

CHECKLIST TO DESIGNATE AREAS OF EVALUATION FOR REQUESTS FOR PROPOSAL (RFP)

MDOT PROJECT MANAGER Jason Garza			JOB NUMBER (JN) 108196	CONTROL SECTION (CS) 84914
DESCRIPTION IF NO JN/CS				
MDOT PROJECT MANAGER: Check all items to be included in RFP. WHITE = REQUIRED GRAY SHADING = OPTIONAL			CONSULTANT: Provide only checked items below in proposal.	
Check the appropriate Tier in the box below				
<input type="checkbox"/> TIER I (\$25,000-\$99,999)	<input checked="" type="checkbox"/> TIER II (\$100,000-\$250,000)	<input type="checkbox"/> TIER III (>\$250,000)		
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Understanding of Service	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Innovations</i>	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>Safety Program</i>	
N/A	<input type="checkbox"/>	<input type="checkbox"/>	Organization Chart	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Qualifications of Team	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Past Performance	
Not required as part of official RFP	Not required as part of official RFP	<input type="checkbox"/>	Quality Assurance/Quality Control	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Location: The percentage of work performed in Michigan will be used for all selections unless the project is for on-site inspection or survey activities, then location should be scored using the distance from the consultant office to the on-site inspection or survey activity.	
N/A	N/A	<input type="checkbox"/>	Presentation	
N/A	N/A	<input type="checkbox"/>	Technical Proposal (if Presentation is required)	
3 pages (MDOT forms not counted) (No Resumes)	7 pages (MDOT forms not counted)	19 pages (MDOT forms not counted)	Total maximum pages for RFP not including key personnel resumes	

The Michigan Department of Transportation (MDOT) is seeking professional services for the project contained in the attached scope of services.

If your firm is interested in providing services, please indicate your interest by submitting a Proposal, Proposal/Bid Sheet or Bid Sheet as indicated below. The documents must be submitted in accordance with the latest "Consultant/Vendor Selection Guidelines for Service Contracts" and "Guideline for Completing a Low Bid Sheet(s)", if a low bid is involved as part of the selection process. **Referenced Guidelines are available on MDOT's website under Doing Business > Vendor/Consultant Services > Vendor/Consultant Selections.**

RFP SPECIFIC INFORMATION

BUREAU OF HIGHWAYS BUREAU OF TRANSPORTATION PLANNING ** OTHER

THE SERVICE WAS POSTED ON THE ANTICIPATED QUARTERLY REQUESTS FOR PROPOSALS

NO YES DATED _____ THROUGH _____

<input checked="" type="checkbox"/> Prequalified Services – See page <u>1</u> of the attached Scope of Services for required Prequalification Classifications.	<input type="checkbox"/> Non-Prequalified Services - If selected, the vendor must make sure that current financial information, including labor rates, overhead computations, and financial statements, if overhead is not audited, is on file with MDOT's Office of Commission Audits. This information must be on file for the prime vendor and all sub vendors so that the contract will not be delayed. (Form 5100J Required with Proposal)
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Qualifications Based Selection – Use Consultant/Vendor Selection Guidelines

For all Qualifications Based Selections, the section team will review the information submitted and will select the firm considered most qualified to perform the services based on the proposals. The selected vendor will be contacted to confirm capacity. Upon confirmation, that firm will be asked to prepare a priced proposal. Negotiations will be conducted with the firm selected.

****For RFP's that originate in Bureau of Transportation Planning only**, a priced proposal must be submitted at the same time as, but separate from, the proposal. Submit directly to the Contract Administrator/Selection Specialist, Bureau of Transportation Planning (see address list, page 2). The priced proposal must be submitted in a sealed envelope, clearly marked "**PRICE PROPOSAL.**" The vendor's name and return address **MUST** be on the front of the envelope. The priced proposal will only be opened for the highest scoring proposal. Unopened priced proposals will be returned to the unselected vendor(s). Failure to comply with this procedure may result in your priced proposal being opened erroneously by the mail room.

For a cost plus fixed fee contract, the selected vendor must have a cost accounting system to support a cost plus fixed fee contract. This type of system has a job-order cost accounting system for the recording and accumulation of costs incurred under its contracts. Each project is assigned a job number so that costs may be segregated and accumulated in the vendor's job-order accounting system.

Qualifications Review / Low Bid - Use Consultant/Vendor Selection Guidelines. See Bid Sheet Instructions for additional information.

For Qualification Review/Low Bid selections, the selection team will review the proposals submitted and post the date of the bid opening on the MDOT website. The notification will be posted at least two business days prior to the bid opening. Only bids from vendors that meet proposal requirements will be opened. The vendor with the lowest bid will be selected. The selected vendor may be contacted to confirm capacity.

Best Value - Use Consultant/Vendor Selection Guidelines. See Bid Sheet Instructions below for additional information. The bid amount is a component of the total proposal score, not the determining factor of the selection.

Low Bid (no qualifications review required - no proposal required.) See Bid Sheet Instructions below for additional instructions.

BID SHEET INSTRUCTIONS

A bid sheet(s) must be submitted in accordance with the "Guideline for Completing a Low Bid Sheet(s)" (available on MDOT's website). The Bid Sheet(s) is located at the end of the Scope of Services. Submit bid sheet(s) separate from the proposal, to the address indicated below. The bid sheet(s) must be submitted in a sealed manila envelope, clearly marked "**SEALED BID.**" The vendor's name and return address **MUST** be on the front of the envelope. Failure to comply with this procedure may result in your bid being opened erroneously by the mail room and the bid being rejected from consideration.

PROPOSAL SUBMITTAL INFORMATION

REQUIRED NUMBER OF COPIES FOR PROJECT MANAGER 4	PROPOSAL/BID DUE DATE 5/11/10	TIME DUE 12:00 pm
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PROPOSAL AND BID SHEET MAILING ADDRESSES

Mail the multiple proposal bundle to the MDOT Project Manager or Other indicated below.

MDOT Project Manager MDOT Other

Mr. Jason Garza
55 E. Morely Drive
Saginaw, MI 48601

Mail one additional stapled copy of the proposal to the Lansing Office indicated below.

Lansing Regular Mail**OR****Lansing Overnight Mail**

Secretary, Contract Services Div - B470
Michigan Department of Transportation
PO Box 30050
Lansing, MI 48909

Secretary, Contract Services Div - B470
Michigan Department of Transportation
425 W. Ottawa
Lansing, MI 48933

Contract Administrator/Selection Specialist
Bureau of Transportation Planning B470
Michigan Department of Transportation
PO Box 30050
Lansing, MI 48909

Contract Administrator/Selection Specialist
Bureau of Transportation Planning B470
Michigan Department of Transportation
425 W. Ottawa
Lansing, MI 48933

GENERAL INFORMATION

Any questions relative to the scope of services must be submitted by e-mail to the MDOT Project Manager. Questions must be received by the Project Manager at least four (4) working days prior to the due date and time specified above. All questions and answers will be placed on the MDOT website as soon as possible after receipt of the questions, and at least three (3) days prior to the RFP due date deadline. The names of vendors submitting questions will not be disclosed.

MDOT is an equal opportunity employer and MDOT DBE firms are encouraged to apply. The participating DBE firm, as currently certified by MDOT's Office of Equal Opportunity, shall be listed in the Proposal

The following two American Recovery and Reinvestment Act of 2009 (ARRA) notifications, **ARRA MONTHLY EMPLOYMENT REPORTS** and **REQUIRED CONTRACT PROVISIONS TO IMPLEMENT AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) SECTIONS 902 AND 1515**, are attached to this Request For Proposal for your understanding. These two notifications are only applicable for those projects/contracts funded with ARRA funds and will be included in contract Exhibits.

MDOT FORMS REQUIRED AS PART OF PROPOSAL SUBMISSION

- 5100D** – Request for Proposal Cover Sheet
- 5100G** – Certification of Availability of Key Personnel
- 5100I** – Conflict of Interest Statement
- 5100J** - Consultant Data and Signature Sheet (Required only for Non-Prequalified Work)

(These forms are not included in the proposal maximum page count.)

Notification
ARRA MONTHLY EMPLOYMENT REPORTS
Note: This Notification is only applicable for those projects/contracts funded with ARRA funds. If you have questions, please contact MDOT Contract Services Division at (517) 335-0071.

The American Recovery and Reinvestment Act of 2009 (ARRA), requires states receiving stimulus funds for highway projects to provide monthly reports to the Federal Highway Administration (FHWA) regarding the number of employees of the prime contractors, all-tier subcontractors and consultants on ARRA funded projects.

The cost for complying with this Notification must be borne by the prime contractor, and all-tiers of subcontractors and consultants, as part of their overhead and is deemed to be included in the payments made under this contract.

Within 10 days after the end of each month in which work is performed on this contract, all prime contractors and consultants must provide the Engineer a monthly report on MERS at <https://sso.state.mi.us/> providing employment information on each ARRA project, which will include, for work performed in that preceding month:

- The total number of employees who performed work on this contract.
- The total number of hours worked by employees who performed work on this contract.
- The total wages of employees who performed work on this contract.

Prime Consultants are responsible for reporting on all subconsultants' employment information in MERS, as the sub consultants will not have access to do so.

In addition, the prime contractor must provide a total payment amount made to any subcontractor who is a certified DBE in that preceding month.

This Notification shall be included as a part of each subcontract executed by the prime contractor, and all-tiers of subcontractors and consultants.

If necessary to conform to guidance provided by FHWA concerning the ARRA reporting requirements, the prime contractor, and all-tiers of subcontractors and consultants will revise their reporting as directed by the Engineer.

Failure to comply with the reporting requirements under ARRA would jeopardize the Department's continued receipt of ARRA funding.

Accordingly, if a contractor or any-tier of subcontractor or consultant fails to comply with this Notification, the Department may withhold contract payments until compliance is achieved. If the Department is compelled to incur costs because of such a breach, the amount of those costs may be deducted from payments otherwise to be made under this contract. Additional sanctions may include reduction or elimination of prequalification ratings and removal of bidding privileges.

**NOTIFICATION
REQUIRED CONTRACT PROVISIONS TO IMPLEMENT AMERICAN
RECOVERY AND REINVESTMENT ACT (ARRA) SECTIONS 902 AND 1515**

Note: This notification is only applicable for those projects/contracts funded with ARRA funds. If you have questions, please contact MDOT Contract Services Division at (517) 335-0071.

In accordance with requirements under section 902 of the American Recovery and Reinvestment Act of 2009 (ARRA), the following language is made a part of this contract and is to be made a part of all tier subcontracts or consultant contracts:

The U.S. Comptroller General and his representatives have the authority:

- (1) To examine any records of the contractor or any of its subcontractors, or any State or local agency administering such contract, that directly pertain to, and involve transactions relating to, the contract or subcontract; and
- (2) To interview any officer or employee of the contractor or any of its subcontractors, or of any State or local government agency administering the contract, regarding such transactions.

The Comptroller General and his representatives have the authority and rights provided under Section 902 of the ARRA with respect to this contract. As provided in section 902, nothing in section 902 shall be interpreted to limit or restrict in any way any existing authority of the Comptroller General.

In accordance with the requirements of section 1515(a) of the ARRA any representatives of the Inspector General have the authority:

- (1) To examine any records of the contractor or grantee, any of its subcontractors or sub-grantees, or any State or local agency administering such contract, that pertain to, and involve transactions relating to the contract, subcontract, grant, or sub-grant; and
- (2) To interview any officer or employee of the contractor, grantee, sub-grantee or agency regarding such transactions.

Nothing set forth in section 1515 of the ARRA shall be interpreted to limit or restrict in any way any existing authority of an inspector general.

Michigan Department of Transportation

**SCOPE OF SERVICE
FOR
SPECIALTY SERVICES
In Depth Bridge Inspection**

CONTROL SECTION(S): 84914

JOB NUMBER: 108196

PROJECT LOCATION(S):

The bridges are located in the Bay Region in Bay, Genesee, Gratiot, Isabella, Lapeer and Saginaw Counties.

DESCRIPTION OF WORK:

Section 3 of the Bridge Inspection Reference Manual (BIRM) defines an “In-Depth” inspection as a close-up inspection of one or more members above or below the water level to identify any deficiencies not readily detectable using routine inspection procedures. The work defined in this scope is limited to performing an in-depth inspection of various bridge elements and preparing a report that details the inspection findings. See attachments for specific bridge numbers, locations, and bridge elements proposed for in-depth inspection.

ANTICIPATED START DATE: June 4, 2010.

ANTICIPATED COMPLETION DATE: November 5, 2010.

PRIMARY PREQUALIFICATION CLASSIFICATION:

Bridge Safety Inspections

SECONDARY PREQUALIFICATION CLASSIFICATION:

Bridge Project Scoping

DBE REQUIREMENT: 0%

MDOT PROJECT MANAGER

Any questions regarding this Scope of Service may be directed to the MDOT Project Manager.

Jason Garza, P.E.
55 E. Morley Drive
Saginaw, MI 48601
Phone: (989) 754-0878 ext. 243
Fax: (989) 754-8122

GENERAL INFORMATION

The Bridge Management Section of the Bay Region, Michigan Department of Transportation (MDOT) is seeking a proposal from a “Pre-Qualified” Consulting Engineering Firm (Consultant) to perform in-depth inspections of bridge structures on state trunkline roads in accordance with the most recent version of the National Highway Institute Bridge Inspection Reference Manual.

DURATION & SCHEDULE

A. Work Plan & Schedule

The consultant must review the Scope of Service to develop a Work Plan that details the process of inspecting the specific elements for a typical bridge. Submittal of the Work Plan is required as part of the Priced Proposal. Submit any changes to the Work Plan in writing to MDOT’s Project Manager for review and approval.

The consultant must be prepared to begin the field inspection work within one week after receiving Notice to Proceed (NTP).

B. Meeting Dates

The consultant is required to attend a Project Initiation Meeting and Progress Meetings held at the MDOT Bay Region Office or at a mutually agreed location. Shown below are the expected periods for these meetings. MDOT, however, reserves the right to adjust these periods.

Project Initiation Meeting: One week after NTP (prior to any fieldwork)

Progress Meetings: Biweekly during the Field Inspection Phase

The intent of the Project Initiation Meeting is to exchange information regarding the general procedures for communication, review the schedule, discuss emergency procedures and communication, and discuss any open questions that remain. Additional MDOT region and statewide staff may attend the meeting.

The consultant will keep notes of these meetings and provide minutes to the MDOT PM within one week after the meeting.

ADDITIONAL WORK DESCRIPTION:

The work required for each bridge in this authorization is separated into two main components:

- A) Site Inspection
- B) Report Preparation including supporting documents

The Consultant will provide a thorough structural inspection for each bridge element as required per the contract. The report phase will identify current conditions of the bridge elements, the significance of the findings, and make repair recommendations.

The following provisions are the minimum for this contract. The consultant may elect to suggest activities that will improve the inspection or save costs:

A. SITE INSPECTION

Each bridge must be visited by the consultant PM and/or Inspection Team Leader. The purpose of this visit is to locate all areas of element deterioration, determine feasible repair recommendations, and to ascertain quantities. Ladders, boats, and/or confined space equipment may be necessary to get close enough to adequately inspect and evaluate the structural element (see Sections EQUIPMENT and SAFETY below).

The information collected in the field must be sufficient to determine quantities to document deterioration and locations of repairs and improvements. Detail this information in field notes, forms, sketches, and photographs, as appropriate, to be included in the report.

During the site inspection, the consultant shall immediately notify the MDOT PM of any structural condition that may cause the bridge to be load restricted (such as holes in beams), or which may require other immediate action (such as deck soffit scaling, lane closures, emergency repairs, temporary supports, etc.). The Consultant will provide documentation of the condition (beam measurements, pictures taken, etc.) to MDOT as quickly as possible. MDOT will provide a list of contact information at the Project Initiation Meeting.

The Consultant must render a professional judgment as to the need for structural analysis of the given structure and recommend any temporary load restrictions and /or changes to the inspection frequency. The need for additional traffic control is occasionally required to perform additional testing at an observed superstructure crack. In this case, the consultant must notify the MDOT PM by completing a “Request for Action” (RFA) form, documenting the location of the crack and indicating how quickly the additional testing and/or examination must take place.

The Consultant shall make every effort to perform a complete in-depth inspection while on site.

1. Concrete Deck (Underside / Fascia)

Below is a list that includes the minimum requirements for in-depth Concrete Deck

(underside / fascia) inspection.

- a. Inspect the concrete deck underside and fascias for wet areas, spalling, map cracking, delamination, rust along beam edges, and any other evidence of deterioration at all bridges and culverts.
- b. Sound the concrete deck underside with a hammer and mark delaminated, spalled, and cracked areas with paint to be visible in photographs. Sound the deck fascias with a hammer. Take photos to capture the entire deteriorated area and provide documentation of the type and extent of deterioration.
- c. Note the percentage of soffit deficiencies.
- d. If applicable, note any type of deck overlay material and date of placement of overlay if documented in past inspection reports.

2. Substructure / Railing

Below is a list that includes the minimum requirements for in-depth Substructure inspection.

- a. Sound all substructure concrete elements including, but not limited to, pier columns, caps, abutments, and backwalls for delaminated and unsound areas. All delaminated areas are to be marked with paint that will be evident in the photographs. Sketches for each substructure element mapping the areas of distress including, but not limited to, cracks, delaminated areas, and spalling are to be included in the appendix of the report. Calculate the percentage of the total distressed surface area on each sketch.
- b. Visually inspect all substructure units for signs of settlement, lateral movement, cracking, spalling, exposed reinforcement and material defects. Visually examine fractured concrete to determine if it contains slag aggregate. Note the condition of the backwalls and examine the bridge seat for undermining at bearing locations. Note areas of previous repairs. Take photos to capture the entire deteriorated area of the substructure elements and provide documentation of the type and extent of deterioration.

3. Non Destructive Testing

The Consultant is to determine if non-destructive testing, beyond what is included in the Scope of Service, is required to make a more accurate assessment of the extent of bridge element deterioration. However, such testing (ultrasonic, magnetic particle testing, acoustic emission, etc.) must be approved by the MDOT PM. If the project manager approves the test, the Consultant is required to submit a testing proposal for approval. Include proposed testing method, the reason(s) additional testing is required, the output data of the testing, and details of data analysis. The MDOT PM will deny testing proposals submitted with insufficient information.

B. REPORT

The deliverables for this scope of work will be the reports, photographs, printed worksheets, sketches, and notes. The reports must include descriptions and observations of

the inspection procedures and conditions found during inspection.

Provide two (2) draft copies of each report to the MDOT PM upon completion of all reports. After reviewing the draft, the MDOT PM will return one copy containing questions and/or comments to the Consultant for review. MDOT representatives will then facilitate a progress meeting with the Consultant to review and discuss comments. The Consultant will then incorporate revisions into the final reports. MDOT reserves the right to request additional drafts for review if, in the opinion of MDOT's Project Manager, the changes required are extensive. The contract will be unacceptable if the Consultant fails to make changes to the reports as required by MDOT's Project Manager.

The consultant will submit two (2) 3-ring bound copies of the final report. Also, include one Compact Disk (CD) with electronic copies, in Adobe Acrobat (.pdf) format, of the final report and photographs in the final report.

1. Photographs

Provide all photos in digital format. A photo log of the bridge and the surrounding areas must be included in the report. Print all photos on 8 1/2" x 11" media with a maximum of two photos per sheet with each photo having a labeled description.

2. Recommendations

Submit repair recommendations within the reports for each structure based on the results of the in-depth inspection. The repair recommendations shall include, but not be limited to, the location and the type of repair warranted, the applicable quantities, the level of urgency of the repair, and estimated repair costs.

EQUIPMENT

The Consultant will be responsible for obtaining and operating all equipment for inspection under the bridge.

The Consultant must provide the following equipment as suitable for the inspection of the bridge. The cost of the use of this equipment during the inspection is considered included in the Not to exceed price.

1. Boat

Use a small boat to gain access to the underside of bridges. The unit must be capable of quickly positioning the inspector to any location on the underside of the bridge to perform inspection or to prepare the area for inspection or NDT.

The Consultant is responsible for ensuring the vehicle is safe for operation and operated in a safe manner utilizing all required safety equipment.

2. Computer

The consultant is required to have a laptop computer for field use featuring Microsoft Excel, Word XP (2002 format), and Adobe Acrobat for use of the electronic forms provided by MDOT.

3. NDT

The inspection process includes sounding concrete for delaminated areas. See above for details regarding Non-Destructive Testing.

The following equipment is necessary to perform the above test:

- Chain drag or sounding rod or hammer

4. Cell Phone

While in the field, the Team Leader must have a cellular telephone. Provide phone numbers to the MDOT PM at the Project Initiation Meeting.

5. GPS

The consultant must have a handheld Global Positioning Satellite (GPS) locator to determine or verify the latitude and longitude of the bridge.

6. Camera

The consultant must have a digital camera that can clearly record the images necessary to convey the condition of the bridge.

7. Hand Tools

The consultant must provide the hand tools necessary to complete the inspection. Some of hand tools include a ladder, waders, hammers, lighting, marking paint, measuring tapes, etc.

8. Confined Space Equipment

The consultant is expected, under this scope of work, to enter confined spaces. The consultant shall be trained in MIOSHA confined space regulations and shall have an appropriate procedure in place before accessing any confined spaces. The consultant shall also have the appropriate equipment for confined space entry, depending on the type of confined space, as well as equipment for non-entry retrieval and rescue as required by MIOSHA regulations.

SAFETY

MDOT requires safe working operations. The Consultant shall perform field operations in accordance with MIOSHA regulations and accepted safety practices.

The Consultant must provide all of the necessary personal safety equipment (hardhat, reflective vest, steel-toed shoes, personal flotation devices, eye protection, etc.) for each employee at the work site. All equipment must be in sound working order, meeting applicable inspections for safe operation.

It is not the responsibility of MDOT to verify the Consultant's safety practices. However, the MDOT PM has the authority to remove any individual found working unsafely within MDOT Right of Way. The MDOT PM has the authority to stop all operations and terminate the contract if the Consultant is working unsafely.

EXISTING RECORDS AND DATA

MDOT will furnish the Consultant access to any available, pertinent information related to the structure(s) proposed for in-depth inspection.

Information furnished to the Consultant is not be released or distributed to any outside agency without written permission from MDOT's Project Manager.

GENERAL

Release of information: The Consultant may not release any information about the bridge or the inspection to anyone outside of MDOT. The Consultant is not allowed to make copies of the information in the bridge files unless given written approval from the MDOT PM.

References and Guidelines: The Consultant is to be familiar with the following reference material:

- AASHTO Publications:
 - Manual for Condition Evaluation of Bridges
 - AASHTO Manual for Maintenance Inspection of Bridges
- Federal Highway Administration (FHWA) Publications:
 - Inspection of Fracture Critical Bridge Members
- Manual on Uniform Traffic Control Devices for Streets and Highways
- National Bridge Inspection Standards (NBIS)
- Bridge Inspectors Reference Manual (BIRM)

CONSULTANT PAYMENT – Actual Cost Plus Fixed Fee:

Compensation for this project shall be on an **actual cost plus fixed fee** basis. This basis of payment typically includes an estimate of labor hours by classification or employee, hourly labor rates, applied overhead, other direct costs, subconsultant costs, and applied fixed fee.

All billings for services must be directed to the Department and follow the current guidelines. The latest copy of the "Professional Engineering Service Reimbursement Guidelines for Bureau of Highways" is available on MDOT's website. This document contains instructions and forms that must be followed and used for billing. Payment may be delayed or decreased if the instructions are not followed.

Payment to the Consultant for services rendered shall not exceed the maximum amount unless an increase is approved in accordance with the contract with the Consultant. Typically, billings must be submitted within 60 days after the completion of services for the current billing. The final billing must be received within 60 days of the completion of services. Refer to your contract for your specific contract terms.

Direct expenses, if applicable, will not be paid in excess of that allowed by the Department for its own employees in accordance with the State of Michigan's Standardized Travel Regulations. Supporting documentation must be submitted with the billing for all eligible expenses on the project in accordance with the Reimbursement Guidelines. The only hours that will be considered allowable charges for this contract are those that are directly attributable to the activities of this project.

The use of overtime hours is not acceptable unless prior written approval is granted by the MDOT Region Engineer/Bureau Director and the MDOT Project Manager. Reimbursement for overtime hours that are allowed will be limited to time spent on this project in excess of forty hours per person per week. Any variations to this rule should be included in the priced proposal submitted by the Consultant and must have prior written approval by the MDOT Region Engineer/Bureau Director and the MDOT Project Manager.

The fixed fee for profit allowed for this project is 11.0% of the cost of direct labor and overhead.

WORK PACKAGE LISTING AND LOCATION

STRUCTURE NO.	BRIDGE	AREAS OF CONCERN
09035-C01	I-75 & Ramp over Mill Pond Drain	Scour, Substructure and Deck Soffit Inspection
25042-C02	I-69/Ramp G over Call Drain	Scour, Substructure and Deck Soffit Inspection
25042-C03	I-69 WB Ramps A&B over Call Drain	Scour, Substructure and Deck Soffit Inspection
25072-B01	M-54 over Thread Creek	Scour, Substructure and Deck Soffit Inspection
25072-C01	M-54 over Gilkey Creek	Scour, Substructure and Deck Soffit Inspection
25084-C01	I-69 over Robinson Drain	Culvert Wall and Joints Inspection
25091-C03	M-15 over Black Creek	Scour, Substructure and Deck Soffit Inspection
25132-B01	I-475 over Thread Creek	Scour, Substructure and Deck Soffit Inspection
32032-C01	M-53 over Br. Of Bad Axe Creek	Scour, Substructure and Deck Soffit Inspection
37022-C01	M-20 over Br of Chippewa River	Culvert Wall and Joints Inspection
44011-C01	M-24 over Farmers Creek	Scour, Substructure and Deck Soffit Inspection
73033-C01	M-84 over Universal Drain	Culvert Wall and Joints Inspection
73081-C01	M-81 over Dieckman Drain	Scour, Substructure and Deck Soffit Inspection
73101-C01	I-675/Ramp over Koehler Drain	Culvert Wall and Joints Inspection
73111-C01	I-75 over Koller Drain	Scour, Substructure and Deck Soffit Inspection