Original Completion)	Contractors Last Day of Work (CLDW)	Schedule Indicator: CLDW vs. Original Completion (Calendar Days)	Engineer's Estimate (\$)	Low Bid (Award Amount \$)	Current Contract Amount (\$)	Cost Indicator #1 % Diff (Current Contract Amount vs. Low Bid Award)	Cost Indicator #2 % Diff (Low Bid Award vs. Engineer's Estimate)
08	D262100	806210	11/8/2012	12/31/2013	8/28/2014	240	10,539,868	10,243,480	14,522,069	142%	97%
08	D262123	856134	1/10/2013	6/30/2014	8/15/2014	46	9,917,881	11,584,000	11,961,265	103%	117%
08	D262370	806209	9/19/2013	6/1/2016	9/30/2016	121	42,329,862	40,777,134	40,919,313	100%	96%
08	D263244	8BOW26	8/25/2016	12/15/2017	9/21/2018	280	12,258,836	17,111,839	19,209,336	112%	140%
08	D263325	809359	11/17/2016	12/29/2017	7/29/2018	212	9,727,712	11,911,756	14,475,591	122%	122%
08	D263386	881282	10/19/2017	12/15/2018	5/23/2019	159	14,494,869	11,867,677	12,419,843	105%	82%
08	D263403	881272	3/8/2018	8/31/2019	5/21/2020	264	12,778,116	13,884,000	14,634,151	105%	109%
08	D263441	811354	4/13/2017	11/30/2018	2/21/2019	83	41,468,546	55,311,990	47,644,975	86%	133%
08	D263467	810631	4/20/2017	6/1/2018	10/31/2018	152	8,222,795	14,514,000	16,094,275	111%	177%
08	D263634	806241	1/25/2018	6/30/2020	6/4/2020	-26	16,114,956	15,861,796	14,694,262	93%	98%
08	D263671	802500	3/29/2018	11/30/2019	5/26/2022	908	11,134,535	13,930,000	25,749,762	185%	125%
08	D263729	806245	7/12/2018	12/31/2019	6/30/2020	182	10,017,387	16,805,007	16,439,298	98%	168%
08	D263935	823945	4/11/2019	11/27/2021	11/3/2021	-24	22,490,136	23,600,000	23,893,670	101%	105%
08	D263945	812726	6/6/2019	4/30/2021	11/20/2021	204	26,036,697	28,852,933	26,444,027	92%	111%
08	D263971	881405	6/20/2019	11/30/2019	8/27/2020	271	11,339,694	10,960,000	10,380,055	95%	97%
08	D263995	839201	5/23/2019	11/30/2020	6/30/2022	577	9,420,230	10,896,703	12,369,403	114%	116%
08	D264005	811364	6/27/2019	11/15/2019	8/28/2020	287	8,533,885.36	9,199,999.00	9,925,635.96	108%	108%
08	D264036	881126	9/26/2019	11/23/2021	3/25/2022	122	9,998,515.75	11,589,775.29	12,136,056.15	105%	116%
09	D262030	SABP06	6/14/2012	12/31/2013	12/16/2013	-15	22,448,899.96	19,851,582.20	18,599,057.45	94%	88%
09	D262079	906729	7/26/2012	9/30/2014	11/26/2013	-308	12,961,369.51	11,861,397.74	9,526,349.56	80%	92%
09	D262297	935760	9/24/2015	12/29/2017	12/20/2017	-9	25,078,036.59	20,554,583.85	20,185,415.49	98%	82%
09	D262781	901439	12/3/2015	9/30/2017	5/29/2019	606	11,624,486.23	11,858,426.45	11,758,114.95	99%	102%
09	D263018	935800	3/3/2016	2/23/2018	11/30/2017	-85	29,244,052.38	24,399,140.36	23,617,237.81	97%	83%
09	D263302	931400	12/15/2016	12/31/2018	8/23/2019	235	10,356,546.75	10,460,460.40	10,303,739.49	99%	101%
09	D263951	906773	4/25/2019	12/18/2020	5/24/2021	157	9,752,242.55	11,575,575.11	10,913,970.67	94%	119%
10	D262126	011256	10/25/2012	12/31/2014	10/31/2015	304	24,577,729.07	22,479,986.00	20,477,112.56	91%	91%
10	D262168	005421	1/10/2013	1/27/2015	11/20/2015	297	23,993,526.41	25,577,000.00	29,171,931.69	114%	107%
10	D262172	001765	2/21/2013	10/31/2015	1/15/2016	76	23,776,353.48	16,537,006.50	18,528,942.78	112%	70%
10	D262445	005918	11/21/2013	12/31/2015	12/18/2015	-13	15,253,686.34	13,888,000.00	11,413,300.58	82%	91%
10	D262500	022934	2/20/2014	5/30/2016	9/6/2017	464	9,242,255.15	9,669,669.69	10,734,782.53	111%	105%
10	D262656	022949	8/21/2014	12/31/2015	12/30/2015	-1	24,865,880.00	25,243,000.00	21,177,042.50	84%	102%
10	D262659	080920	9/4/2014	7/20/2016	12/31/2016	164	9,388,268.24	10,874,900.42	10,759,741.05	99%	116%
10	D262708	004233	12/4/2014	5/4/2016	9/13/2017	497	9,840,875.98	10,232,905.30	9,936,585.52	97%	104%
10	D262719	0BOW00	12/18/2014	9/30/2017	6/16/2017	-106	22,199,047.52	27,162,362.63	26,734,226.07	98%	122%
10	D262794	001625	2/5/2015	6/30/2017	9/30/2017	92	16,642,191.96	16,661,661.61	16,419,726.04	99%	100%
10	D262801	0CBOW1	1/8/2015	12/30/2016	4/20/2017	111	19,536,092.76	23,735,284.69	24,618,104.67	104%	121%
10	D262897	022947	5/21/2015	6/30/2017	10/18/2018	475	15,023,542.61	18,418,418.18	19,210,091.27	104%	123%
10	D262965	080956	8/20/2015	12/31/2016	12/21/2016	-10	14,949,634.96	13,957,000.00	13,886,167.04	99%	93%
10	D263109	080921	4/21/2016	11/30/2017	12/27/2018	392	10,006,639.46	13,476,800.00	13,564,369.85	101%	135%
10	D263126	080963	6/16/2016	12/15/2017	8/30/2018	258	13,203,762.84	11,647,000.00	10,686,295.79	92%	88%
10	D263237	080932	9/8/2016	12/28/2018	12/4/2018	-24	9,526,188.88	9,461,293.50	10,431,053.02	110%	99%
10	D263287	051736	2/16/2017	6/8/2018	11/28/2018	173	21,791,425.76	18,693,360.00	19,187,568.41	103%	86%
10	D263540	032807	9/7/2017	12/31/2018	9/25/2019	268	11,809,505.86	10,587,000.00	9,913,514.33	94%	90%
10	D263563	080973	9/7/2017	12/28/2018	7/15/2020	565	15,396,387.50	14,349,000.00	12,725,847.08	89%	93%
10	D263565	080990	9/7/2017	12/21/2018	4/23/2019	123	18,872,051.12	16,564,000.00	16,080,889.49	97%	88%
10	D263681	005029	4/26/2018	12/31/2019	5/21/2020	142	19,383,739.39	15,937,000.00	12,735,595.57	80%	82%
10	D263744	001627	6/21/2018	6/30/2021	8/17/2021	48	29,007,697.94	32,687,178.00	31,792,320.28	97%	113%
10	D263752	005926	7/12/2018	6/30/2020	6/30/2020	0	9,677,140.47	10,657,000.00	10,235,039.22	96%	110%
10	D264030	051655	8/8/2019	12/31/2020	12/31/2020	0	16,188,047.20	18,189,107.00	17,827,581.22	98%	112%
10	D264048	004241	10/10/2019	5/11/2021	8/15/2021	96	7,903,623.52	9,562,797.95	9,601,094.35	100%	121%
11	D262162	X80663	2/21/2013	3/31/2014	6/30/2015	456	12,947,968.49	12,233,135.20	14,366,168.92	117%	94%
11	D262197	X73140	3/28/2013	7/31/2016	3/29/2016	-124	35,201,648.56	27,864,095.00	25,352,524.15	91%	79%
11	D262267	XM1251	3/7/2013	4/30/2016	10/27/2017	545	24,274,772.70	20,378,000.00	21,279,059.20	104%	84%
11	D262399	X80657	11/21/2013	4/27/2016	4/27/2016	0	17,372,632.96	12,438,425.21	12,881,601.19	104%	72%
11	D262469	X72040	12/19/2013	6/30/2017	6/28/2017	-2	33,738,793.17	27,791,803.78	29,503,709.91	106%	82%
11	D262482	XM1348	12/19/2013	8/25/2016	8/24/2016	-1	20,034,773.82	16,758,000.00	16,151,063.74	96%	84%
11	D262514	X75988	3/6/2014	4/30/2016	9/13/2018	866	10,998,516.88	9,721,500.88	10,753,228.00	111%	88%
11	D262685	X02505	9/18/2014	11/30/2016	11/18/2016	-12	13,452,345.18	16,834,669.50	12,620,139.67	75%	125%
11	D262687	X73136	10/23/2014	1/22/2017	7/3/2017	162	8,147,880.38	9,984,859.37	10,210,672.02	102%	123%
11	D262696	XM1252	12/18/2014	1/13/2017	12/15/2017	336	22,837,640.84	23,863,163.50	21,877,139.26	92%	104%



**TABLE 2 - Historical Analysis for Low Bid Projects CONTINUED**

Region	Contract Number	Project ID	Date of Letting	Original Contract Completion Date (Original Completion)	Contractors Last Day of Work (CLDW)	Schedule Indicator: CLDW vs. Original Completion (Calendar Days)	Engineer's Estimate (\$)	Low Bid (Award Amount \$)	Current Contract Amount (\$)	Cost Indicator #1 % Diff (Current Contract Amount vs. Low Bid Award)	Cost Indicator #2 % Diff (Low Bid Award vs. Engineer's Estimate)
11	D262699	X80661	12/4/2014	1/1/2019	1/1/2019	0	57,738,425.45	55,027,000.00	55,162,858.33	100%	95%
11	D262710	XM1448	12/4/2014	7/19/2017	9/22/2017	65	16,350,279.40	20,070,070.00	20,032,634.38	100%	123%
11	D262761	XM1256	2/5/2015	7/1/2017	12/1/2017	153	12,212,274.74	9,882,440.00	10,799,358.20	109%	81%
11	D262804	X10338	2/5/2015	12/31/2016	9/30/2018	638	18,127,395.52	24,422,968.50	30,259,913.50	124%	135%
11	D262962	XM1451	10/8/2015	12/31/2018	12/30/2019	364	21,580,146.06	28,574,596.00	30,825,107.66	108%	132%
11	D262985	X05163	10/22/2015	9/30/2017	8/30/2017	-31	10,322,291.61	14,593,986.00	13,450,263.08	92%	141%
11	D263048	XM1620	12/17/2015	12/31/2017	11/21/2017	-40	11,993,900.00	11,497,700.00	11,903,956.44	104%	96%
11	D263078	XM1548	12/17/2015	9/9/2017	9/8/2017	-1	20,987,139.26	18,011,500.00	17,316,047.45	96%	86%
11	D263250	XM1720	10/20/2016	2/22/2018	2/22/2018	0	11,999,208.00	11,452,500.00	11,414,366.67	100%	95%
11	D263261	XM1260	11/17/2016	3/4/2019	9/28/2019	208	7,593,659.32	9,288,916.00	9,063,753.42	98%	122%
11	D263267	XM1721	12/15/2016	3/4/2019	6/16/2020	470	9,999,912.00	9,780,350.00	17,418,718.64	178%	98%
11	D263289	XM1648	12/15/2016	2/8/2019	12/18/2018	-52	21,899,360.39	22,987,000.00	21,679,686.36	94%	105%
11	D263361	XM1649	2/23/2017	12/21/2018	8/5/2019	227	8,558,138.58	11,265,257.05	10,806,205.21	96%	132%
11	D263372	XM1651	3/9/2017	4/6/2020	10/7/2020	184	17,520,177.98	19,119,060.00	22,388,901.52	117%	109%
11	D263392	XM1560	3/30/2017	1/22/2019	6/6/2019	135	8,627,774.64	12,707,000.00	13,389,042.38	105%	147%
11	D263413	XM1703	3/30/2017	6/4/2019	10/31/2019	149	36,393,920.16	31,190,000.00	34,230,484.61	110%	86%
11	D263526	XM1820	12/14/2017	4/18/2019	7/15/2019	88	9,999,184.00	9,223,600.00	17,625,967.03	191%	92%
11	D263562	XM1748	12/14/2017	1/10/2020	1/6/2020	-4	15,784,398.40	16,487,000.00	17,131,594.26	104%	104%
11	D263571	XM1747	9/7/2017	10/31/2018	12/14/2018	44	14,212,708.80	12,987,000.00	11,473,974.13	88%	91%
11	D263696	XM1749	3/22/2018	8/6/2020	10/22/2020	77	10,459,329.71	9,785,578.00	12,288,273.21	126%	94%
11	D263750	XM1656	8/23/2018	5/27/2021	5/25/2021	-2	34,686,161.12	29,213,325.00	24,318,743.69	83%	84%
11	D263772	XM1849	8/9/2018	3/31/2021	6/7/2021	68	24,630,540.95	26,715,991.70	30,881,564.12	116%	108%
11	D263780	XM1920	9/13/2018	3/19/2020	1/17/2020	-62	10,838,724.00	10,665,300.00	10,662,162.27	100%	98%
11	D263809	XM1922	12/13/2018	5/1/2020	10/19/2020	171	20,024,747.08	26,680,095.00	27,793,231.22	104%	133%
11	D263814	X07154	12/13/2018	6/29/2020	4/10/2020	-80	8,459,719.32	13,020,000.00	8,190,546.02	63%	154%
11	D263839	XM1921	11/29/2018	3/9/2021	1/19/2021	-49	9,999,766.40	10,555,555.00	9,865,489.64	93%	106%
11	D263918	XM1860	3/28/2019	2/16/2021	11/17/2020	-91	11,783,104.32	14,199,865.45	13,624,692.74	96%	121%
11	D263919	XM1855	4/11/2019	2/18/2022	2/18/2022	0	18,476,421.60	17,817,148.00	15,240,846.50	86%	96%
11	D263994	XM1949	6/20/2019	12/20/2020	12/2/2020	-18	11,952,372.64	10,141,000.00	8,890,851.79	88%	85%
11	D264018	XM2020	9/12/2019	1/11/2022	5/14/2021	-242	19,999,148.00	18,687,250.00	18,743,728.00	100%	93%
11	D264024	XM1851	8/8/2019	1/11/2022	7/19/2022	189	10,994,063.60	12,833,203.00	12,001,154.37	94%	117%
<b>Indicator Averages:</b>						<b>142</b>				<b>103%</b>	<b>103%</b>

### Analysis of Historical Data

The results of the current year and historical data are summarized in the table below:

TABLE 3 - Annual Result Summary - Schedule & Cost Indicator									
SFY	Schedule (# days finished from planned)			Cost Indicator 1			Cost Indicator 2		
	Best Value	Low Bid	Difference	Best Value	Low Bid	Difference	Best Value	Low Bid	Difference
15/16	-127.0	111	238	99%	96%	-3%	110%	93%	-17%
16/17	-127.0	62	189	99%	97%	-2%	110%	94%	-16%
17/18	-114.0	129	243	100%	102%	2%	112%	93%	-19%
18/19	-74.0	121	195	101%	101%	0%	117%	98%	-19%
19/20	-11.2	136	147	101%	101%	0%	107%	102%	-5%
20/21	56	141	85	101%	103%	2%	103%	102%	-1%
21/22	53	133	80	100%	103%	3%	101%	102%	1%
22/23	55	142	87	99%	103%	4%	102%	103%	1%

**Schedule Indicator:**

This year, like the previous year, the schedule indicator shows that Best Value projects on average, finished 55 days after the planned completion date. While Low Bid projects on an average, continued to finish over 100 days after the planned completion date. The delta of averages between the two procurements remains substantial. This continues to be a significant period of time showing the trend continues and there are significant benefits to construction duration for Best Value Procurement. This year's results again adhere to what was expected and planned from the institution of Best Value procurement.

**Cost Indicator #1 (COST ESCALATION DURING CONSTRUCTION):**

The numbers this year for cost indicator #1 remain practically the same as last year for Best Value projects vs Low Bid. Both, Best Value and Low Bid procurements continued to have averages near 100% showing both types of procurement methods produced projects finishing on or close to budget. Best Value projects performed a little better this year than last year. The analysis of data for BV procurement method showed again that it doesn't, on average, produce escalated construction costs when compared to conventional Low Bid process. The results continue to indicate Best Value procurement is performing as expected.

**Cost Indicator #2 (COST OF BEST VALUE FACTORED INTO BIDS)**

The numbers this year for cost indicator #2 both increased by one percentage point. Average awarded BV cost is 2% higher than the Engineers Estimate vs. Low Bid projects, which on average showed an average awarded cost 3% higher than the engineer's estimate. It is expected that Best Value projects will on average produce a slightly higher indicator value because schedule acceleration, and its associated costs are factored into Bids. Additionally, the contract may not be awarded to the lowest bidder possibly causing this indicator to be higher for Best Value projects. The historical data this year again validates the assumptions made for the impacts of implementing Best Value procurement (values over 100%). The trend over the last 4 years indicates that the BV bid amounts are getting closer to the Engineers Estimate.

Consideration is given to the delta for this indicator between the two procurements, the latter being 1% (1%, 1%, 5%, 19%, 19%,16% & 17% for the seven previous reporting periods). Without factoring in the implications and Benefit Costs of finishing projects early, this delta appears to be significant. There are often clear monetary benefits to users along with non-monetary ones to accelerating the construction of a project. These benefits offset, partially or wholly, any delta shown by this indicator. With respect to the historical data analyzed to date, Best Value on average delivered slightly behind schedule (55 days). Low Bid projects correspondingly completed on average 4.4 months later than expected (142 days). Computing the delta for this reporting pool of projects shows the Best Value procurement on average finished 2.9 months (87 days) earlier than corresponding Low Bid projects.



The average planned construction length for Best Value projects was 758 calendar days or approximately 25 months. The planned construction duration for Low Bid projects used in this historical analysis was 808 days or approximately 27 months.

TABLE 4- Project Duration From Award to Contractor's Last Day of Work							
Best Value							
Region	Contract Number	Project ID	Date of Letting	Contract Award Date	Contractors Last Day of Work	# Days duration	Months Duration
01	D262025	SABP00	5/24/2012	6/22/2012	7/15/2013	388	13
01	D262091	152868	2/12/2013	4/26/2013	5/20/2016	1,120	37
01	D262595	105502	2/26/2014	4/23/2014	6/17/2015	420	14
01	D262718	172151	10/28/2014	1/2/2015	11/6/2015	308	10
01	D263788	172190	9/26/2018	11/29/2018	6/1/2020	550	18
05	D262652	576080	8/25/2014	10/24/2014	5/12/2017	931	31
08	D262044	810628	5/31/2012	7/23/2012	1/16/2015	907	30
10	D263406	001766	3/29/2017	7/11/2017	2/22/2019	591	20
10	D263477	001143	8/2/2017	10/16/2017	9/19/2019	703	23
10	D263630	080959	1/24/2018	4/4/2018	5/8/2020	765	26
10	D263845	000616	4/17/2019	7/12/2019	1/21/2021	559	19
10	D263860	076135	12/19/2018	3/1/2019	3/18/2021	748	25
10	D264049	004242	10/30/2019	2/28/2020	5/12/2022	804	27
10	D264051	080997	10/23/2019	2/21/2020	4/23/2021	427	14
11	D262963	X73128	12/16/2015	4/18/2016	5/14/2021	1,852	62
11	D263208	X73575	11/16/2016	4/21/2017	4/30/2020	1,105	37
11	D263241	X73143	10/26/2016	3/24/2017	12/11/2018	627	21
11	D263452	X72977	5/24/2017	7/26/2017	8/5/2020	1,106	37
11	D263747	X73149	7/13/2018	9/5/2018	12/31/2019	482	16
<b>Average Duration:</b>						<b>758</b>	<b>25</b>

TABLE 5 -Project Duration From Award to Contractor's Last Day of Work							
Low Bid							
Region	Contract Number	Project ID	Date of Letting	Contract Award Date	Contractors Last Day of Work	# Days duration	Months Duration
01	D262101	108961	10/11/2012	11/8/2012	11/19/2014	741	25
01	D262266	105157	3/21/2013	4/19/2013	10/14/2016	1,274	42
01	D262342	133518	7/25/2013	8/30/2013	8/14/2015	714	24
01	D262653	146042	10/22/2015	1/8/2016	6/30/2018	904	30
01	D262907	1BOW0A	3/12/2015	3/27/2015	5/31/2017	796	27
01	D262921	112518	5/21/2015	6/19/2015	11/22/2016	522	17
01	D262930	1BOW0E	11/19/2015	12/23/2015	6/29/2018	919	31
01	D263014	105171	10/22/2015	1/12/2016	11/7/2018	1,030	34
01	D263107	1BOW0B	2/4/2016	2/24/2016	10/4/2018	953	32
01	D263301	1BOW0G	2/16/2017	3/24/2017	9/17/2019	907	30
01	D263411	108533	4/6/2017	6/30/2017	5/29/2019	698	23
01	D263505	182286	10/19/2017	12/27/2017	11/27/2019	700	23
01	D263577	104334	1/25/2018	3/27/2018	11/22/2019	605	20
01	D263740	105181	6/21/2018	7/17/2018	10/23/2020	829	28
01	D263826	130681	11/29/2018	2/15/2019	6/15/2021	851	28
01	D263980	181040	6/6/2019	8/1/2019	4/19/2021	627	21
02	D262027	SABP03	5/3/2012	6/1/2012	12/30/2013	577	19
02	D262237	213450	3/28/2013	6/10/2013	2/27/2018	1,723	57
02	D262512	213441	3/20/2014	5/7/2014	10/19/2018	1,626	54
02	D262929	SBOW0A	5/21/2015	6/17/2015	11/17/2017	884	29
02	D263572	280532	1/11/2018	2/6/2018	3/31/2021	1,149	38
02	D263869	280583	1/24/2019	3/5/2019	9/25/2020	570	19
03	D262102	350632	11/8/2012	12/26/2012	12/18/2014	722	24
03	D262818	302811	2/12/2015	3/19/2015	10/31/2017	957	32
03	D263123	304552	4/14/2016	5/19/2016	6/29/2018	771	26
03	D263248	350165	11/3/2016	1/26/2017	7/13/2018	533	18
03	D263545	350651	9/7/2017	10/4/2017	10/31/2018	392	13
03	D263767	350652	4/25/2019	6/17/2019	10/7/2020	478	16
03	D264077	3EST01	9/12/2019	12/20/2019	6/9/2022	902	30
04	D262396	439023	11/21/2013	12/18/2013	4/30/2016	864	29
04	D262910	459019	8/20/2015	9/17/2015	12/29/2016	469	16
04	D263114	439013	3/3/2016	6/10/2016	8/31/2018	812	27
04	D263249	453107	12/15/2016	5/10/2017	1/31/2019	631	21
04	D263387	439030	4/20/2017	6/8/2017	6/16/2020	1,104	37
04	D263668	4940X1	3/8/2018	7/9/2018	1/5/2021	911	30
04	D263770	494006	10/11/2018	1/28/2019	3/29/2022	1,156	39
05	D261909	500680	5/17/2012	8/3/2012	9/29/2014	787	26
05	D262028	SABP04	5/10/2012	6/1/2012	11/26/2013	543	18
05	D262265	503498	3/28/2013	4/26/2013	7/31/2015	826	28
05	D262269	551244	3/21/2013	6/5/2013	11/7/2014	520	17
05	D262425	500684	12/5/2013	1/23/2014	12/10/2014	321	11
05	D262552	558044	3/20/2014	5/21/2014	12/27/2016	951	32
05	D262671	541054	9/4/2014	10/10/2014	6/5/2019	1,699	57
05	D262727	500699	12/18/2014	4/29/2015	11/10/2016	561	19
05	D262806	539237	2/5/2015	3/19/2015	12/15/2016	637	21
05	D262814	547030	2/5/2015	4/7/2015	10/13/2017	920	31
05	D263103	512632	3/3/2016	8/19/2016	11/29/2017	467	16
05	D263214	526848	7/14/2016	8/15/2016	2/1/2018	535	18
05	D263566	513445	1/11/2018	3/8/2018	6/4/2020	819	27
05	D263803	576190	8/30/2018	10/22/2018	7/30/2020	647	22
05	D263805	576198	5/23/2019	8/2/2019	11/30/2021	851	28
06	D262142	603314	12/13/2012	1/10/2013	9/4/2014	602	20
06	D263121	621828	3/17/2016	6/10/2016	9/29/2017	476	16
07	D262301	714331	3/28/2013	5/2/2013	9/28/2015	879	29
07	D262447	702406	11/21/2013	12/23/2013	12/23/2015	730	24
07	D262533	772079	3/6/2014	4/18/2014	5/25/2016	768	26
07	D262786	7BOW00	1/8/2015	2/10/2015	6/23/2017	864	29
07	D262787	704426	1/8/2015	2/26/2015	11/30/2016	643	21
07	D263194	700406	6/16/2016	7/21/2016	7/27/2018	736	25
07	D263937	775296	4/25/2019	6/21/2019	11/17/2021	880	29
08	D262100	806210	11/8/2012	12/26/2012	8/28/2014	610	20
08	D262123	856134	1/10/2013	3/7/2013	8/15/2014	526	18
08	D262370	806209	9/19/2013	10/11/2013	9/30/2016	1,085	36
08	D263244	8BOW26	8/25/2016	12/6/2016	9/21/2018	654	22
08	D263325	809359	11/17/2016	12/22/2016	7/29/2018	584	19
08	D263386	881282	10/19/2017	12/15/2017	5/23/2019	524	17
08	D263403	881272	3/8/2018	5/11/2018	5/21/2020	741	25
08	D263441	811354	4/13/2017	6/29/2017	2/21/2019	602	20
08	D263467	810631	4/20/2017	6/16/2017	10/31/2018	502	17
08	D263634	806241	1/25/2018	3/28/2018	6/4/2020	799	27
08	D263671	802500	3/29/2018	6/11/2018	5/26/2022	1,445	48
08	D263729	806245	7/12/2018	8/17/2018	6/30/2020	683	23
08	D263935	823945	4/11/2019	6/3/2019	11/3/2021	884	29
08	D263945	812726	6/6/2019	8/27/2019	11/20/2021	816	27
08	D263971	881405	6/20/2019	8/23/2019	8/27/2020	370	12
08	D263995	839201	5/23/2019	8/26/2019	6/30/2022	1,039	35
08	D264005	811364	6/27/2019	8/1/2019	8/28/2020	393	13
08	D264036	881126	9/26/2019	11/15/2019	3/25/2022	861	29
09	D262030	SABP06	6/14/2012	7/9/2012	12/16/2013	525	18
09	D262079	906729	7/26/2012	8/23/2012	11/26/2013	460	15
09	D262297	935760	9/24/2015	11/3/2015	12/20/2017	778	26
09	D262781	901439	12/3/2015	12/23/2015	5/29/2019	1,253	42
09	D263018	935800	3/3/2016	5/6/2016	11/30/2017	573	19
09	D263302	931400	12/15/2016	3/27/2017	8/23/2019	879	29
09	D263951	906773	4/25/2019	6/28/2019	5/24/2021	696	23

TABLE 5 - Project Duration From Award to Contractor's Last Day of Work							
Low Bid - CONTINUED							
Region	Contract Number	Project ID	Date of Letting	Contract Award Date	Contractors Last Day of Work	# Days duration	Months Duration
10	D262126	011256	10/25/2012	2/25/2013	10/31/2015	978	33
10	D262168	005421	1/10/2013	3/26/2013	11/20/2015	969	32
10	D262172	001765	2/21/2013	4/16/2013	1/15/2016	1,004	33
10	D262445	005918	11/21/2013	12/27/2013	12/18/2015	721	24
10	D262500	022934	2/20/2014	4/22/2014	9/6/2017	1,233	41
10	D262656	022949	8/21/2014	9/12/2014	12/30/2015	474	16
10	D262659	080920	9/4/2014	11/12/2014	12/31/2016	780	26
10	D262708	004233	12/4/2014	1/30/2015	9/13/2017	957	32
10	D262719	0BOW00	12/18/2014	2/20/2015	6/16/2017	847	28
10	D262794	001625	2/5/2015	3/16/2015	9/30/2017	929	31
10	D262801	0CBOW1	1/8/2015	3/6/2015	4/20/2017	776	26
10	D262897	022947	5/21/2015	7/7/2015	10/18/2018	1,199	40
10	D262965	080956	8/20/2015	9/11/2015	12/21/2016	467	16
10	D263109	080921	4/21/2016	5/23/2016	12/27/2018	948	32
10	D263126	080963	6/16/2016	7/11/2016	8/30/2018	780	26
10	D263237	080932	9/8/2016	10/6/2016	12/4/2018	789	26
10	D263287	051736	2/16/2017	5/25/2017	11/28/2018	552	18
10	D263540	032807	9/7/2017	10/4/2017	9/25/2019	721	24
10	D263563	080973	9/7/2017	9/29/2017	7/15/2020	1,020	34
10	D263565	080990	9/7/2017	10/5/2017	4/23/2019	565	19
10	D263681	005029	4/26/2018	8/17/2018	5/21/2020	643	21
10	D263744	001627	6/21/2018	7/23/2018	8/17/2021	1,121	37
10	D263752	005926	7/12/2018	8/23/2018	6/30/2020	677	23
10	D264030	051655	8/8/2019	9/19/2019	12/31/2020	469	16
10	D264048	004241	10/10/2019	11/26/2019	8/15/2021	628	21
11	D262162	X80663	2/21/2013	5/24/2013	6/30/2015	767	26
11	D262197	X73140	3/28/2013	5/30/2013	3/29/2016	1,034	34
11	D262267	XM1251	3/7/2013	5/22/2013	10/27/2017	1,619	54
11	D262399	X80657	11/21/2013	1/8/2014	4/27/2016	840	28
11	D262469	X72040	12/19/2013	3/7/2014	6/28/2017	1,209	40
11	D262482	XM1348	12/19/2013	1/22/2014	8/24/2016	945	32
11	D262514	X75988	3/6/2014	4/28/2014	9/13/2018	1,599	53
11	D262685	X02505	9/18/2014	10/31/2014	11/18/2016	749	25
11	D262687	X73136	10/23/2014	1/9/2015	7/3/2017	906	30
11	D262696	XM1252	12/18/2014	2/10/2015	12/15/2017	1,039	35
11	D262699	X80661	12/4/2014	2/2/2015	1/1/2019	1,429	48
11	D262710	XM1448	12/4/2014	2/24/2015	9/22/2017	941	31
11	D262761	XM1256	2/5/2015	3/17/2015	12/1/2017	990	33
11	D262804	X10338	2/5/2015	4/9/2015	9/30/2018	1,270	42
11	D262962	XM1451	10/8/2015	11/27/2015	12/30/2019	1,494	50
11	D262985	X05163	10/22/2015	12/23/2015	8/30/2017	616	21
11	D263048	XM1620	12/17/2015	1/21/2016	11/21/2017	670	22
11	D263078	XM1548	12/17/2015	1/12/2016	9/8/2017	605	20
11	D263250	XM1720	10/20/2016	11/23/2016	2/22/2018	456	15
11	D263261	XM1260	11/17/2016	3/24/2017	9/28/2019	918	31
11	D263267	XM1721	12/15/2016	1/26/2017	6/16/2020	1,237	41
11	D263289	XM1648	12/15/2016	4/25/2017	12/18/2018	602	20
11	D263361	XM1649	2/23/2017	5/26/2017	8/5/2019	801	27
11	D263372	XM1651	3/9/2017	5/4/2017	10/7/2020	1,252	42
11	D263392	XM1560	3/30/2017	6/15/2017	6/6/2019	721	24
11	D263413	XM1703	3/30/2017	5/17/2017	10/31/2019	897	30
11	D263526	XM1820	12/14/2017	1/25/2018	7/15/2019	536	18
11	D263562	XM1748	12/14/2017	3/6/2018	1/6/2020	671	22
11	D263571	XM1747	9/7/2017	10/5/2017	12/14/2018	435	15
11	D263696	XM1749	3/22/2018	8/29/2018	10/22/2020	785	26
11	D263750	XM1656	8/23/2018	10/11/2018	5/25/2021	957	32
11	D263772	XM1849	8/9/2018	10/4/2018	6/7/2021	977	33
11	D263780	XM1920	9/13/2018	10/29/2018	1/17/2020	445	15
11	D263809	XM1922	12/13/2018	4/16/2019	10/19/2020	552	18
11	D263814	X07154	12/13/2018	3/5/2019	4/10/2020	402	13
11	D263839	XM1921	11/29/2018	1/17/2019	1/19/2021	733	24
11	D263918	XM1860	3/28/2019	6/25/2019	11/17/2020	511	17
11	D263919	XM1855	4/11/2019	5/30/2019	2/18/2022	995	33
11	D263994	XM1949	6/20/2019	8/2/2019	12/2/2020	488	16
11	D264018	XM2020	9/12/2019	11/14/2019	5/14/2021	547	18
11	D264024	XM1851	8/8/2019	12/16/2019	7/19/2022	946	32
<b>Average Duration:</b>						<b>808</b>	<b>27</b>

### **Conclusions Based on Historical Data:**

Based on the historical data for Best Value projects and corresponding comparable Low Bid projects, Federal Highway's and New York State Department of Transportation's Best Value program is providing the benefits outlined in the SEP-14 Work Plan.

### **Lessons Learned**

The Department has used Best-Value on D-B-B projects for several years now, and changes have been made based on the feedback we received to improve the Best-Value selection process. The Department will continue to evaluate the use of Best-Value selection on future projects. The Interim and Final reports provide the Department with key information to make the necessary adjustments. Changes and revisions to the Design Bid Build- Best Value procurement process and determination criteria are made for each new project based on an evaluation of past results and the specific project needs.

The time between Letting and Award for Best Value projects has been longer than 45 days. On average, Best Value contracts have been taking 84 days to award. NYSDOT and the Office of the New York State Comptroller (OSC) have been holding quarterly Design Build and Design Bid Build – Best Value project status meetings. One of the goals is to proactively discuss issues that may cause contracts to be awarded late and find ways to mitigate those issues.

NYSDOT's Office of Contract Management has been conducting debriefings to any Contractor who wishes to participate. This has been beneficial, especially to those Contractors who had submitted a Best Value technical proposal for the first time. We have had a few instances where the Contractor did not meet the minimum technical score threshold of 60%, therefore they were removed from the cost evaluation and total scoring. In addition, Regional Design groups are including/providing information regarding Best Value requirements during the pre-bid meeting presentations, offering additional awareness. Regional Project Managers and Design Consultants (when appropriate) have been asked to participate during the Distribution Meetings to provide an overview of the project, project objectives and discuss areas of interests with the Evaluation Committee. This has been very helpful to the members of the Evaluation Committee.

### **Future Best-Value Projects**

Currently, there are no BV projects in procurement.

Past & Future SEP 14 Reports Summary

In Construction									
PIN	D#	Project Title	Proposals Due	Award Date	Construction Contract Completion	Interim Report Due	Interim Report sent to FHWA	Final Report Due	Final Report sent to FHWA
X72039	D263821	REHAB OF MDE BETWEEN W.161 ST. & HIGHBRIDGE INT BRONX CO, NY	2/13/2019	5/23/2019	8/23/2023	6/22/2019	8/14/2020	2/19/2024	
X73580	D264076	VAN WYCK EXPRESSWAY VIADUCT REHABILITATION	7/22/2020	10/14/2020	4/6/2024	11/13/2020	8/11/2021	10/3/2024	
X11026	D264422	REPLACEMENT OF THE BRONX RIVER PARKWAY BRIDGE OVER METRO-NORTH RAILROAD	5/19/2021	7/6/2021	9/9/2024	8/5/2021	8/11/2021	3/8/2025	
X73158	D264369	THE CONSTRUCTION OF MASPETH PARK IN QUEENS COUNTY, NYC	3/30/2021	7/19/2021	6/29/2023	8/18/2021	8/24/2022	12/26/2023	
880862	D264534	WURTS STREET BRIDGE REHABILITATION – STRUCTURAL STEEL REPLACEMENTS AND REPAIRS, ANCHOR REPAIRS, & CONCRETE REPAIRS	6/16/2021	8/27/2021	10/9/2023	9/26/2021	8/24/2022	4/6/2024	
X72031	D264507	BRIDGE REPLACEMENT OF EAST 138TH STREET OVER MAJOR DEEGAN EXPRESSWAY	6/18/2021	9/2/2021	3/3/2025	10/2/2021	8/24/2022	8/30/2025	
X73175	D264699	DECK REPLACEMENT OF BRIDGES CARRYING STATEN ISLAND EXPRESSWAY (I-278) OVER RICHMOND AVENUE	2/16/2022	5/6/2022	11/25/2024	6/5/2022	8/24/2022	5/24/2025	
X73168	D264749	REHABILITATION OF WOOLLEY AVE AND BRADLEY AVE BRIDGES OVER STATEN ISLAND EXPRESSWAY (I-278)	3/2/2022	5/10/2022	4/7/2024	6/9/2022	8/24/2022	10/4/2024	
X02446	D264772	RESURFACING OF THE ROUTE 9A BIKEWAY, NEW YORK CO, NYC	8/3/2022	10/6/2022	10/27/2023	11/5/2022	9/7/2023	4/24/2024	
X73151	D264892	BRIDGE REHABILITATION OF BRUCKNER EXPY OVER ROSEDALE AVE, BRONX BIN 1075789	12/21/2022	3/24/2023	12/4/2025	4/23/2023	9/7/2023	6/2/2026	
X01128	D264883	Replacement of Bronx River Parkway Bridge over Amtrak/CSX with Safety and Mobility Improvement Between E177th Street and East Tremont Ave	3/29/2023	8/8/2023	7/30/2026	9/7/2023	9/7/2023	1/26/2027	
Completed									
PIN	D#	Project Title	Proposals Due	Award Date	Construction Contract Completion	Interim Report Due	Interim Report sent to FHWA	Final Report Due	Final Report sent to FHWA
SABP00	D262025	ACCELERATED BRIDGE PRESERVATION PROGRAM - CONTRACT 1	05/24/2012	06/22/2012	11/24/2014	7/22/2012	06/06/2013	5/23/2015	6/23/2014
105502	D262595	RT.431: WHITEFACE MOUNTAIN ROAD RECONSTRUCTION	02/26/2014	04/23/2014	07/22/2015	5/23/2014	6/2/2015	1/18/2016	5/5/2017
152868	D262091	I-90 OVER HUDSON RIVER (PATROON ISL) BRIDGE	02/12/2013	04/26/2013	06/24/2016	5/26/2013	6/2/2015	12/21/2016	5/5/2017
152885	D263233*	I-90 SCHODACK REST AREA IMPROVEMENTS	06/22/2016	06/30/2016	Contract Terminated				
172151	D262718	I-87: EXIT 4 IMPROVEMENTS. PART 1	10/28/2014	01/02/2015	11/16/2015	2/1/2015	6/2/2015	5/14/2016	5/5/2017
576080	D262652	NY GATEWAY CONNECTIONS IMPROVEMENT TO US PEACE BRIDGE PLAZA	08/25/2014	10/24/2014	06/30/2015	11/23/2014	5/5/2017	12/27/2017	5/11/2018
810628	D262044	SPRAIN BROOK PARKWAY OVER ROUTE 119 BRIDGE REPLACEMENT	05/31/2012	07/23/2012	06/30/2015	8/22/2012	6/2/2015	12/27/2015	5/5/2017
022914	D263143	UPGRADE EB I495 EX51 REST AREA	05/04/2016	05/20/2016	01/31/2017	100% State			
172252	D263652	ADIRONDACKS/GLENS FALLS WELCOME CENTER	1/17/2018	3/2/2018	10/1/2018	100% State			
X73143	D263241	MITIGATION AND RESTORATION OF SGT. DAUGHERTY PARK KINGS, NYC	10/25/2016	3/24/2017	12/14/2018	4/23/2017	6/19/2017	6/12/2019	5/10/2019
X73148	D263007	GOWANUS EXPY STEEL REPAIRS CONT. 2. KINGS, NYC	3/2/2016	7/22/2016	12/5/2018	100% State			
022951	D263584	CR83 over I495 Deck Replacement	12/13/2017	3/16/2018	7/10/2019	100% State			
001766	D263406	RMC OVER FI INLET BRIDGE STEEL REPAIRS	3/29/2017	7/11/2017	2/22/2019	8/10/2017	5/11/2018	8/21/2019	8/14/2020
001143	D263477	NY231 SAFETY IMPVTS @ NSP INTCHNG	8/2/2017	10/16/2017	9/19/2019	11/15/2017	5/11/2018	3/17/2020	8/14/2020
X73149	D263747	SHERIDAN BOULEVARD	7/13/2018	9/5/2018	12/31/2019	10/5/2018	5/10/2019	6/28/2020	8/14/2020
3M0018	D264050	TOMPKINS COUNTY SUBRESIDENCY AT ITHACA TOMPKINS REGIONAL AIRPORT	8/14/2019	12/9/2019	10/20/2020	100% State			
X73575	D263208	REPLACE VAN WYCK EXPY VIADUCTS AT KEW GARDEN INTERCHANGE	11/15/2016	4/21/2017	4/30/2020	5/21/2017	6/19/2017	10/27/2020	8/11/2021
172190	D263788	I87: EXIT 4 ACCESS IMPROVEMENTS, PH.2	9/26/2018	11/30/2018	6/1/2020	12/30/2018	5/10/2019	11/28/2020	8/11/2021
X72977	D263452	REPL K-BR OVER NEWTOWN CR-CONT 2. KGS & QNS COS, NYC	5/24/2017	7/26/2017	8/5/2020	8/25/2017	5/11/2018	2/1/2021	8/11/2021
080959	D263630	BRIDGE REPAIRS (3 LOCATIONS), SUFFOLK COUNTY	1/24/2018	4/4/2018	6/1/2020	5/4/2018	8/7/2018	11/28/2020	8/11/2021
076135	D263860	WALT WHITMAN RD OVER I495 BRIDGE WIDENING	12/19/2018	3/1/2019	10/16/2020	3/31/2019	5/10/2019	4/14/2021	8/11/2021
X73585	D264148	REPLACEMENT OF LIRR ATLANTIC 6 BRIDGE OVER THE VWE	12/4/2019	2/27/2020	12/21/2020	100% State			
000616	D263845	OP SHARED USE PATH TOBAY TO CAPTREE	4/17/2019	7/12/2019	3/28/2021	8/11/2019	8/14/2020	9/24/2021	8/24/2022
X73128	D262963	GOWANUS EXPY STEEL REPAIRS CONT. 1. KINGS, NYC	12/16/2015	4/18/2016	5/31/2021	5/18/2016	6/19/2017	11/27/2021	8/24/2022
080997	D264051	BRIDGE DECK REPLACEMENT AND BRIDGE REPAIRS, SUFFOLK COUNTY	10/23/2019	2/21/2020	4/23/2021	3/22/2020	8/14/2020	10/20/2021	8/24/2022
004242	D264049	NY25/NY107 BRIDGE REHAB	10/30/2019	2/28/2020	5/27/2022	3/29/2020	8/14/2020	11/23/2022	9/7/2023

**Interim Report: PIN: X024.46 Contract: D264772**

**PIN:** ..... **X024.46**  
Contract: ..... D264772  
Reporting Stage: Interim Report  
Location: ..... New York City  
County: ..... New York  
Region: ..... 11  
Brief description: Resurfacing of the Route 9A Bikeway  
Awarded to: ..... RESTANI CONSTRUCTION CORP  
Bid: ..... \$6,942,687.00  
Key information: Award Date – 10/6/2022  
 Anticipated Contract Completion Date –12/15/2023  
 Contractor’s Proposed Completion Date (Form SCD) – 10/27/23  
 Adjusted Contract Completion Date – N/A

**EVALUATION CRITERIA**

The Best Value Special Note technical criteria included the following 3 categories (50 potential points):

- Schedule
  - Form SCD – Table 2: Substantial Completion Date (8 points)
  - Gantt Chart & Construction Schedule Narrative (7 points)
- Construction Approach
  - Means & Methods to perform major work (10 points)
  - Coordination with major area stakeholders and other agencies (5 points)
  - Issues, Risks, Mitigation (5 points)
- Experience & Past Performance
  - Relevant experience with projects of similar scope, size, and complexity (10 points)
  - Successfully managed contracts on time and under budget to minimize delays, claims and LDs (5 points)

The Cost Bid score was determined by assigning a total of 50 points to the Contractor with the lowest total Bid. Remaining bids received points based on the percent that their bid exceeded the low bid (pro-rated).

For the overall Best Value determination, 50% of the weighting was based on the technical submission and 50% of the weighting was based on the scoring of the Cost Bid submission. The project was awarded to RESTANI CONSTRUCTION CORP with a total final score of 89.99.

**FINAL COMBINED SCORES**

In response to the Best Value Special Note and subsequent Addenda, five (5) proposals were received by the deadline date (Letting). Four (4) proposals met the submission requirements. The result of the Evaluation Committee, together with the scoring of the Cost submission, is listed below:

Proposer	Total Technical Score	Perfected Cost Score	Total Score	Total Cost
Restani Construction Corp.	39.99	50.00	89.99	\$6,942,686.50
H&L Contracting LLC	37.68	40.18	77.86	\$8,638,468.24
JR Cruz Corp.	31.03	35.60	66.63	\$9,749,836.96



C.A.C. Industries, Inc.	36.83	20.71	57.54	\$16,761,303.00
Tully Construction Co., Inc.	29.51	(note 1)	-	-

Note 1: Contractor removed from consideration for scoring lower than the minimum acceptable combined score for the technical criteria (30 points or 60% of 50 potential points).

### SCOPE OF WORK

The project's objective are to: 1) bring the bikeway's asphalt pavement, currently showing indications of distress and deterioration due to normal wear and tear, aging, and climatic conditions, to a state of good repair, and 2) to bring the pavement markings and signage up to current bikeway standards.

Work under this contract will:

- Mill and fill existing deteriorated asphalt bikeway pavement,
- Replace and install new bikeway signage,
- Install new pavement markings,
- Restore granite paver/swale,
- Install bicycle counters, and
- Protect existing Landscape/Vegetation.

### PROJECT COST

The Original EE was \$10,976,703. The BV winning bid was \$6,942,686.50. Currently, there are no approved change orders, totaling \$0, bringing the current contract amount to \$6,942,686.50.

### CONTRACT TIME

The Contractor's proposed completion date was 10/27/2023. There was an adjustment in the award letter that listed the Project Completion Date as 10/30/23; however, there have been no approved Time Extension Change Orders to adjust the completion date from 10/27/2023.

### FINAL REPORT DUE DATE

Final Reports for Best Value Projects are due 6 months after completion of project work. For PIN X024.46, the construction contract completion date is 10/27/2023. The final report is due 4/24/2024.

**Interim Report: PIN: X110.28 Contract: D264883**

**PIN:** ..... **X110.28**  
Contract: ..... D264883  
Reporting Stage: Interim Report  
Location: ..... New York City  
County: ..... Bronx  
Region: ..... 11  
Brief description: Replacement of Bronx River Parkway (BRP) over Amtrak/CSX  
Awarded to: ..... EE CRUZ & COMPANY INC  
Bid: ..... \$137,666,211  
Key information: Award Date – 8/8/2023  
 Anticipated Contract Completion Date – 8/31/2026  
 Contractor’s Proposed Completion Date (Form SCD) – 7/30/2026  
 Adjusted Contract Completion Date – N/A

**EVALUATION CRITERIA**

The Best Value Special Note technical criteria included the following 4 categories (50 potential points):

- Schedule
  - Form SCD – Table 2: Substantial Completion Date (5 points)
  - Form SCD – Table 3: Impacts to Railroad (5 points)
  - Gantt Chart & Construction Schedule Narrative (5 points)
- Construction Approach
  - Means & Methods to perform major work (7 points)
  - Coordination with other agencies & qualifications of the proposed Rail Coordinator (4 points)
  - Issues, Risks, Mitigation (4 points)
- Experience & Past Performance
  - Relevant experience with projects of similar scope, size, and complexity (10 points)
  - Successfully managed contracts on time and under budget to minimize delays, claims and LDs (5 points)
- Key Personnel
  - Rail Coordinator (5 points)

The Cost Bid score was determined by assigning a total of 50 points to the Contractor with the lowest total Bid. Remaining bids received points based on the percent that their bid exceeded the low bid (pro-rated).

For the overall Best Value determination, 50% of the weighting was based on the technical submission and 50% of the weighting was based on the scoring of the Cost Bid submission. The project was awarded to EE CRUZ & COMPANY INC with a total final score of 86.43.

**FINAL COMBINED SCORES**

In response to the Best Value Special Note and subsequent Addenda, six (6) proposals were received by the deadline date (Letting). Five (5) proposals met the submission requirements. The result of the Evaluation Committee, together with the scoring of the Cost submission, is listed below:

Proposer	Total Technical Score	Perfected Cost Score	Total Score	Total Cost
DeFoe Corporation	34.43	50.00	84.43	\$131,762,253.00

ECCO III Enterprises, Inc.	35.66	43.81	79.47	\$150,391,000.00
E.E. Cruz and Company, Inc.	38.57	47.86	86.43	\$137,666,211.00
El Sol Contracting/ES II Enterprises JV	35.18	48.31	83.49	\$136,360,383.17
Tully Construction Co., Inc.	24.78	(Note 1)	-	-
Yonkers Contracting Company, Inc.	36.66	45.56	82.22	\$144,611,561.00

Note 1: Contractor removed from consideration for scoring lower than the minimum acceptable combined score for the technical criteria (30 points or 60% of 50 potential points).

**SCOPE OF WORK**

The primary objectives of this project are to restore the bridge condition rating to 5 or greater, for at least 75 years, address geometric deficiencies to improve traffic flow and facilitate traffic operations, as well as improve vehicular safety, and to provide improved accessibility for pedestrians and cyclists within the project limits.

The work under this contract will:

- replace the existing two span Bronx River Parkway mainline bridge over Amtrak/CSX (BIN 1-07672-9), with a single span bridge carrying six lanes of Bronx River Parkway traffic.
- eliminate the center pier within the railroad right of way while maintaining railroad vertical clearances below the mainline bridge.
- construct a new single span bridge carrying one lane of exiting traffic from southbound Bronx River Parkway to East 177th Street (BIN 1-07672-A), providing queuing storage and facilitating future construction of the dedicated exit lanes further north under a separate contract.
- construct new abutments and wingwalls at the north and south ends of each bridge while maintaining the existing bridge abutments to function as retaining walls and reduce impacts to the railroad.
- provide weathering steel to resist future steel corrosion.
- provide new concrete bridge decks on both bridges.
- eliminate bridge joints by constructing a fixed frame bridge and semi-integral bridge at the mainline and ramp respectively.
- provide elastomeric bearings at semi-integral abutments for the ramp.
- construct new fill type and cantilever retaining walls at the north and south ends of each bridge.
- construct new soldier pile walls supporting the adjacent Jenna Concrete property.
- construct new approach slabs, sleeper slabs and pressure relief joints.
- construct new moment slabs.
- construct new concrete pavement on the north and south approaches.
- construct temporary pavement to facilitate future construction north of the bridges.
- construct new bridge barriers and fencing on both sides of the parkway, including taller Amtrak bridge barriers with fencing.
- construct wider, standard lanes and shoulders.
- construct a widened east fascia of the mainline bridge to facilitate a future shared use path.
- construct new stormwater drainage facilities including two buried detention tanks.
- treat abutments and retaining walls with stone architectural patterning.
- repair and retrofit the existing Bronx River Parkway bridge over E. Tremont Ave.
- replace impacted utilities within the project limits.
- install ITS facilities to support future ITS expansion north along the Parkway.
- install new roadway lighting.

**PROJECT COST**

The Original EE was \$102,506,498.00. The BV winning bid was \$137,666,211.00. Currently, there are no approved change orders, totaling \$0, bringing the current contract amount to \$137,666,211.00.

**CONTRACT TIME**

The Contractor's proposed completion date was 7/30/2026. There was an adjustment in the award letter that moved the Project Completion Date to 9/17/2026 (there is no approved time extension to make the time adjustment based on the award letter). Currently, there is no additional approved Time Extension Change Order to adjust the completion date.

**FINAL REPORT DUE DATE**

Final Reports for Best Value Projects are due 6 months after completion of project work. For PIN X110.28, the construction contract completion date is 7/30/2026. The final report is due 1/26/2027.

**Interim Report: PIN: X731.51 Contract: D264892**

**PIN:** ..... **X731.51**  
Contract: ..... D264892  
Reporting Stage: Interim Report  
Location: ..... New York City  
County: ..... Bronx  
Region: ..... 11  
Brief description: Bridge rehabilitation of Bruckner Expressway over Rosedale Ave.  
Awarded to: ..... EL SOL CONTRACTING / ES II ENTERPRISES JV  
Bid: ..... \$44,680,000.00  
Key information: Award Date – 3/24/2023  
 Anticipated Contract Completion Date –2/9/2026  
 Contractor’s Proposed Completion Date (Form SCD) – 12/4/2025  
 Adjusted Contract Completion Date – N/A

**EVALUATION CRITERIA**

The Best Value Special Note technical criteria included the following 3 categories (50 potential points):

- Schedule
  - Form SCD – Table 2: Substantial Completion Date (8 points)
  - Gantt Chart & Construction Schedule Narrative (7 points)
- Construction Approach
  - Means & Methods to perform major work (14 points)
  - Issues, Risks, Mitigation (6 points)
- Experience & Past Performance
  - Relevant experience with projects of similar scope, size, and complexity (10 points)
  - Successfully managed contracts on time and under budget to minimize delays, claims and LDs (5 points)

The Cost Bid score was determined by assigning a total of 50 points to the Contractor with the lowest total Bid. Remaining bids received points based on the percent that their bid exceeded the low bid (pro-rated).

For the overall Best Value determination, 50% of the weighting was based on the technical submission and 50% of the weighting was based on the scoring of the Cost Bid submission. The project was awarded to EL SOL CONTRACTING / ES II ENTERPRISES JV with a total final score of 88.48.

**FINAL COMBINED SCORES**

In response to the Best Value Special Note and subsequent Addenda, eight (8) proposals were received by the deadline date (Letting). All eight (8) of the proposal met the submission requirements. The result of the Evaluation Committee, together with the scoring of the Cost submission, is listed below:

Proposer	Total Technical Score	Perfected Cost Score	Total Score	Total Cost
El Sol Contracting/ES II Enterprises JV	38.48	50.00	88.48	\$44,680,000.00
Restani Construction Corp.	38.08	49.38	87.46	\$45,243,005.41
Grace Industries LLC	38.01	42.39	80.40	\$52,700,833.00

DeFoe Corporation	38.80	41.31	80.11	\$54,083,769.41
ECCO III Enterprises, Inc.	40.70	37.53	78.23	\$59,526,000.00
Perfetto Contracting Co., Inc.	40.70	36.11	76.81	\$61,872,000.00
Schiavone Construction Co., LLC	37.78	38.03	75.81	\$58,747,748.18
Gateway Industries, Inc.	30.61	34.11	64.72	\$65,492,077.98

**SCOPE OF WORK**

The project’s objective are to: address existing structural and operational deficiencies and increase lifespan of the bridge by at least 40 years using cost effective rehabilitation strategies, reduce the life-cycle maintenance costs on the existing bridge structure, and to upgrade bridge elements to new standards while eliminating non-conforming features (parapet).

Work under this contract will:

- Reduce the 27 spans bridge structure into 3 spans bridge over Rosedale Avenue, converting 24 spans into on-grade highway, by filling substructure voids with lightweight flowable concrete fill.
- Replace bridge concrete deck (3 span bridge over Rosedale Avenue)
- Construct bridge approach slabs and pressure relief joints.
- Construct moment slabs on new highway portion of bridge.
- Reconstruct backwalls at pier 4 and 7 to function as abutments.
- Eliminate joints (including longitudinal joints), where feasible.
- Replace median and transition barriers with single slope concrete barrier.
- Replace existing parapet with rail at fascia with half-section single slope concrete barrier.
- Retrofit cover plates and perform structural steel repairs on steel girders.
- Perform structural steel painting on all steel girders.
- Replace steel bearings with elastomeric bearings
- Reconstruct all pedestals to accommodate new elastomeric bearings.
- Repair concrete substructure along with other deteriorated elements.
- Replace drainage and upgrade lighting system on highway, bridge, and underdeck.
- Install new sign panels on overhead sign structure.
- Install bird repellent system on girder flanges.
- Replace curtain wall brick facing with fiber cement panels.
- Mill and overlay the inside lanes of Bruckner Blvd service roads and all of Rosedale Avenue under Bruckner Expressway.
- Provide new ADA ramps below bridge on Rosedale Ave, improve pedestrian facilities.

**PROJECT COST**

The Original EE was \$46,537,901.00. The BV winning bid was \$44,680,000.00. Currently, there are no approved change orders, totaling \$0, bringing the current contract amount to \$44,680,000.00.

**CONTRACT TIME**

The Contractor’s proposed completion date was 12/4/2025; there was no adjustment in the award letter. Currently, there is no additional approved Time Extension Change Order to adjust the completion date.

**FINAL REPORT DUE DATE**

Final Reports for Best Value Projects are due 6 months after completion of project work. For PIN X731.51, the construction contract completion date is 12/4/2025. The final report is due 6/4/2026.



**Final Report: PIN: 0042.42 Contract: D264049**

**PIN:** ..... **0042.42**  
**Contract:** ..... D264049  
**Reporting Stage:** Final Report  
**Location:** ..... Town of Oyster  
**County:** ..... Nassau  
**Region:** ..... 10  
**Brief description:** Jericho Turnpike (NY25) over Cedar Swamp Road (NY107)  
**Awarded to:** ..... H & L CONTRACTING LLC  
**Bid:** ..... \$11,986,257.00  
**Key information:** Award Date – 2/28/2020  
 Anticipated Contract Completion Date – 9/1/2022  
 Contractor’s Proposed Completion Date (Form SCD) – 12/29/2021  
 Adjusted Contract Completion Date – 5/27/2022

**EVLUATION CRITERIA & FINAL COMBINED SCORES**

Initial Interim report for this contract was included in the 2019-2020 Annual Report. Below are excerpts from that report.

This project improved bridge conditions of the NY25 bridge over NY107. This bridge had many bridge elements in poor condition. The work brought the bridge into a state of good repair and has extended the life of the original deck. The project rehabilitated the deteriorating bridge. Bridge joints were eliminated with the use of “link slabs” which will protect the substructure from future deterioration. Bridge railings and barriers were upgraded to meet new MASH Standards and a new asphalt wearing surface was installed to provide a smooth riding surface. In addition, substructure and superstructure repairs were performed to bring the bridge into a state of good repair.

The overall selection was based on 50% weighting of the cost score and 50% of the technical criteria score.

In response to the Best Value Special Note and subsequent Addenda, five (5) proposals were received by the deadline date (Letting). The result of the Evaluation Committee, together with the scoring of the Cost submission, is listed below:

Proposer	Total Technical Score	Perfected Technical Score	Perfected Cost Score	Total Score	Total Cost
H & L Contracting LLC	42.65	50.00	50.00	100.00	\$11,986,256.64
DeFoe Corp	42.40	49.71	46.74	96.45	\$12,823,046.50
Gateway Industries Inc.	39.18	45.93	44.56	90.49	\$13,448,498.18
Grace Industries LLC	39.73	46.58	43.19	89.77	\$13,876,578.00
Triumph Union JV			(Note 1)		

Note 1: Triumph Union JV was deemed non-responsive due to violation of contract submission requirements (the cost bid proposal was included in the technical proposal), therefore they were removed from the cost evaluation and total scoring.

The contract completion date was adjusted 1 time throughout the duration of the contract. The time extension was due to late award, extending the completion date from 2/17/22 to 5/27/22.

Total dollar value of all OOCs over the term of the contract was -\$710,794. The contract value was reduced due to reconciliation of actual overruns/underruns installed. The final cost of contract D264049 was \$11,275,462 (vs initial bid cost of \$11,986,257).