

## **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 2022 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.

### **November 2022 Interim Rule**

An Interim Rule established in Nov. 2020 that removed the \$2M cap and the subsequent Final Rule (published in Nov. 2022) solidified the removal of the \$2M cap. Therefore, due to the completion of this rule and the removal of the monetary cap, INDOT would like to formally request for this to be complete and no additional information needed.

### **Contract Performance and Metrics**

Nine (9) work orders were approved through the IDIQ contracts program for work totaling \$2,126,864.

This year, the current timeline from initial scoping to final approved design is 90 days. Time to complete the approved work is 21 days. The average time from initial site visit to final completion is about 6 months. The average cost per site is \$222,000.

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 4.68%. This data is tracked the INDOT Economic Opportunity Division and DBE goal for each site prior to sending the contractor an approved Notice to Proceed (NTP). This approach was utilized based on previous data observed from other INDOT IDIQ SEP-14 projects.

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

INDOT has had several opportunities for lessons learned from this program:

- When initially developed, cost estimates for maintenance of traffic were identified as a lump sum allowance. When developing site plans and designs, it became clear there were areas where positive protection was needed due to traffic volumes, freeways, and other safety factors. In the future, the expectation is to show the maintenance of traffic item as an overrun in site manager. Once the allowance is met, the costs will be adjusted for each subsequent

location. This will allow INDOT the ability to track the maintenance of traffic costs to build better estimates for future contracts and provide adequate oversight for costing on this contract.

- Mobilization/demobilization and maintenance of traffic costs 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. Specific items for inclusion should include mulching, seeding, and regrading.
- In-person coordination with each district to identify any additional sites that may come up for the project.