

ADDENDUM # 1

2-3-17

REQUEST FOR PROPOSALS FOR BRIDGE DESIGN SERVICES ON

25 ½ Mile Road Bridge over the South Branch of the Kalamazoo River

Sealed proposals will be received by the Calhoun County Road Department at their offices, located at 13300 15 Mile Road, Marshall, MI 49068, until **12:00 NOON Eastern Standard Time on Monday, February 13, 2017.**

All proposals must be in sealed envelopes and appropriately marked:

“Bridge Design: 25 ½ Mile Road Bridge”

The envelope must also state that Addendum 1 has been received.

The right is reserved to reject any or all proposals and to make the award as may appear to be in the best interest of the Calhoun County Road Department and the County of Calhoun.

Sincerely,

Angela Kline, P. E.
Director of Engineering

REQUEST FOR PROPOSAL (RFP)

25 ½ Mile Road Bridge

ISSUE DATE: January 19, 2017
PROPOSAL OPENING DATE: 12:00 Noon, Monday, February 13, 2017
ISSUING OFFICE: Calhoun County Road Department
CONTACT: Angela Kline, P. E., Director of Engineering
(269) 781-9841 or akline@calhouncountymi.gov

<u>CONTENTS</u>	<u>Page</u>
Invitation to Submit Proposal	Cover
Request for Proposal	2
Statement of No Proposal	3
Proposal and Award	4
Instructions, Terms & Conditions	5-12
Hold Harmless and Insurance	12
General Information	13-14
Scope of Services	15-17
Criteria for Selection	17
Cost Proposal	18
Figures I and 2	19-20
Pictures	21

Should any of the required documents be missing from your packet, immediately notify the CCRD.

STATEMENT OF NO PROPOSAL

NOTE: If you do not intend to submit a proposal on this commodity or service, please return this form immediately.

The Calhoun County Road Department wishes to keep its vendors' list file up-to-date. If, for any reason, you cannot supply the commodity/service noted on the attached solicitation, please complete and return this form to remain on the particular vendor list for future projects of this type.

If you do not respond to this inquiry within the time set for the proposal opening date and time, we will assume that you can no longer supply this commodity/service, and your name will be removed from this vendors' list.

PLEASE COMPLETE AND RETURN

We, the undersigned have declined to submit a proposal on the following project:

Proposal: _____ Proposal Opening Date: _____

For the following reasons marked below:

- _____ Specifications too "tight", (i.e. geared toward one brand or Manufacturer only explain below).
- _____ Specifications are unclear (explain below).
- _____ We are unable to meet specifications.
- _____ Insufficient time to respond to the Request for Proposal.
- _____ Our schedule would not permit us to perform.
- _____ We are unable to meet bond requirements.
- _____ We are unable to meet insurance requirements.
- _____ We do not offer this product or service.
- _____ Remove us from your vendor' list for this commodity/service.
- _____ Other (specify below).

Remarks: _____

SIGNED: _____ TITLE: _____

FIRM: _____

ADDRESS: _____

DATE: _____ (Street) PHONE:(_____) (City) (State) (Zip) FAX(_____)

REQUEST FOR PROPOSAL

25 ½ Mile Road Bridge

DATE: _____

PROPOSAL AND AWARD

The undersigned, having become thoroughly familiar with and understanding the entire proposal documents attached hereto, agrees to provide the services as specified herein, for the total fees as stipulated herein, subject to negotiation.

I hereby state that all of the information I have provided is true, accurate and complete. I hereby state that I have authority to submit this proposal which will become a binding contract if accepted by the Calhoun County Road Department. I hereby state that I have not communicated with, nor accepted anything of value from an official or employee of the Calhoun County Road Department that would tend to destroy or hinder free competition.

I hereby state that I have read, understand and agree to be bound by all the terms of this proposal document.

SIGNED: _____ NAME: _____
(Type or Print)

TITLE: _____ DATE: _____

FIRM NAME (if any): _____

ADDRESS: _____
(Street Address) (City) (State) (Zip)

PHONE NO. :() _____ FAX NO.:() _____

INSTRUCTIONS TO RESPONDENTS

TERMS AND CONDITIONS

Use of RFP Forms

These Documents represent the RFP format which is for the convenience of respondents. We request that either Page 3 "Statement of No Proposal" be returned, or Page 4 "Proposal and Award" be submitted with your proposal.

Interpretations for Addenda

No oral interpretation will be made to any Respondent as to the meaning of the Documents or any part thereof. Every request for interpretation shall be made in writing only to those written inquiries received ten (10) or more working days prior to the date fixed for the opening of RFPs will receive a response. Any interpretation made to a Respondent shall be in the form of an Addendum to the Documents and, when issued, will be on file in the Calhoun County Road Department office at least five (5) calendar days before the proposals are opened. All addenda will be mailed to each person holding Documents and shall be the Respondent's responsibility to make inquiries as to the Addenda issued. All such Addenda shall become part of the Contract Documents and all Respondents shall be bound by such Addenda, whether or not received by the Respondent. All addenda received shall be listed on the outside of the RFP envelope. Any proposal received without each addendum listed by number and date received on the outside of the RFP proposal envelope may be declared a non-responsive proposal.

RFPs

- A. All proposals must be submitted following the RFP Format supplied by the Calhoun County Road Department in this document using figures attached (when provided) and shall be subject to all requirements of this Document including the INSTRUCTION TO RESPONDENTS and GENERAL INFORMATION sections. All proposals must be regular in every respect and no interlineations, excisions, or special conditions shall be made or included in the RFP format by the Respondent.
- B. The Calhoun County Road Department may consider as irregular any proposal on which there is an alteration of or departure from this RFP format as provided in the RFP Documents, and at its option may reject the same.
- C. If a Contract is awarded, it will be awarded by the Calhoun County Road Department to the most qualified Respondent. The Contract will require the completion of the work pursuant to these documents.

D. Each Respondent shall include in its proposal, in the format requested thereof, the cost of performing the work. The prices set forth in the proposal by the Respondent shall remain in effect 90 days from the time of the proposal opening.

E. Each Respondent shall include in its proposal the following minimum information:

Principals:

Name
Title
Email Address

Firm:

Name
Business Address
City, State and Zip Code and
Phone Number

COLLUSIVE AGREEMENTS

- A. Each Respondent submitting a proposal to the Calhoun County Road Department for any portion of the work required shall execute and attach an affidavit to the effect that it has not colluded with any other person, firm or corporation in regard to any proposal submitted.
- B. Before executing any subcontract, the successful Respondent shall submit the name of any proposed subcontractor for prior approval.

ORGANIZATION AND FINANCIAL STATEMENT

Each Respondent shall, upon request of the Calhoun County Road Department, submit the ORGANIZATION AND FINANCIAL STATEMENT contained herein. The Calhoun County Road Department shall have the right to take such steps as it deems necessary to determine the ability of the Respondent to perform its obligations under the Contract, and the Respondent shall furnish the Calhoun County Road Department all such information and data for this purpose as requested. The right is reserved to reject any proposal where an investigation of available evidence or information does not satisfy the Calhoun County Road Department that the Respondent is qualified to properly carry out the terms of the Contract, or where the Respondent refuses or fails to furnish the Calhoun County Road Department, with any evidence or information requested.

CORRECTIONS

Changes in the RFP form must be explained or noted by the signature of the Respondent.

TIME FOR RECEIVING PROPOSALS

Proposals received prior to the advertised hour of opening will be securely kept unopened. The officer whose duty it is to open them will decide when the specified time has arrived, and proposals received thereafter will not be considered.

OPENING PROPOSALS

At the time and place fixed for the opening of proposals, the Calhoun County Road Department will open every eligible, responsive proposal received within the time set for receiving proposals.

WITHDRAWAL OF PROPOSALS

Proposals may be withdrawn on written request by the Respondent in time for delivery in the normal course of business prior to the time fixed for opening.

AWARD OF CONTRACTS/REJECTION OF PROPOSALS

- A. The Contract will be awarded to the most responsible Respondent, provided such proposal is responsive and it is in the best interest of the Calhoun County Road Department to accept said proposal.
- B. The Calhoun County Road Department reserves the right to reject any and all proposals and to waive any irregularity in proposals received whenever such rejection or waiver is in its best interest. The Respondent to whom the Award is made will be notified at the earliest possible date.
- C. The Calhoun County Road Department reserves the right to consider a Respondent as unqualified to perform the Contract who does not habitually perform with its own forces twenty-five (25%) of the work involved.
- D. The Contract shall not be considered executed unless signed by the Managing Director after approval by the Calhoun County Road Department and certification as to the availability of funds. Signatures on behalf of the CCRD other than those cited above shall not constitute contract execution by the CCRD and the contract shall be null and void.

DEFAULT TO THE CCRD

It is understood that any Respondent who is in default to the Calhoun County Road Department at the time of opening the proposal shall have the proposal declared null and void.

TAX LIABILITY

When the terms of this contract involve the lease of property, real or personal, to the Calhoun County Road Department, it is understood that the Lessor shall be solely responsible for the payment of all taxes of any nature whatsoever that accrue on the property during the term of the lease. Sales Tax and Use Tax are applicable in this contract and are the sole responsibility of the Provider of services.

STATE LAW, COUNTY ORDINANCE AND ROAD COMMISSION POLICY

The Respondent understands that it is its sole responsibility to understand and fully comply with all applicable State Law, County Ordinance and Calhoun County Road Department Policy.

TYPE OF CONTRACT

It is proposed that a contract entered into as a result of this RFP will have a fee structure with a specified maximum, not to be exceeded, cost. Negotiations may be

undertaken with those Respondents whose proposals as to price and other factors show them to be qualified, responsible and capable of performing the work and in accord with the applicable laws of the State of Michigan. The contract that may be entered into will be that one which is most advantageous to the Calhoun County Road Department, price and other factors considered. The Calhoun County Road Department reserves the right to consider proposals of modifications thereof received at any time before the award is made, if such action is deemed to be in the best interest of the Calhoun County Road Department.

INCURRING COST

The Calhoun County Road Department shall not be liable for any costs, including any travel, by the proposer prior to award of contract. The Calhoun County Road Department does not intend to pay for any information obtained, though such may be utilized in determining the award.

NO THIRD-PARTY RIGHTS

It is agreed and understood that the contract is made solely for the benefit of the Calhoun County Road Department and the Provider of Services; that it is not made for the benefit of any third party; and that no action or defense may be founded upon this contract except by the party's signatory hereto.

DISCLOSURE OF PROPOSAL CONTENTS

After contract award, a summary of total price information for all submissions may be furnished upon demand to those Respondents participating in this request. If a proposal contains any information that the Respondent does not want disclosed to the public or used by the Calhoun County Road Department for any purpose other than proposal evaluation, each sheet of such information must be marked with the following legend: "This information shall not be disclosed outside the Calhoun County Road Department or be duplicated, used or disclosed in whole or in part for any purpose other than to evaluate the proposal; provided, that if a contract is awarded to the respondent, or as a result of, or in connection with the submission of such information, the Calhoun County Road Department shall have the right to duplicate, use or disclose this information to the extent provided in the contract. This restriction does not limit the Calhoun County Road Department's right to use information contained herein if obtained from another source."

ORAL PRESENTATION

Respondents who submit a proposal may be required to make an oral presentation of their proposal to the Issuing Office. These presentations will provide an opportunity for the respondent to clarify his proposal to ensure mutual understanding of its contents. The issuing Office will schedule any such presentations.

CONTRACT EXTENSION

This agreement will be for a period of one year with the option to extend for an additional year. An extension is subject to review by the Calhoun County Road Department thirty (30) days prior to the expiration of the contract.

ACCEPTANCE OF PROPOSAL CONTENT

The contents of the proposal of the successful proposer will become contractual obligations, if a contract is issued. Failure of the successful proposer to accept these obligations will result in cancellation of the award.

PROJECT CONTROL

- A. The consultant will perform the work under the direction and control of a Project Supervisor designated by the Issuing Office.
- B. The Project Supervisor will meet on at least a bi-weekly basis with the consultant's Project Manager for the purpose of reviewing progress and providing necessary guidance to the consultant in solving problems which may arise.
- C. The consultant will submit written, weekly summaries of progress which outlines the work accomplished during the reporting period, work to be accomplished during the subsequent reporting period problems which have arisen or may arise which should be brought to the attention of the Calhoun County Road Department's Project Supervisor, and to request approval for significant deviation from previously agreed upon work plans. In addition, a summary of project costs for completed work, and expected costs for the remainder of the work will be included.

CONTRACT PAYMENT SCHEDULE

Payment for a contract entered into as a result of this request will be made monthly upon receipt of the consultant's billing statement and progress reports. The consultant's billing statement should include detailed information regarding person-hours expended by classification and by task, as well as information regarding such items as mileage, materials, and other non-overhead costs.

NEWS RELEASES

News releases pertaining to this request or the work to which it relates, will not be made without prior written approval of the Project Supervisor from the issuing office.

INDEPENDENT PRICE DETERMINATION

1. By submission of a proposal, the proposer certifies and in the case of a joint proposal, each party thereto certifies as to its own organization that in connection with this proposal:
 - A. The prices in the proposal have been arrived at independently, without consultation, communication or agreement, for the purpose of restricting competition, as to any matter relating to such prices with any other offeror, or with any competitor: and
 - B. Unless otherwise required by law, the prices which have been quoted in the proposal have not been knowingly disclosed by the offeror, and will not knowingly be disclosed by the offeror prior to award directly or indirectly to any other offeror; or to any competitor; and
 - C. No attempt has been made or will be made by the proposer, to entice any other person or firm to submit or not to submit a proposal for the purpose of restricting competition.
2. Each person signing the proposal certifies either:
 - A. They are the person(s) in the proposer's organization responsible for the decision as to the prices being offered in the proposal, and that they have not participated and will not participate in any action contrary to "1-A, B, and C" above; or
 - B. They are not the person(s) in the proposer's organization responsible for the decision as to the prices being offered in the proposal, but that they have been authorized in writing to act as agent for the persons responsible for such decision in certifying that such persons have not participated and will not participate in any action contrary to "1-A, B, and C" above, and as their agent does hereby so certify, and that they have not participated and will not participate in any action contrary to "1-A, B and C" above.
 - C. A proposal will not be considered for award if the sense of the statement required in the Cost and Price Analysis portion of the proposal has been altered, so as to delete or modify "1-A and B" or "2", above. If "1-B" has been modified or deleted, the proposal will not be considered for award unless the offeror furnishes with the proposal a signed statement which sets forth in detail the circumstances of the disclosure and the Issuing Office determines that such disclosure was not made for the purpose of restricting competition.

HOLD HARMLESS:

The successful proposer agrees to indemnify, defend, and hold harmless Calhoun County Road Department and the Calhoun County Board of Commissioners, their governing body, officers, employees, and insurance carriers, individually and collectively, from all losses, claims, suits, demands, expenses, subrogation, attorneys' fees, or actions of any kind in nature resulting from personal injury to any person (including bodily injury and death), or damage to any property, arising or alleged to have arisen out of proposer's negligent acts, errors, omissions, for provision of the products and/or services specified under this contract. The amount and type of insurance coverage requirements set forth herein, or lack thereof, will in no way be construed as limiting the scope of indemnity in this paragraph.

INSURANCE

The selected firm will be responsible for providing certificates of insurance to the Calhoun County Road Department which prove the firm has not less than \$500,000 coverage for Personal Liability and Property Damage and proof of Worker's Compensation Insurance. The Personal Liability and Property Damage certificate shall name the Calhoun County Road Department and the Calhoun County Board of Commissioners as additionally insured and shall carry a twenty (20) day Notice of Cancellation. Proof of insurance, as stipulated above, shall be provided to the Calhoun County Road Department within ten 10 working days of issuance by the Calhoun County Road Department of an Award of Contract. When the Calhoun County Road Department receives proof of insurance, if everything is in order, it will issue a "Notice to Proceed" to the consultant.

The consultant shall also provide proof of professional liability insurance which shall insure against acts which are in the nature of professional services performed by architects and engineers. If a contract is entered into, the consultant shall maintain such professional liability insurance during the life of the contract.

GENERAL INFORMATION

INTRODUCTION

The Calhoun County Road Department is currently inviting qualified consulting firms to submit proposals for the purpose of providing design and engineering services for construction of the Calhoun County Road Department's 25 ½ Mile Road Bridge, Section 5, Homer Township. The Calhoun County Road Department intends to begin construction on the project in the Spring of 2018 for the 25 ½ Mile Road Bridge.

In addition to design engineering services, the consultant would be required to conduct informational meetings with businesses and other interested parties.

The proposed work in this Request for Proposal (RFP) will include the following items:

The consultant will:

- A. Perform a walk-through inspection of the designated work site.
- B. Perform the survey necessary to prepare the TS & L plans, preliminary plans required for the MDOT Grade Inspection (GI) meeting and final plans necessary for bidding. Survey information shall be in a format compatible with the survey equipment and design software utilized by the CCRD.
- C. Conduct a field survey and prepare a general plan of a site based on the attached preliminary path and written description.
- D. Supply the CCRD with 3-D drawings compatible with AutoCAD software utilized by the CCRD. This includes and limited to, abutment drawings, topographic drawings, site plan drawings and screen elevations.
- E. Design the bridges in accordance with the latest MDOT and AASHTO standards. The consultant will prepare all plans and specifications.
- F. Perform the load ratings as required by MDOT.

PROPOSALS

To be considered, consultants must submit a complete response to this RFP, using the format indicated in the "SCOPE OF SERVICES " section of this RFP. Each proposal must be submitted in two (2) copies to the Calhoun County Road Department, 13300 15 Mile Road, Marshall, MI 49068, no later than 12:00 NOON, EST Monday, February 13, 2017 in a sealed envelope marked with the RFP identification number shown on the attached cover letter.

No other distribution of proposals will be made by the consultant. Proposals must be signed by an authorized official to bind the consultant to its provisions. Proposals must include a statement as to the period during which the proposal remains valid. For this project, the proposal must remain valid for at least ninety (90) days from the time of proposal opening.

ECONOMY OF PREPARATION

Proposals should be prepared simply and economically, providing a concise description of the consultant's ability to meet the requirements of the RFP.

Calhoun County Road Department Responsibilities

The Calhoun County Road Department will have the following responsibilities in conjunction with a contract resulting from this RFP.

1. Provide information as to the Calhoun County Road Department's requirements for the project and make available all pertinent information which may be useful in the project work, including any previous reports or data relative to the project.
2. Designate in writing a person to act as the Calhoun County Road Department's Project Supervisor with respect to the work to be performed. Such person will have the authority to transmit instructions, receive information, interpret and define the CCRD's policies and decisions with respect to materials, equipment and other such elements pertinent to the work.
3. Coordinate as necessary the efforts of the consultant to make provisions to enter upon public or private land as required to perform his work.
4. Examine all studies, reports, estimates, proposals and other documents prepared by the consultant and render in writing, if necessary, decisions pertinent thereto within a reasonable time.
5. Direct the consultant in writing to begin the work on each phase of the project upon receipt of written evidence from the consultant of the appropriateness of such action.
6. Direct the consultant in writing to furnish any special services, sub-consultants and/or extra work that may be required on the project upon receipt of written evidence from the consultant detailing as to cost, time (schedule), and reason for such special service or extra work.

The consultant will develop or obtain from other agencies all other material, information and data necessary to perform the work.

SCOPE OF SERVICES

Contract proposals must be submitted in the format outlined below:

BUSINESS ORGANIZATION

State the full name and address of your organization, and if applicable, any branch office or other subordinate element that will perform or assist in performing the work. Indicate whether you operate as an individual, partnership or corporation. If a corporation, indicate the state in which you are incorporated and, if appropriate, state whether you are licensed to operate in the State of Michigan.

WORK PLAN

Describe in narrative form your technical plan for accomplishing the work. Explain the choice of methodology, particularly its strengths and weaknesses. Indicate the number of man-hours you have allocated for each task, provide a time line indicating in a bar chart display, time related, showing each event, task and decision points in your work plan, including the Critical Path.

PROJECT STAFF DESCRIPTION

Include the executive and professional personnel by skill and qualification that will be employed in the work. Show where these personnel will be physically located during the time they are engaged in the work. Indicate which of these individuals you consider key to the successful completion of the project. Identify key individuals by name and title and include resumes for proposed project personnel.

AUTHORIZED NEGOTIATIONS

Include the names and phone numbers of personnel of your organization authorized to negotiate the proposed contract with the Issuing Office.

ADDITIONAL INFORMATION

The consultant may also include any information and/or comments believed to be pertinent but not specifically requested elsewhere in the document.

The scope of services to be performed by the consultant should be divided into tasks as outlined below. As a MINIMUM, these tasks should be addressed:

TASK I: SOIL AND TOPOGRAPHIC SURVEYS

The consultant shall collect all soil and topographic information necessary to design the project and prepare plans, specifications, and estimates to MDOT specifications. **A report of soil borings and test results shall be commissioned as part of this RFP**

from an experienced testing firm prior to the initiation of any design work. All soil tests shall conform to MDOT and American Society for Testing and Materials (ASTM) specifications. All topographic surveys shall be conducted in accordance with MDOT specifications. The consultant shall input this information into Microstation/AutoCAD files and plotted to Calhoun County Road Department drafting standards. Surveys shall be tied to United States Geological Survey (USGS) monuments as well as to other monuments in the general area.

- A. Establish property lines and existing right-of-ways, based upon existing descriptions and physical field evidence.
- B. Collect topographic data and provide a location map for the project area including connecting streets. The general map of site shall be completed in accordance with the Calhoun County Road Department Drafting Standards in AutoCAD-2016. The consultant will include utility locations, topography, buildings, fence lines, trees, and other physical features.
- C. Establish and witness survey center line alignment to serve as control throughout the project.
- D. Establish sufficient benchmarks, based on USGS data, to construct the project.
- E. Determine utility locations in conjunction with utility owners. The survey shall locate all underground utilities from the information available.
- F. Provide the legal description of the easements so the Calhoun County Road Department can obtain the private easements needed.

The consultant shall coordinate the structural concept with the Calhoun County Road Department and prepare the Preliminary Plan and Cost Estimate. The consultant must provide the estimate to insure a letting date of no later than August 2017. The consultant shall prepare all necessary construction permit applications and MDOT programming data to be submitted with the preliminary plans. The preparation shall include, not necessarily limited to, the following:

- SHPO Clearance
- MDEQ permit application
- MDOT permit application
- MDOT programming data
- Preliminary plans
- Preliminary Construction Cost Estimate
- Attend Grade Inspection

TASK II: PREPARE FINAL PLANS, SPECS, AND ENGINEER'S ESTIMATE

The consultant shall prepare all documents necessary to bid the project. The Design Services requested shall conform to current Calhoun County Road Department, MDOT, and all governing agencies standards and specifications. Plans and specifications shall be prepared by the consultant and submitted to the Calhoun County Road Department for review and comment prior to the finalization of any plan documents. The Consultant shall meet a schedule to obtain a March 2018 MDOT letting date.

The consultant will submit the engineering cost estimates (using MDOT pay items) to MDOT. The final documents for this project shall include all required information needed for a complete project, ready to use.

CRITERIA FOR SELECTION

All proposals received shall be subject to an evaluation by the Issuing Office. The following factors will be considered in making the selection:

UNDERSTANDING OF THE SCOPE OF WORK

Based upon prior experience with bridge design and the Michigan Department of Transportation design and letting process.

METHOD OF APPROACH

Referring to the technical soundness of the consultant's stated approach to the project, the comprehensiveness of the proposed work tasks, the techniques to be used and the products to be delivered.

TIME/EFFORT

Based upon a review of the number of man-hours allocated to each task in a bar chart display, designating decision points, the Critical Path and the total time necessary to accomplish the design, and the consultant's acknowledgment of the critical deadlines.

ACCESSIBILITY

Ability of consultant to work closely with Calhoun County Road Department staff for the complete duration of the project.

PRICE

The Issuing Office reserves the right to negotiate a final project price and scope in accordance with applicable State Laws.

COST PROPOSAL AND PRICE ANALYSIS

The information requested in this section is required to support the reasonableness of your proposal. The data will be held in confidence and will not be revealed to or discussed with the competitors. This portion of the proposal must be submitted in a sealed and separate envelope inside your submittal and clearly marked "Bridge Design: 25 ½ Mile Road Bridge" and submitted with your RFP. The Cost Proposal portion must include a task-by-task summary of costs in a readable format as indicated in Figures 1 & 2 of this document (Figure 1 should also be included, in the format provided, at the end of "Work Plan Proposal" in your RFP document), and a task-by-task breakdown of costs in a format as described below:

1. Manpower Costs: Itemize to show the following for each category of personnel with a different rate per hour:
 - a. Category (i.e., project manager, senior analyst, etc.)
 - b. Estimate hours
 - c. Rate per hour
 - d. Total cost for each category and for all staff needs
2. General and Administrative Burden or Overhead: Indicate percentage and total.
3. Costs of Supplies and Materials: Itemize
4. Other Direct Costs: Itemize
5. Transportation Costs: Show travel costs and per diem separately
6. Total Price Bid for Project
7. Independent Price Determination: Include a statement substantially as follows: "This cost and price analysis is submitted in full compliance with the provisions of the paragraph titled "Independent Price Determination "in the **Instructions, Terms & Conditions** section of the RFP to which this proposal is a response."

**SUMMARY OF STAFF-HOUR DISTRIBUTION
FIGURE 2**

RFP TITLE:

FIRM: _____
Name of Company

_____ Date: _____
Authorized Signature



STAFF LEVEL AND TASK BREAKDOWN				
NAME OF PRINCIPAL STAFF MEMBERS	ROLE IN STUDY	TASK I	TASK II	TOTAL
SERVICES BY CONSULTANT:				
SERVICES BY OTHERS:				
TOTAL				

NOTE: -ALL TIMES SHALL BE GIVEN IN PERSON-HOURS
-BIOGRAPHIES OF EACH MEMBER SHALL BE INCLUDED IN THE STAFFING PROPOSAL

MICHIGAN DEPARTMENT OF TRANSPORTATION

STR 1334

BRIDGE SAFETY INSPECTION REPORT

Facility 25 1/2 MI ROAD	Latitude / Longitude 42.1491 / -84.8047	MDOT Structure ID 13200103000B010	Structure Condition Serious Condition(3)	
Feature S BR KALAMAZOO RIVER	Length / Width / Spans 109.9 / 30.2 / 2	Owner County: Calhoun(13)		
Location HOMER TWP SEC 5	Built / Recon. / Paint / Ovly. 1969 / / /	TSC Marshall(19)	Operational Status B Posting Recommended(B)	
Region / County Southwest(5) / Calhoun(13)	Material / Design 5 Prestressed Concrete / 05 Multiple Box Beam	Last NBI Inspection 09/22/2016 / JOHZ	Scour Evaluation 5 Stable w/in footing	

NBI INSPECTION

JOHZ

Inspector Name	Agency / Company Name	Insp. Freq.	Insp. Date
Evan Currie	Great Lakes Engineering Group	12	09/22/2016

GENERAL NOTES

Posting signs are in place at the bridge but they do not match the SIA data (Signs = 23/24/31, SIA = 12/13/18).
Item 41 has been changed to "B" until proper posting signs are in place.

Posting Signs in Place YES



DECK

	09/14	09/15	09/16	
1. Surface (SIA-58A)	5	5	5	Chip seal surface has block cracking at 1'-3' spacing. Breaking up along shoulders. 4 sft open spalls. Alligator cracks and patches along reference lines. Transverse cracks and patches over pier. Outer edges of fascia beams are exposed. Top of box beam is exposed and spalled in SW and SE corners (2 sft). (09/16) The is an HMA overlay with an older chip seal that is ravelling beyond the fog line at both sides of the bridge. The top of the concrete box beam is exposed for 12" - 18". There is block cracking occurring throughout spaced approximately every 16" - 24". Width of cracks = 3/8" - 5/8". Settlement and patches behind each abutment and potholes/patches at the pier. (09/15) HMA overlay. Transverse cracking occurring at centerline, spaced approximately every 16" - 24" in a rectangular pattern. Width = 3/8" - 5/8". Occasional Potholes filled with cold patch. Pavement cracked over each end and at center pier. (09/14)
2. Expansion Joints	N	N	N	(09/16) No expansion joint devices are installed on this bridge. (09/15) No expansion joint devices are installed on this bridge. (09/14)
3. Other Joints	4	4	N	(09/16) At the south abutment - the distressed pavement extends up to 6' beyond the abutment with numerous patches, potholes and cracks. Settlement 1" - 2". The center pier joint is cracked and pothole repairs have been made on the HMA. The width of the patches is 18" - 24". At the fascia - the ends of the box beams have been repaired at the fascia. At the north abutment the distressed pavement is less severe. The width of the patches and potholes is ~2' - 3' wide and the repairs are in much better condition. (09/15) There are joints at the end box beams and between the box beams over the piers. The HMA surface is distressed in these areas with numerous potholes and cracks in the HMA Surface. There joints are leaking significantly. End view of the box beams over the pier has spalled concrete - exposed rebar and a repair patch in the concrete. (09/14)
4. Railings	4	4	5	Double height W-beam guardrails. Scattered surface corrosion. Corrosion in posts at deck level. Bottom bolts in posts are compromised due to spalls in fascia beams. Railings do not move when pushed. (09/16) The railings consist of a double guardrail - structural steel posts bolted to the box beams. 20% of the guardrail surface is rusty. The lower pair of bolts is structurally compromised due to the concrete spalling at the corner of the fascia beam. Guardrail ends are obsolete turned-down type. (09/15) The railings consist of a double guardrail - structural steel posts bolted to the box beams. The lower pair of bolts is structurally compromised due to the concrete spalling at the corner of the fascia beam. Guardrail ends are obsolete turned-down type. (09/14)
5. Sidewalks or Curbs	7	N	N	(09/16) There are concrete curbs at all four approach quadrants - good condition. (09/15) There are concrete curbs at all four approach quadrants - good condition. (09/14)

MICHIGAN DEPARTMENT OF TRANSPORTATION

STR 1334

BRIDGE SAFETY INSPECTION REPORT

Facility 25 1/2 MI ROAD	Latitude / Longitude 42.1491 / -84.8047	MDOT Structure ID 13200103000B010	Structure Condition Serious Condition(3)	
Feature S BR KALAMAZOO RIVER	Length / Width / Spans 109.9 / 30.2 / 2	Owner County: Calhoun(13)		
Location HOMER TWP SEC 5	Built / Recon. / Paint / Ovly. 1969 / / /	TSC Marshall(19)	Operational Status B Posting Recommended(B)	
Region / County Southwest(5) / Calhoun(13)	Material / Design 5 Prestressed Concrete / 05 Multiple Box Beam	Last NBI Inspection 09/22/2016 / JOHZ	Scour Evaluation 5 Stable w/in footing	

6. Deck Bottom Surface (SIA-58B)	N	N	N	Side by side box beams. (09/16) Side - by - side concrete box beams which obscures the condition of the bottom of the deck surface - will be rated as "stringer". (09/15) Side - by - side concrete box beams which obscures the condition of the bottom of the deck surface. (09/14)
7. Deck (SIA-58)	N	4	3	Surface: Chip seal surface has block cracking at 1'-3' spacing. Breaking up along shoulders. 4 sft open spalls. Alligator cracks and patches along reference lines. Transverse cracks and patches over pier. Outer edges of fascia beams are exposed. Top of box beam is exposed and spalled in SW and SE corners (2 sft). Soffit: Side by side box beams. Leakage onto beams. (09/16) The HMA surface obscures the condition of the deck for a majority of the bridge surface. Rating based on the condition of the fascia and other indications. The corner of the fascia beam is spalled to a width of generally 8" - but increases at BB#10N to almost 22" wide. There is a continuous crack ~2" - 3" down from the top of the fascia beam. (09/15) The side by side concrete box beams are obscured by the HMA surface. There is leakage and efflorescence at the pier, and at both abutments. The HMA surface at the ends of the spans (abutments and pier) are in poor condition - also - the sides of the box beams fascia over the piers are cracked and have exposed rebar. (09/14)
8. Drainage				(09/16) Water drains off the sides of the bridge - with no scuppers or curbs. Water in contact with the fascia may explain the poor condition of the fascia beams. (09/15) There are some unusual downspouts on the south end of the bridge - which have become undermined and not necessarily performing as originally planned. (09/14)



SUPERSTRUCTURE

09/14 09/15 09/16

MICHIGAN DEPARTMENT OF TRANSPORTATION

STR 1334

BRIDGE SAFETY INSPECTION REPORT

Facility	Latitude / Longitude	MDOT Structure ID	Structure Condition	
25 1/2 MI ROAD	42.1491 / -84.8047	13200103000B010	Serious Condition(3)	
Feature	Length / Width / Spans	Owner		
S BR KALAMAZOO RIVER	109.9 / 30.2 / 2	County: Calhoun(13)		
Location	Built / Recon. / Paint / Ovly.	TSC	Operational Status	
HOMER TWP SEC 5	1969 / / /	Marshall(19)	B Posting Recommended(B)	
Region / County	Material / Design	Last NBI Inspection	Scour Evaluation	
Southwest(5) / Calhoun(13)	5 Prestressed Concrete / 05 Multiple Box Beam	09/22/2016 / JOHZ	5 Stable w/in footing	

9. Stringer (SIA-59) 3 3 3 Leakage and heavy deterioration of box beams. Sp 1S, Bm 1W: Spall along bottom west corner 60% of length (2 broken strands). Hairline longit crack at south abut (2' long). Spall/delam at pier (2 sft). Sp 1S, Bm 2W: Spall at pier (1' long, 3 broken strands). Scattered hairline cracks in bottom of beam. Sp 1S, Bm 3W: Spall at pier (1' long, 2 broken strands). Hairline cracks at pier (6' long) and north quarter point (6' long). Sp 1S, Bm 4W: Hairline cracks at pier (2' long). Sp 1S, Bm 5W: Hairline cracks at pier (2' long). Sp 1S, Bm 6W: Hairline cracks at pier (2' long). Spall at midspan (6' long, 4 broken strands). Sp 1S, Bm 7W: Hairline cracks at pier (2' long). Additional longit cracks at north half of span. Sp 1S, Bm 8W: Hairline cracks at pier (2' long). Sp 1S, Bm 9W: Hairline cracks at pier (2' long). Sp 1S, Bm 10W: Spall along bottom east corner 90% of length (3 broken strands). Longit cracks at south abutment (2' long). Patched spalls at pier. Sp 2S, Bm 1W: Spall along bottom corner 80% of length (4 broken strands). Horizontal crack at web/top flange interface, full length. Longit crack and delamination along bottom of beam. Sp 2S, Bm 2W: Longit crack at pier (2' long). Sp 2S, Bm 4W: Longit crack at pier (2' long). Hairline crack at weephole at north quarter point (6' long). Sp 2S, Bm 5W: Longit crack at pier (2' long). Spall at north quarter point (4' long, 1 broken strand). Longit cracks with efflorescence scattered along half of length. Sp 2S, Bm 6W: Delamination along edges of beam in south half of span. Longit cracks at pier. Spall and delam at midspan (15' long, 5 broken strands). Delam at north abutment (6' long). Sp 2S, Bm 7W: Spall at pier (3' long). Delam along west side, 75% of length. Spall at midspan (5' long, 3 broken strands). Sp 2S, Bm 8W: Longit cracks at pier (2' long). Sp 2S, Bm 10W: Spall along east bottom corner 90% of length (9 broken strands). Horiz crack at web/top flange, full length. Horiz cracks in east fascia. (09/16) BB#10N (Fascia) Corner spalled throughout exposing numerous cables - many of which have severed. Spalled area ~7" T/O - widening to almost 22" near the pier. Cracks and delaminations T/O. BB #9N - Good Conditon. BB #8N - Split near pier. BB #7N - split and delaminated on the west side of the BB exposing rebar for the south 60% . Width = 6". BB #6N - mirrors #7 with cracks and spalls on the east side - plus deterioration near the pier. BB#5N - Area of delaminated concrete on the west side of the BB middle third of the span. Exposed cables - width = 12". BB#4N Split near north abutment. BB#3N - BB#2N Good condition. BB#1N spalled on the lower outside edge. South span - slightly better condition. BB#1S - outside edge spall on fascia. Cracks occurring at the pier. BB#2S - crack in bottom of beam near mid span and a series of cracks at the pier. BB#3S - Series of fine pattern cracks near midspan. BB#6S Cracks near the pier and delaminating area near mid span. BB#7S - mirror image of BB#6S. BB#8S & BB#9S - good condition. BB#10S - outside edge spalled to ~8" width - exposed cables with some severing of the cable occurring. (09/15) North Span: There are 10 box beams on the bridge. The outer fascia beams (#1 & #10) are seriously cracked and spalled at the lower outside edge. The spalled concrete extends halfway across the bottom of the beam near the pier on #1. Numerous cables exposed and severed. Box Beam #2, #3, #8 and #9 are in decent condition with no obvious defects. Box Beam #4 and #5 have longitudinal cracks throughout - with some spalled concrete and exposed and severed cables. Box Beam #6 & #7 have some longitudinal cracks. North Span: The outer fascia beams (#1 & #10) are also seriously cracked and spalled at the lower outside edge. Numerous cables exposed. Box Beam #2, #3, and #7 are in decent condition with no obvious defects. Box Beam #4, #5 and #6 have longitudinal cracks - especially toward the pier. #8 and #9 have multiple cracks near the pier and at midspan. (09/14)



10. Paint (SIA-59A) N N N (09/16)
(09/15)
(09/14)

11. Section Loss N N 1 Cracks, delamination, spalls, and exposed prestressing strands at beam ends. (09/16)
(09/15)
(09/14)

MICHIGAN DEPARTMENT OF TRANSPORTATION

STR 1334

BRIDGE SAFETY INSPECTION REPORT

Facility 25 1/2 MI ROAD	Latitude / Longitude 42.1491 / -84.8047	MDOT Structure ID 13200103000B010	Structure Condition Serious Condition(3)	
Feature S BR KALAMAZOO RIVER	Length / Width / Spans 109.9 / 30.2 / 2	Owner County: Calhoun(13)		
Location HOMER TWP SEC 5	Built / Recon. / Paint / Ovly. 1969 / / /	TSC Marshall(19)	Operational Status B Posting Recommended(B)	
Region / County Southwest(5) / Calhoun(13)	Material / Design 5 Prestressed Concrete / 05 Multiple Box Beam	Last NBI Inspection 09/22/2016 / JOHZ	Scour Evaluation 5 Stable w/in footing	

12. Bearings N N 6 Difficult to see bearings. No issues observed. (09/16)
 The bearings are tightly concealed between the box beams and the abutments. (09/15)
 The bearings are tightly concealed between the box beams and the abutments. (09/14)

SUBSTRUCTURE

09/14 09/15 09/16

13. Abutments (SIA-60)	7	7	7	Concrete abutments are in good condition. (09/16) (09/15) Massive Concrete Abutments in good condition. (09/14)
14. Piers (SIA-60)	5	5	5	Pier consists of eight piles with a concrete cap. Concrete pile casings have vertical and horizontal cracks, some cracks are open. 2 sft delamination in north face of cap at column 5W. Leaching cracks at east end of cap plus 1 sft spall to steel. (09/16) Concrete Piers supported by eight piles - which look to be precast concrete piles - based on a similar bridge - there should be is steel "W" section piles inserted into the precast concrete pile sleeves. The outer sleeve has numerous cracks - but I believe this is cosmetic damage to the pile shell. (09/15) Concrete Piers supported by eight piles - which look to be precast concrete piles - but I believe there is steel "W" section piles inserted into the precast concrete pile sleeves. (09/14)
15. Slope Protection	6	6	N	(09/16) Both abutments adequately protected by heavy rip rap. Grout between rip rap spalling and cracking, especially at south abutment. Sediment build-up on the south riprap - but it is still protecting the abutments. (09/15) Both abutments adequately protected by heavy rip rap. Grout between rip rap spalling and cracking, especially at south abutment. Sediment build-up on the south riprap - but it is still protecting the abutments. (09/14)
16. Channel (SIA-61)	4	4	5	Silty bottom in south span, sandy in north. Aggradation along south half of south span. Debris along pier in south span. Grouted riprap along abutments has open cracks. Scattered voids under grouted riprap. Rating raised to match MDOT rating guidelines. (09/16) Sediment buildup occurring in south span. River seems to flow full through north span and through less than half of south span. Silty bottom in south span, sandy bottom in north span. (09/15) Sediment buildup occurring in south span. River seems to flow full through north span and through less than half of south span. Silty bottom in south span, sandy bottom in north span. (09/14)
17. Scour Inspection		6	7	Probed pier for scour, none found. Grouted riprap along piers. (09/16) Contraction scour occurring in front of the pier - water depth = 4' - 5' deep. Soft sediment which probes much deeper. Sand/gravel bottom surface. (09/15) (09/14)

APPROACH

09/14 09/15 09/16

18. Approach Pavement	6	5	5	HMA approaches have transverse and longitudinal cracks. Cracks, patches, and light settlement along reference lines. South approach breaking up along east edge. (09/16) The approaches are in fair condition with transverse cracking and settlement near the abutments. There is patching near the abutments - with some major raveling at the south end - between the curb and gutter and the surface. There is a permanent puddle at the side of the road at the SW quadrant. (09/15) The approaches are in fair condition with transverse cracking and settlement near the abutments. There is patching near the abutments - with some slight raveling at the edges. (09/14)
19. Approach Shoulders Sidewalks	5	5	5	Concrete curb and gutter. Approach guardrail in all quadrants, few rotten posts, bottom guardrail buried at terminals. (09/16) Curb & Gutter present at the sides of the roadway. (09/15) Approach shoulders typically settling approximately 1/2". Composed of paved approach shoulders that are ravelling. Past paved shoulder is gravel that needs to be debarmed on north side. (09/14)

MICHIGAN DEPARTMENT OF TRANSPORTATION

STR 1334

BRIDGE SAFETY INSPECTION REPORT

Facility 25 1/2 MI ROAD	Latitude / Longitude 42.1491 / -84.8047	MDOT Structure ID 13200103000B010	Structure Condition Serious Condition(3)	
Feature S BR KALAMAZOO RIVER	Length / Width / Spans 109.9 / 30.2 / 2	Owner County: Calhoun(13)		
Location HOMER TWP SEC 5	Built / Recon. / Paint / Ovly. 1969 / / /	TSC Marshall(19)	Operational Status B Posting Recommended(B)	
Region / County Southwest(5) / Calhoun(13)	Material / Design 5 Prestressed Concrete / 05 Multiple Box Beam	Last NBI Inspection 09/22/2016 / JOHZ	Scour Evaluation 5 Stable w/in footing	

- 20. Approach Slopes** (09/16)
(09/15)
The slopes are vegetated. (09/14)
- 21. Utilities** Two conduits along east fascia. Overhead lines west and north. (09/16)
A couple of utility conduits are present on the east fascia. (09/15)
6" diameter PVC pipe attached to east fascia. 2" metal pipe attached to east fascia. Overhead west of structure. (09/14)
- 22. Drainage Culverts** Drainage culvert in southwest quadrant. (09/16)
Drainage ditch in southwest quadrant. No riprap (09/15)
Drainage ditch in southwest quadrant. No riprap (09/14)

MISCELLANEOUS

Guard Rail		Other Items	
<u>Item</u>	<u>Rating</u>	<u>Item</u>	<u>Rating</u>
36A. Bridge Railings	1	71. Water Adequacy	8
36B. Transitions	0	72. Approach Alignment	8
36C. Approach Guardrail	0	Temporary Support	0 No Temporary Supports
36D. Approach Guardrail Ends	0	High Load Hit (M)	No
		Special Insp. Equipment	2
		Underwater Insp. Method	1
False Decking (Timber) Removed to Complete Inspection		N/A - No False Decking	



Critical Feature Inspections (SIA-92)

	<u>Freq</u>	<u>Date</u>
92A. Fracture Critical		
92B. Underwater		
92C. Other Special		
92D. Fatigue Sensitive		

MICHIGAN DEPARTMENT OF TRANSPORTATION

STR 1334

STRUCTURE INVENTORY AND APPRAISAL

Facility 25 1/2 MI ROAD	Latitude / Longitude 42.1491 / -84.8047	MDOT Structure ID 13200103000B010	Structure Condition Serious Condition(3)	
Feature S BR KALAMAZOO RIVER	Length / Width / Spans 109.9 / 30.2 / 2	Owner County: Calhoun(13)		
Location HOMER TWP SEC 5	Built / Recon. / Paint / Ovly. 1969 / / /	TSC Marshall(19)	Operational Status B Posting Recommended(B)	
Region / County Southwest(5) / Calhoun(13)	Material / Design 5 Prestressed Concrete / 05 Multiple Box Beam	Last NBI Inspection 09/22/2016 / JOHZ	Scour Evaluation 5 Stable w/in footing	

Bridge History, Type, Materials	
27 - Year Built	1969
106 - Year Reconstructed	
202 - Year Painted	
203 - Year Overlay	
43 - Main Span Bridge Type	5 05
44 - Appr Span Bridge Type	
77 - Steel Type	0
78 - Paint Type	0
79 - Rail Type	1
80 - Post Type	1
107 - Deck Type	1
108A - Wearing Surface	6
108B - Membrane	0
108C - Deck Protection	0

Structure Dimensions	
34 - Skew	15
35 - Struct Flared	0
45 - Num Main Spans	2
46 - Num Apprs Spans	0
48 - Max Span Length	54.8
49 - Structure Length	109.9
50A - Width Left Curb/SW	0
50B - Width Right Curb/SW	0
33 - Median	0
51 - Width Curb to Curb	29.9
52 - Width Out to Out	30.2
112 - NBIS Length	Y

Inspection Data	
90 - Inspection Date	09/22/2016
91 - Inspection Freq	12
92A - Frac Crit Req/Freq	N
93A - Frac Crit Insp Date	
92B - Und Water Req/Freq	N
93B - Und Water Insp Date	
92C - Oth Spec Insp Req/Freq	N
93C - Oth Spec Insp Date	
92D - Fatigue Req/Freq	N
93D - Fatigue Insp Date	
176A - Und Water Insp Method	1
58 - Deck Rating	3
58A/B - Deck Surface/Bottom	5 N
59 - Superstructure Rating	3
59A - Paint Rating	N
60 - Substructure Rating	5
61 - Channel Rating	5
62 - Culvert Rating	N

Navigation Data	
38 - Navigation Control	0
39 - Vertical Clearance	0
40 - Horizontal Clearance	0
111 - Pier Protection	
116 - Lift Brgd Vert Clear	

Route Carried By Structure(ON Record)	
5A - Record Type	1
5B - Route Signing	4
5C - Level of Service	0
5D - Route Number	01381
5E - Direction Suffix	0
10L - Best 3m Unclr-Lt	0 0
10R - Best 3m Unclr-Rt	99 99
PR Number	
Control Section	
11 - Mile Point	
12 - Base Highway Network	0
13 - LRS Route-Subroute	0000012958 04
19 - Detour Length	7
20 - Toll Facility	3
26 - Functional Class	07
28A - Lanes On	2
29 - ADT	2793
30 - Year of ADT	1995
32 - Appr Roadway Width	29.9
32A/B - Ap Pvt Type/Width	4 29.99
42A - Service Type On	1
47L - Left Horizontal Clear	0.0
47R - Right Horizontal Clear	29.5
53 - Min Vert Clr Ov Deck	99 99
100 - STRAHNET	0
102 - Traffic Direct	2
109 - Truck %	12
110 - Truck Network	0
114 - Future ADT	4998
115 - Year Future ADT	2023
Freeway	0

Structure Appraisal	
36A - Bridge Railing	1
36B - Rail Transition	0
36C - Approach Rail	0
36D - Rail Termination	0
67 - Structure Evaluation	3
68 - Deck Geometry	4
69 - Underclearance	N
71 - Waterway Adequacy	8
72 - Approach Alignment	8
103 - Temporary Structure	
113 - Scour Criticality	5

Miscellaneous	
37 - Historical Significance	5
98A - Border Bridge State	
98B - Border Bridge %	
101 - Parallel Structure	N
EPA ID	
Stay in Place Forms	
143 - Pin & Hanger Code	
148 - No. of Pin & Hangers	

Route Under Structure (UNDER Record)	
5A - Record Type	
5B - Route Signing	
5C - Level of Service	
5D - Route Number	
5E - Direction Suffix	
10L - Best 3m Unclr-Lt	
10R - Best 3m Unclr-Rt	
PR Number	
Control Section	
11 - Mile Point	
12 - Base Highway Network	
13 - LRS Route-Subroute	
19 - Detour Length	
20 - Toll Facility	
26 - Functional Class	
28B - Lanes Under	
29 - ADT	
30 - Year of ADT	
42B - Service Type Under	5
47L - Left Horizontal Clear	
47R - Right Horizontal Clear	
54A - Left Feature	
54B - Left Underclearance	99 99
54C - Right Feature	
54D - Right Clearance	99 99
Under Clearance Year	
55A - Reference Feature	N
55B - Right Horiz Clearance	0
56 - Left Horiz Clearance	0
100 - STRAHNET	
102 - Traffic Direct	
109 - Truck %	
110 - Truck Network	
114 - Future ADT	
115 - Year Future ADT	
Freeway	

Proposed Improvements	
75 - Type of Work	37 1
76 - Length of Improvement	109.9
94 - Bridge Cost	170
95 - Roadway Cost	15
96 - Total Cost	195
97 - Year of Cost Estimate	1991

Load Rating and Posting	
31 - Design Load	4
41 - Open, Posted, Closed	B
63 - Fed Oper Rtg Method	6
64F - Fed Oper Rtg Load	.42
64MA - Mich Oper Rtg Method	6
64MB - Mich Oper Rtg	.34
64MC - Mich Oper Truck	21
65 - Inv Rtg Method	6
66 - Inventory Load	.25
70 - Posting	0
141 - Posted Loading	121318
193 - Overload Class	