Bid QA Research Project

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Progress Report # 2 (Cumulative as of September 13, 2018)

Number of Contracts: 25

Research Period: July '17 to Present

Number of Questions Reviewed: 425+

Number of Questions Evaluated: 357

Typical Review Timeframe: 7 – 15 days

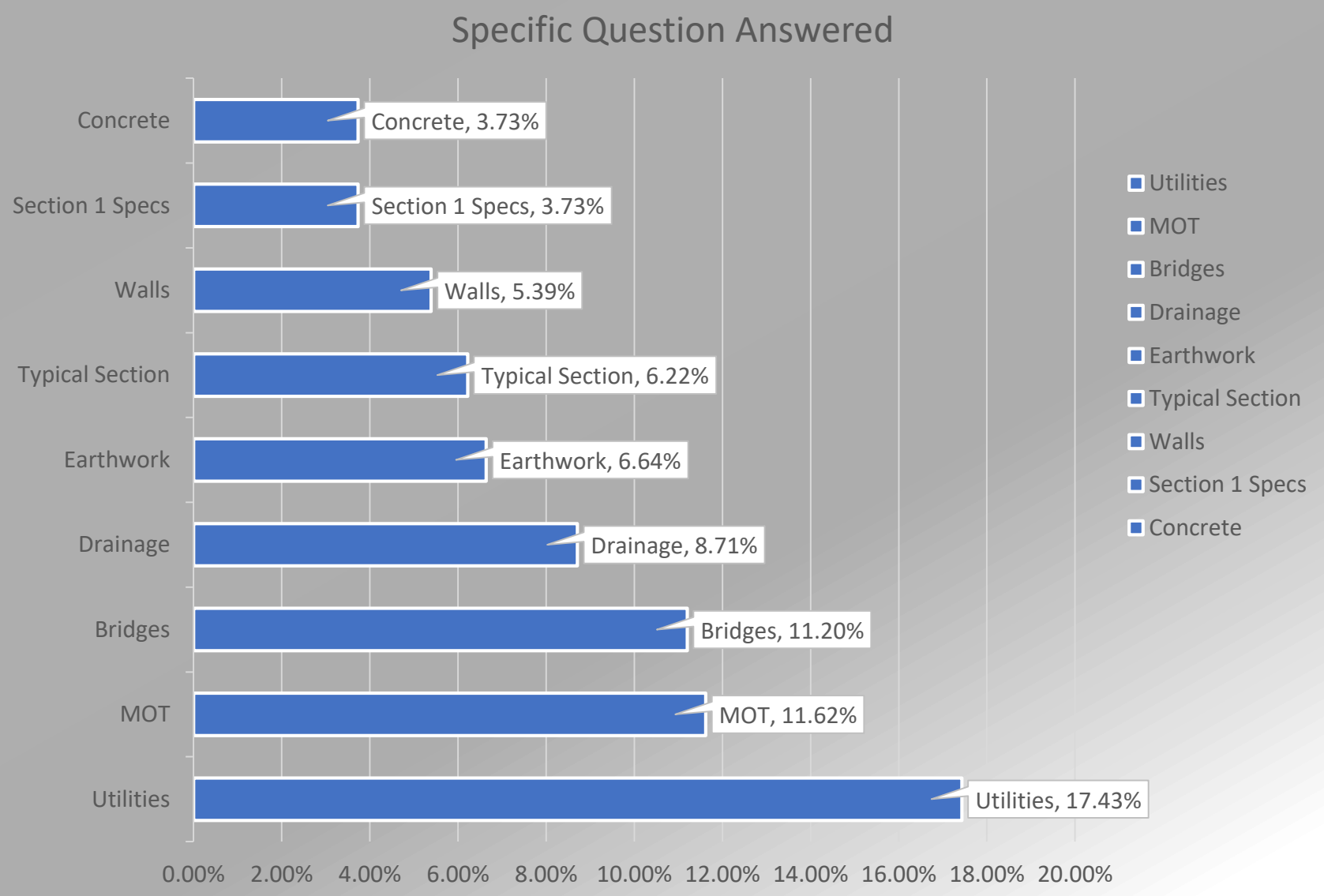
Bid QA Research Project

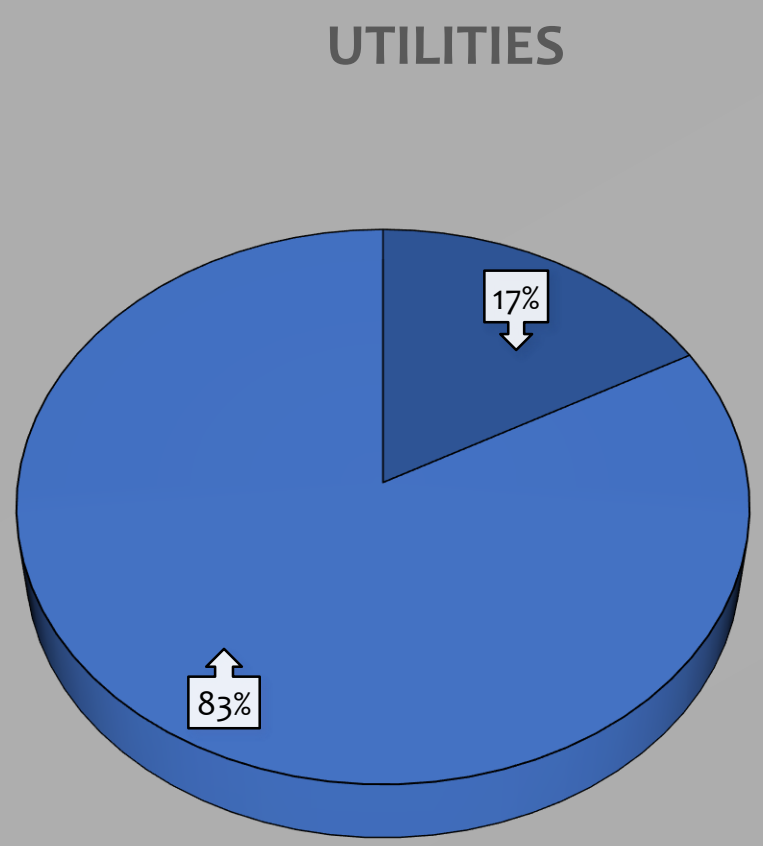
Objective:

Construction staff to review, analyze, and interpret data from construction bid questions submitted to the department to identify trends and provide recommendations to improve the constructability and biddability of future department project plan sets.

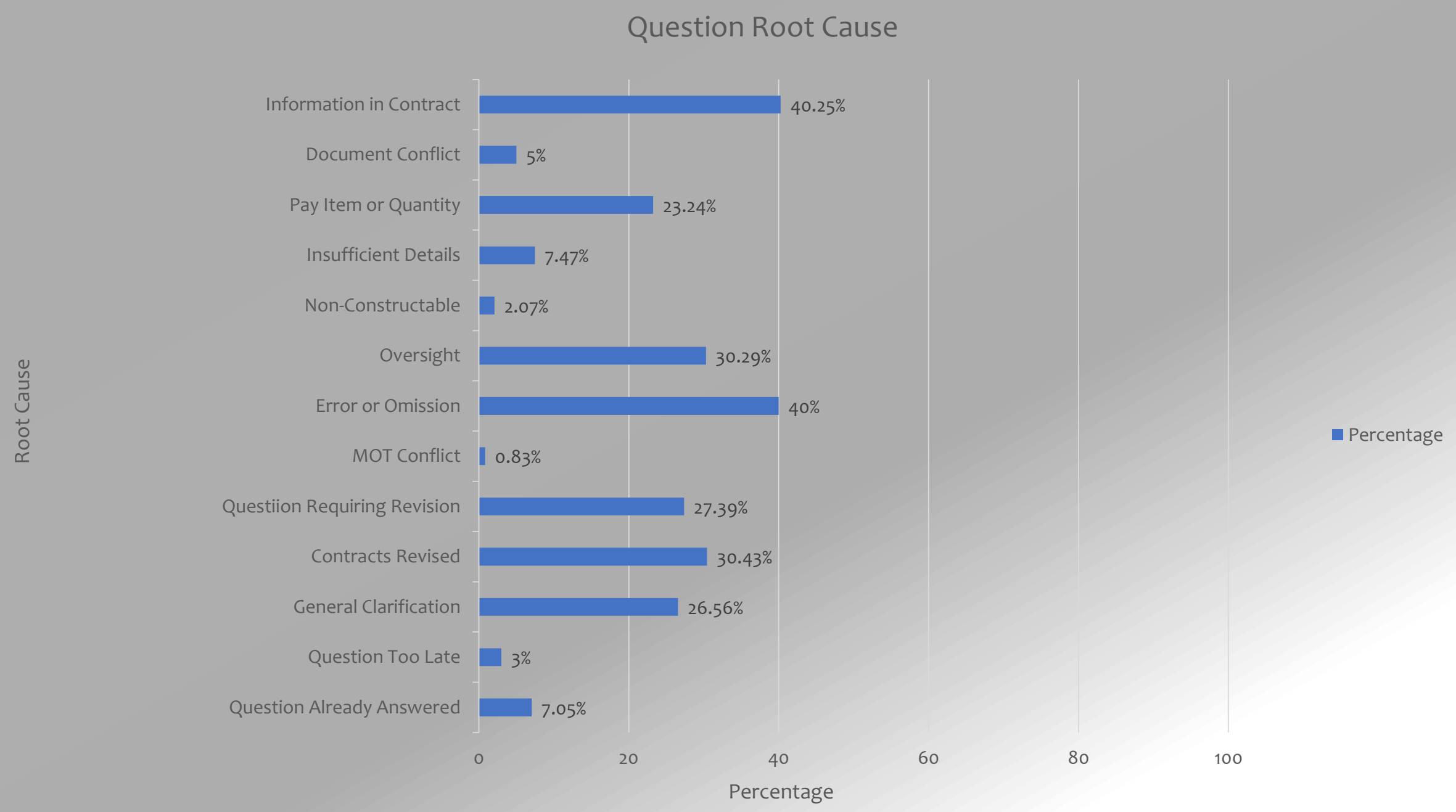
Question Categories

- Utilities 17.43%
- MOT 11.62%
- Bridge 11.2%
- Drainage 8.71%
- Earthwork 6.64%
- Typical Section 6.22%
- Walls 5.39%
- Section 1 Standard Specifications 3.73%
- Concrete 3.73%
- Signing and Pavement Marking 3.32%
- ITS 2.90%
- Signals 2.49%
- Asphalt 2.07%
- Survey 1.66%
- Cross Sections 0.83%
- Plan Notes 0.41%
- Lighting 0.41%
- Erosion 0.41%

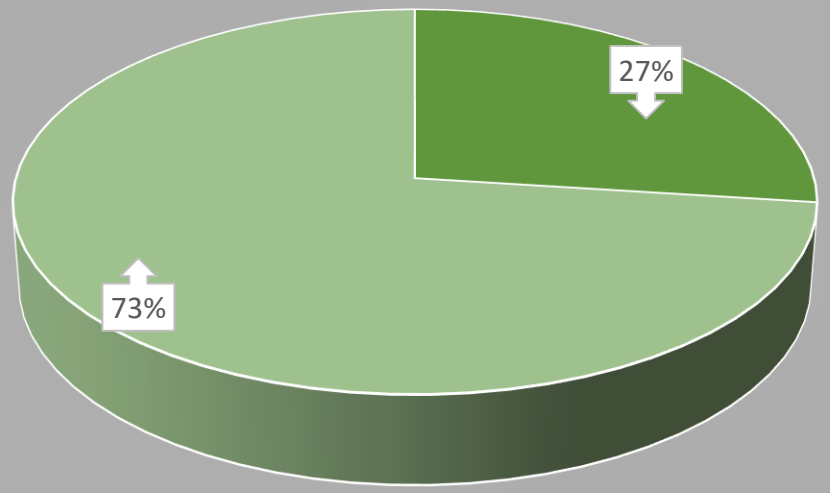

Specific Question Answered
Concrete
Section 1 Specs
Walls
Typical Section
Earthwork
Drainage
Bridges
MOT
Utilities
Concrete, 3.73%
Section 1 Specs, 3.73%
Walls, 5.39%
Typical Section, 6.22%
Earthwork, 6.64%
Drainage, 8.71%
Bridges, 11.20%
MOT, 11.62%
Utilities, 17.43%
0.00%
2.00%
4.00%
6.00%
8.00%
10.00%
12.00%
14.00%
16.00%
18.00%
20.00%
Utilities
MOT
Bridges
Drainage
Earthwork
Typical Section
Walls
Section 1 Specs
Concrete



- ***17.43% of the questions asked were about utilities***
- ***93% of the questions were on UWHC projects***
- *Only 7% were projects with standard relocation agreements*
- ***70% of the utility questions on UWHC projects were due to <u>incorrect quantities</u>***

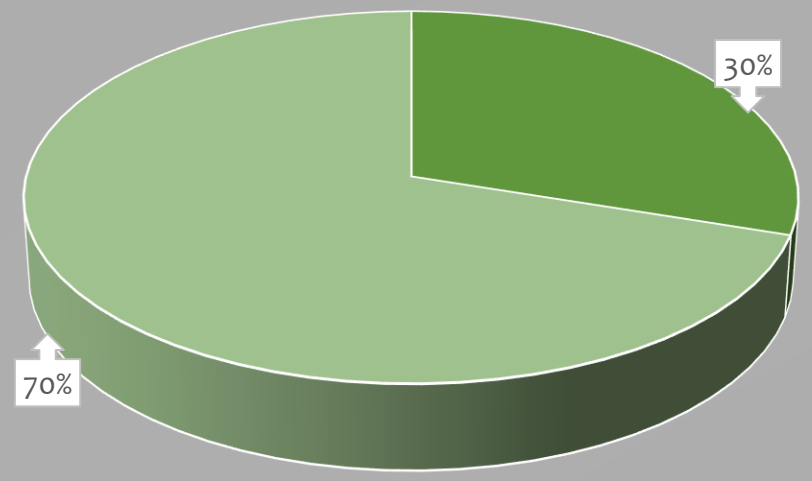

Question Root Cause
Root Cause
Information in Contract
Document Conflict
Pay Item or Quantity
Insufficient Details
Non-Constructable
Oversight
Error or Omission
MOT Conflict
Questiion Requiring Revision
Contracts Revised
General Clarification
Question Too Late
Question Already Answered
40.25%
5%
23.24%
7.47%
2.07%
30.29%
40%
0.83%
27.39%
30.43%
26.56%
3%
7.05%
0
20
40
60
80
100
Percentage
Percentage

General Clarification



- Was the Department limiting the base type that could be used and what base type were earthwork quantities based from. *Any base per index and quantities developed from full depth base.*
- Bridge rehab project, question concerning pre and post construction bridge balancing. *Yes, covered in the Technical Special Provision.*
- Bridge Rehab. Contractor wanted access to machinery prior to bid. *Contractor was limited to public access only.*
- A portion of the project is behind locked gates, requested access. *Access information provided.*
- Requested survey control. *None available.*
- Mill and resurfacing project. Requested water table info. *None available.*
- Clarification for finishing concrete sidewalk. *Information provided*
- Clarification on phasing and detour quantities. *Information provided*

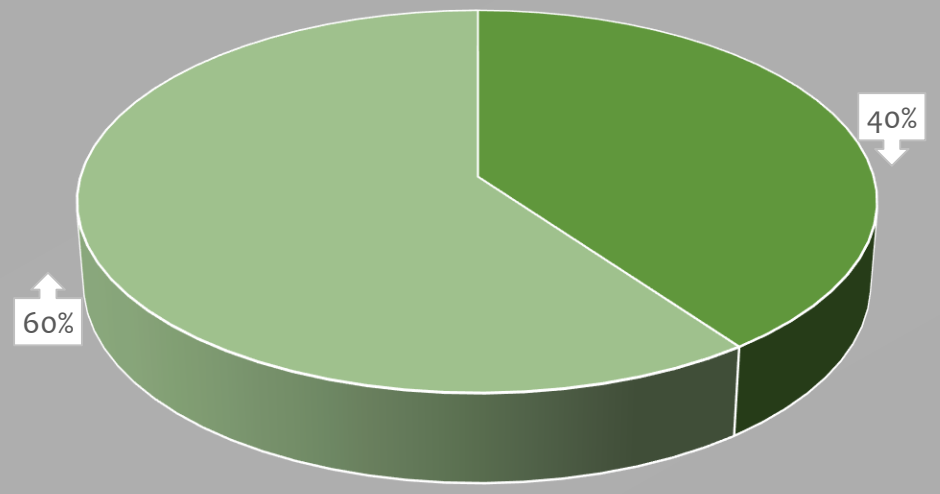
Plan Revision



23 Standard Bid Contracts have been reviewed and 2 Design Build. Of the 23 Standard Bid Contracts, 7 required Plan Revisions as indicated in the question responses.

30% of questions asked – resulted in a plan revision.

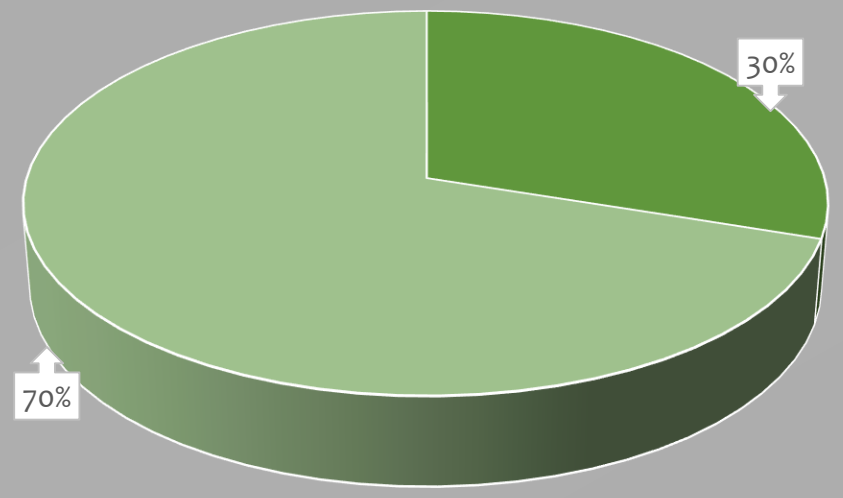
Error or Omission



40% of questions appear to be result of Design Error or Omission.

- The plans required manhole and valve adjustments which included the appropriate quantities for the work to be performed. However, the plans did not provide the locations for the work. *Locations were provided in a plans revision.*
- Plan revision removed temporary barrier wall quantities. However Temporary Crash Cushions for the barrier wall was not.
- Plan Revision necessary to provide details needed for bridge rehab. One area not clear was the hot dip galvanizing of steel.
- 18” Pavement Markings were mis-labeled in the plans.

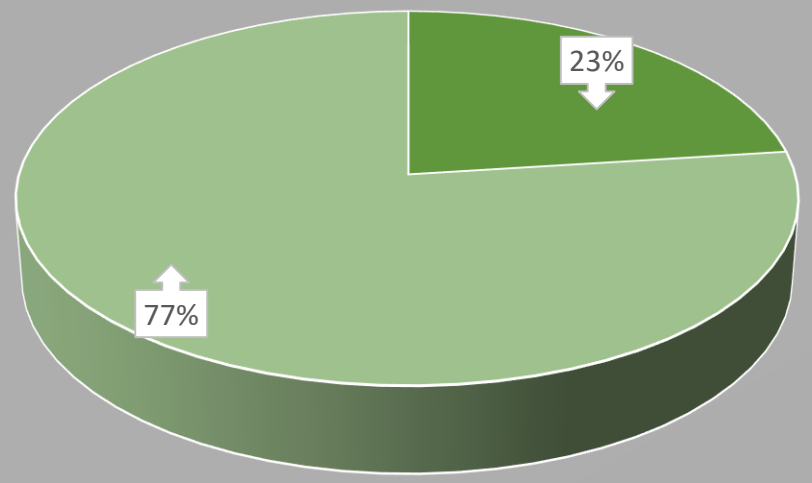
Missing or Incorrect Information



30% of questions were asked due to incorrect or missing information.

- Plan revision removed designed work, pay items were left in contract and bid form
- Plans had drainage structures mis-labeled
- Plans included incorrect asphalt base
- Plans included super-pave thickness not allowed by specs

Pay Item/Quantity



23% of questions were asked due to pay item or quantity issue.

- 23.24% of questions pay item or quantity issue
- 83% of these were incorrect quantity
- 17% were missing pay item
- Missing pay item for Traffic Control Officer
- Incorrect quantity for Traffic Separator
- Missing pay item for Temp Barrier
- Incorrect Stabilization quantity
- Incorrect Base quantity
- Missing pay items for concrete slab
- Missing pay item for sidewalk
- Incorrect Earthwork quantity
- Incorrect Pavement Marking quantity

General Observations

- 40% of the time the answer to the question asked by the Contractor is contained in the contract documents.
- 23% of the questions were due to missing or incorrect quantities. Unlike MOT where Design and Reviewers spend a lot of time making sure the planned MOT will allow construction of the project, this area does not receive that kind of focused review. On larger projects it takes a considerable amount of time to check quantities. Having an incorrect quantity is not harmful if it is reasonably close. Where it is a problem is when the plan quantity is extremely low and the actual quantity is much higher. Missing pay items usually cause more difficulty due to negotiating a reasonable price.
- 7% of the questions have already been asked. In some cases it was evident that whoever submitted the question did not review already viewable Q & A. Other cases it was clear that the question was slightly re-worded in hopes of a different answer.
- 7% of questions could have been avoided if all the necessary information had been included in the plans.
- 5% of the questions could be eliminated if the information provided in the documents was consistent