

Work Plan for Utilizing 'Indefinite Delivery/Indefinite Quantity' (ID/IQ) Contracting for Tree Clearing Statewide, Northern Long Eared Bat Protection (SEP-14)

Introduction

The Wisconsin Department of Transportation (WisDOT) submits this work plan for review and approval as an alternative contracting methodology under the provisions of Special Experimental Project No.14 (SEP-14) relating to tree clearing and removal services. Historically WisDOT has included clearing activities within the construction contracts for highway projects. The proposed alternative contracting methodology for this SEP-14 request would separate the clearing and removal of trees, greater than an acre, from the road or bridge contract and make it a stand-alone contract completed between Oct 1 and March 31 prior to the normal construction season.

Under this proposed contracting methodology, WisDOT would be able to ensure that trees would be cleared and removed prior to the March 31 cutoff for preservation of the Northern Long Eared Bat (NLEB) which has recently been listed as Threatened by the United States Fish and Wildlife Service (USFWS). Projects Let and Executed after October, which have clearing greater than an acre, will be in jeopardy of not being able to start in the spring if the clearing is not accomplished during the dormant season. This could have a large impact on the WisDOT construction program.

Purpose

The proposed methodology is an alternative delivery process that will enable WisDOT to keep the program on schedule and deliver construction contracts, with clearing greater than one acre, that are Let and Executed after October 1 and prior to March 31 of the year.

Current Method

Construction projects requiring clearing are Let thru the normal low bid process and this clearing takes place when required to meet the requirements of the contract. The dormant window for NLEB falls during a time when some of the projects will not be executed soon enough for the contractor to meet the March 31 deadline.

Scope

While in preliminary design an investigation for the presence of NLEB would be conducted and the environmental document would indicate the findings. During final design the project manager (PM) would identify the amount of clearing required under for the project. Projects that have clearing of less than an acre will be scheduled for clearing outside of the pup rearing season. Projects Let and Executed during other times of the year would have specials requiring the clearing of trees in the NLEB's inactive period, and would not be covered under this work plan.

If the project requires more than an acre and is Let, Executed and cannot implement the Clearing for NLEB special, then the project would be listed so it can be added to an ID/IQ contract to be advertised for bids. With the ID/IQ contract in place, along with the PSE submittal the project manager would initiate a Job Order (JO) for the clearing and note on the appropriate plan and miscellaneous sheets that 'Clearing to be completed under separate contract'. The remainder of the project (including grubbing) would be bid as a conventional design-bid-build contract awarded to the lowest bidder.

The ID/IQ contract will be Let as a Regional (single award) contract with a maximum of two (2) contracts, depending on the number and location of the projects requiring clearing, over a one year period. Under these contracts, WisDOT anticipates a minimum of 11 Job Orders.

These contracts will be awarded to the lowest responsible bidder based on the sum of all bid items extended by the unit bid prices.

The items contained within the advertised bid would include:

- Clearing by - the station, acre, square yard or inch diameter (Std WisDOT Clearing bid items) as shown in miscellaneous quantities of the original project.
The item of clearing may require the trees and associated brush to be removed at the time clearing takes place.
Any remaining grubbing (including downed timber, logs, brush and stumps) work would be conducted under the roadway or bridge project when erosion protection can be properly installed
- Maintenance of traffic will be set as a lump sum by the day for clarification. The lump sum will use the construction detail for moving shoulder closures and a standardized length for determination of value.
- Mobilization will be a fixed percentage of the individual JO.

The contracts have a short list of bid items due to the limited scope of the Northern Long Eared habitat issue.

There is no demonstrated need for multi-award or multi-year contracts at the time of this request.

Evaluation and Measure

With the subject of this application being very narrow there is a limited number of metrics that can be evaluated and measured.

- Solicit comments from Industry regarding the use of ID/IQ
- The contractor's ability to respond to the JO in a timely manner
- Compare statewide average bid prices with the ID/IQ bids as well as statewide or regional contract effects on bid prices
- If the use of ID/IQ was successful in keeping construction contracts on schedule

Reporting

WisDOT anticipates that the ID/IQ contract(s) would be Let in January 2016. WisDOT will prepare and submit a final report on the initial clearing contract(s) methodology within 8 months of the completion of the final JO. The final report will contain an overall evaluation of the contract(s) along with any suggestions and recommendations for improving the process.