

## **INDOT Annual Report for Indefinite Delivery / Indefinite Quantity MSE Wall Preventative Maintenance Contracting**

### **Purpose and Scope**

The Indiana Department of Transportation (INDOT) submits this report of 2021 work orders and the use of Federal-Aid for Indefinite Delivery / Indefinite Quantity Contracts (IDIQ) to address MSE Wall preservation needs under the SEP-14 program.

### **Contract Performance and Metrics**

In 2021, four (4) work orders were approved through the IDIQ contracts for a total of approximately \$750,000.00 of work. One (1) work order was deferred to a later date due to potential conflicts with another nearby project.

Current timeline from initial in-field scoping meeting to final approved design is 90 days. Time to complete the approved work is 21 days. Total time to complete the work from initial scoping to completed construction is 111 days.

Contractor response to the contract has been positive. We received bids from two contractors for the initial contract and have received inquiries at least three other contractors since award requesting information on the potential viability of a future contract.

Estimates for the construction activity bid items were within 5% of final awarded bid from the selected contractor. The contract utilizes an allowance for the mobilization/demobilization and the maintenance of traffic bid items.

The completed construction to date is performing within the standards and specifications outlined within the contract.

### **Disadvantaged Business Enterprises (DBE) Utilization**

Overall, for each contract the DBE goal was set at 3% so far with the work orders that have been approved the DBE utilization is at 4.25%. We are tracking this data with the INDOT Economic Opportunity Division and identify the DBE goal for each site prior to sending the contractor an approved NTP. This approach was utilized based on previous data observed from other INDOT IDIQ SEP-14 projects.

### **Lessons Learned and Future Contracts**

Through piloting this program INDOT has had several opportunities for lessons learned:

- Allowance estimates for Mobilization/Demobilization and Maintenance of Traffic should be vetted with industry during the development phase to identify potential cost issues.
- Incidental items should be included in the contract to meet requirements of programmatic categorical exclusion document.
- In-person coordination with each district to identify any additional sites that may come up for the project (development was virtual due to pandemic, so additional sites identified by the districts are greater than expected now that we are meeting in person).