

Connecticut Department of Transportation
Job Order Contracting
Special Experimental Project 14 (SEP-14)
November 29, 2017

Introduction

The Connecticut Department of Transportation (CONNDOT) submits this work plan to use the Job Order Contract (JOC) project delivery method under the provisions of Special Experimental Project No. 14 (SEP-14). Under the proposed JOC delivery method, CONNDOT will obtain bids from contractors on an indefinite quantity of work for specific work items. These bids will be advertised and awarded through the CT Department of Administrative Services (DAS) Procurement Division, which currently is used by the CONNDOT for similar work efforts using state funds. The actual work locations and site specific designs will be determined during the development of individual purchase orders.

Purpose

CONNDOT is requesting SEP-14 approval for the implementation of a pilot program using the JOC project delivery method with federal-aid funds. The purpose of the SEP-14/JOC contracts will be to improve the efficiency, cost effectiveness and timeliness in completing the proposed work. By obtaining bids from contractors prior to determining the specific work locations, it is envisioned that significant savings in cost and time will be realized as compared to traditional design-bid-build approach. Additionally, programming of projects will be facilitated by having the expected construction costs for each purchase order known at the time the purchase order scope is established.

Scope

This work plan details CONNDOT's approach to utilize JOC project delivery to complete an Epoxy Resin Pavement Marking Program. CONNDOT intends to advertise for competitive bids on a three-year Epoxy Resin Pavement Markings (furnish and apply) contract thru our DAS Procurement Division. Contractors will competitively bid "estimated" quantities of individual work items within the contract without knowing the actual quantities or exact work locations. The bid documents will request separate bid prices for each work item within each of the four (4) CONNDOT Districts. The exact locations and design of proposed work will be determined at a later time as part of the development of specific purchase orders.

All responsive and responsible bidders who have submitted a materially balanced bid, as determined by CONNDOT, will be "awarded" the contract. This award will not include any actual work or funding. These awarded contractors instead will become part of a "pool" of contractors to whom the CONNDOT can assign specific purchase orders in the future based on the unit prices submitted.

Throughout the three-year period of this pilot program, CONNDOT will develop purchase orders to have pavement markings installed on specific roadways sections. These purchase orders will include an estimated quantity of each work item required. Using this estimated quantity and the pool of awarded contractor's unit bid prices, CONNDOT will assign each purchase order to the contractor whose bid

prices provide the lowest overall cost for that specific purchase order. If the selected contractor is not available to perform the required work at the time the purchase order is issued, then CONNDOT may proceed to the next lowest overall cost contractor from the pool to perform the work.

The proposed contract will use CONNDOT's Standard Specifications for Roads, Bridges, and Facilities and Incidental Construction (Form 817) and the applicable provisions contained in CONNDOT's "Construction Contracts - Required Contract Provisions (FHWA Funded Contracts)" document. These documents include the FHWA Form 1273, required provisions regarding differing site conditions, termination clauses, Davis-Bacon Wage Rates, and other applicable provisions. All work will comply with Federal, State and Local laws and permitting requirements and will be developed based on the appropriate Department Design Manuals and standards.

The CONNDOT Engineer from the appropriate District and their staff will be responsible for making purchase order assignments to the general contractor. Their staff will be responsible for monitoring the performance of the work for consistency with the specifications and providing general inspection and oversight of all construction activities using the Bureau of Highway Operations Force Account Construction Recordkeeping Volumes 1-3. All decisions regarding the quantities of work to be performed will be made by CONNDOT engineers through consultation with the contractor.

Schedule

The proposed project schedule is to complete the development of the JOC contract and advertise for bids during the winter 2017-18 period. The initial purchase orders are anticipated to begin being issued in the Spring 2018. This pilot program is proposed to be used to install epoxy resin pavement markings over a three-year period, which would expire at the end of the 2020 construction season.

Measures

To ensure that the use of the JOC delivery method is meeting CONNDOT expectations, the following measures will be analyzed and compared to typical values for similar work efforts associated with CONNDOT's traditional design-bid-build procurement methods:

- Timeframe and hours to develop overall DAS contract
- Comparison of unit bid prices
- Timeframe from initiation of purchase order development to initiation of construction activities
- Costs expended on inspection and acceptance activities
- Quality of work and responsiveness of contractors to complete work

Reporting

At the conclusion of each construction season that this pilot JOC program is in place, CONNDOT will develop an Annual Report that summarizes the purchase orders issued, the quantities/costs paid to the contractor for each purchase order, and the associated JOC values for each of the “measures” identified above. These reports will include any interim lesson learned and will be submitted to FHWA for their information.

At the conclusion of the pilot JOC program (anticipated to be winter 2020), CONNDOT will develop a Final Report summarizing all the purchase orders completed, addresses each of the “measures” identified above as compared to the design-bid-build program, and an overall evaluation of the program, along with any suggestions and recommendations for improving the process. The Final Report will also be submitted to FHWA for their information.

Conclusion

In summary, Job Order Contracting should enable CONNDOT to more rapidly engage contractors and complete projects while lowering costs. JOC does not replace any of the existing contracting systems including traditional design-bid-build. JOC is anticipated to be an efficient and effective alternative contracting tool for CONNDOT to use in delivering its construction program.