

July 2, 2018

**CONTRACT NO. 4400013321 and 4400013322 (REPOST)
IDIQ CONTRACTS FOR IN-DEPTH BRIDGE INSPECTION
STATEWIDE**

Questions and Answers

- Q1. What percentage of work is anticipated to be associated with underwater inspection services?
- A1. The contract is IDIQ (Indefinite Delivery/Indefinite Quantity); therefore, we do not have estimated percentages. It is not anticipated to be more than 20% of the contract.
- Q2. Why do the MPRs only require one bridge team leader and one bridge inspector vs. three dive team leaders and three certified divers?
- A2. Multiple divers are needed because they have to take so many hours of rest between dives.
- Q3. In the past, similar in-depth inspection contracts have not included underwater bridge inspection components.
- A3. The MPRs requirements are written to include underwater inspection requirements because they may be needed.
- Q4. What is the distinction between 3a and 3b?
- A4. 3a must be a Certified Bridge Inspector and 3b is not certified. The MPR for 3b will be updated to say one person who has successfully completed the training course.
- Q5. The maximum compensation under each IDIQ contract shall not exceed \$5,000,000 however the contract amount used for the Project Magnitude determination is \$250,000 - \$2,500,000, instead of >\$2,500,000.
- A5. The Project Magnitude determination is based on the typical task orders to be anticipated for the contract.
- Q6. The scope of services attachment included in the advertisement states that the Consultant will perform statewide NBIS In-Depth Inspections of complex structures such as cantilever trusses, cable-stayed bridges, and movable bridges including vertical lift and bascule bridges. The in-depth field inspection will be performed on all components of the superstructure and substructure. However, the project complexity is designated as medium, instead of complex.
- A6. The project complexity selection of medium vs. complex is at the Project Manager's discretion and is based on the typical task orders to be anticipated for the contract.

Q7. The scope of work includes inspection of various types of bridges including movable bridges (vertical lift and bascule bridges). Inspection of such bridges requires mechanical and electrical inspection specialties and in the past such specialties were included in the Minimum Personnel Requirements of similar contracts. The current advertisement is missing these needed components. Would DOTD consider adding such requirements to the MPR to make sure all necessary specialties are included?

A7. DOTD is not going to add those requirements at this time.