

INDOT Annual Report for Indefinite Delivery / Indefinite Quantity Contracting

Purpose and Scope

The Indiana Department of Transportation (INDOT) submits this report for review of 2017 job orders to evaluate the use of Federal-Aid for Indefinite Delivery / Indefinite Quantity Contracts (IDIQ) to address bridge and highway preservation needs under the SEP-14 program.

Contract Performance and Metrics

In 2017, 36 job orders were approved through the IDIQ contracts that were established for a total of \$5,764,930 of work. A variety of work types were completed through the IDIQ contracts including, HMA patching, concrete patching, geotechnical soil stabilization, box culvert replacement, slope wall repair, and bridge joint replacement. The average price of the job order was \$132,955. The average job order development time was 93 days from a job order being initiated to a purchase order or notice to proceed issued to the Contractor.

A sample of job order pay items were reviewed for cost comparison as well as a sample of overall job order costs by work type compared to a similar work type contract let utilizing the traditional design-bid-build method. Overall the prices were relatively competitive this can be attributed to a couple of factors; first the average job order underwent 3.8 reviews of costs from the Consultant and/or INDOT reviewers prior to accepting the price and second \$936,701 was saved from the initial proposal amount to the approved proposal amount. For example for the box structure replacement on SR 29 the structure itself we paid a higher than average price but overall the price for the completion of the project was very competitive at approximately \$540,000. Another example would be for a SR 27 HMA patching we paid a unit price of \$144 per ton when the INDOT average for that pay item is approximately \$198.

Disadvantaged Business Enterprises (DBE) Utilization

Overall for each contract the DBE goal was set at 7% so far with the job orders that have been approved the DBE utilization is at 7.74% for all of the IDIQ contracts statewide. This has been difficult to track and has been utilized on some job orders more than others as well as at the contract level. This would be an area we look to improve for tracking and utilization for future IDIQ contracts.

Lessons Learned

Through piloting this program INDOT has had several opportunities for lessons learned. There have been challenges with the consultant software not being compatible with Site Manager and CES. The Cost Task Catalog items not correlating well to INDOT pay items which has contributed to the challenges with Site Manager and other soft wares utilized by INDOT. From the Contractor's the payment for some of the items such as maintenance of traffic is too low. The contract clause allowing for the Contractor to have the right to refuse work has posed challenges. The Contractors at several of the districts have utilized this contract clause for a variety of reasons. The contracts were set up by INDOT district and two bridge contracts weren't able to complete work in 2017 and one roadway contractor elected not to renew their contract. This has been a labor intense process for the Contractor's and INDOT alike which INDOT looks to streamline for future IDIQ contracts.