



Department of Public Service

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<https://publicservice.vermont.gov/>

PSD Fiber Network Maintenance and Repair RFP

Bidder Questions and Answers

ISSUE DATE	June, 08, 2020
QUESTIONS DUE	June, 17, 2020 – 4:30 PM (EST)
RFP RESPONSES DUE BY	June, 29, 2020 – 4:30 PM (EST)

PLEASE BE ADVISED THAT ALL NOTIFICATIONS, RELEASES, AND ADDENDUMS ASSOCIATED WITH THIS RFP WILL BE POSTED AT:

<https://publicservice.vermont.gov/requests-for-proposals>

THE STATE WILL MAKE NO ATTEMPT TO CONTACT INTERESTED PARTIES WITH UPDATED INFORMATION. IT IS THE RESPONSIBILITY OF EACH BIDDER TO PERIODICALLY CHECK THE ABOVE WEBPAGE FOR ANY AND ALL NOTIFICATIONS, RELEASES AND ADDENDUMS ASSOCIATED WITH THIS RFP.

STATE CONTACT:	Aaron Brassard, Fiber Optic Project Manager
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E-MAIL:	aaron.brassard@vermont.gov

Where can the bid documents be found?

You can find the Departments RFP information here: <https://publicservice.vermont.gov/requests-proposals/department-issues-rfp-psd-fiber-network-maintenance-and-repair>

The RFP form can be found here:

https://publicservice.vermont.gov/sites/dps/files/documents/PSD%20Fiber%20Network%20Maintenance%20and%20Repair%20RFP_6-1-20.pdf

A map of PSD fiber network can be found here: <https://publicservice.vermont.gov/content/map-fiber-owned-department-public-service>

Do you anticipate extending the bid due date?

- No. Not at this time

What additional details are you willing to provide, if any, beyond what is stated in bid documents concerning how you will identify the winning bid?

- Other possible considerations maybe the contractor dispatch location, familiarity with the network, experience with the difficulties performing utility repairs in Vermont's, and an established track record of quality restoration work.

Was this bid posted to nationwide free bid aggregation websites?

No.

Other than your own website, where was this bid posted?

- <https://www.vermontbusinessregistry.com/>

How answers will be provided.

- Bidder questions and answers will be posted on the department web site after June 17th: <https://publicservice.vermont.gov/requests-for-proposals>

Regarding SLA's, should considerations be made for various response requirement levels? As an example, Emergency/24 HR Critical vs. Less Critical, Normal Working Hours responses may have different rate structures.

- The network will require both emergency restoration and general maintenance, splicing, documenting, and survey responsibilities. Non-emergency and maintenance tasks can be scheduled within reasonable timeframes. Emergency/restoration work requires a 4-hour response SLA.

What is the historic volume of service tickets in the area?

- Ticket volume varies with several factors. Below are some 2019-2020 examples.
 - Restoration volume - Approximately 5 emergency call-outs. (Winter 2019-2020)
 - Several restorations were multi-day.
- Other types of work
 - Audits - 4-5 yearly. Expected to increase.
 - New connections - 4-6 yearly (2019-2020). Expected to increase.
 - Pole transfers - varies year to year.
 - Underground - No underground work was requested 2019-2020.

Can you confirm if the project is entirely aerial?

- The PSD fiber network consists of primarily aerial fiber. However, there is some underground crossing for railways and highways. Also note, while most of the network follows roadways there are some sections in easements that may require special equipment during winter or inclement weather.

Please let us know whether you have received this email, and when and how answers will be provided.

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- The network will require both emergency restoration and general maintenance, splicing, documenting, and survey responsibilities. Non-emergency and maintenance tasks can be scheduled within reasonable timeframes. Emergency/restoration work requires a 4 hour response SLA.

What is the historic volume of service tickets in the area?

- Ticket volume varies with a number of factors. Below are some 2019-2020 examples.
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Can you confirm if the project is entirely aerial?

- The PSD fiber network consists of primarily aerial fiber. However there is a number of underground crossing for railways and highways. Also note, while most of the network follows roadways there are sections where the network runs through easements that may require special equipment in inclement weather.