**ALL RED TEXT MUST BE EDITED OR REMOVED PRIOR TO DISTRIBUTION.**

**IN SOME CASES, THE RED TEXT WILL DICTATE REMOVAL OF BLACK TEXT. BLACK TEXT MAY BE DELETED IF IT IS NOT APPLICABLE TO YOUR PROJECT.**

**Date: Month, Day, Year**

**Bid Item: XXX**

**Contract ID: XXXXX-XXXXXX**

**Original Contract Amount: $XX,XXX,XXX.XX**

**Contract Description: XXXXXX**

The preconstruction meeting was called to order at XX:XX a.m./p.m. on month, day, year at the City/Village/County Road Commission by Name, Title. Introductions were conducted and an attendance list is attached. MDOT’s 2020 Standard Specifications for Construction are referenced as the Specifications, within these minutes.

The Contractor was reminded this is a Local Agency Project. The Local Agency is responsible for all construction engineering on this project and coordinating approvals through MDOT. MDOT’s function is to perform project/program oversight, and not day to day construction engineering, testing, or inspection specific to administration of this contract.

**DESIGNATION OF KEY PERSONNEL (include name, e-mail, phone number):**

For **Local Public Agency (LPA)**

[Local Public Agency Responsible Charge](https://mdotwiki.state.mi.us/construction/index.php/Local_Agency_Program_%28LAP%29#Definitions): XXXXX

Consulting Firm (if applicable): XXXXX

Project Engineer/Engineer of Record: XXXXX

Senior Project Technician: XXXXX

Inspector(s): XXXXX

Certified Office Technician: XXXXX

Certification Expiration Date: MM/DD/YY

Certified Construction Technicians:

(list name, otherwise indicate n/a) [Technician Certification Lists](https://www.michigan.gov/mdot/0%2C4616%2C7-151-9622_11044_11367-151903--%2C00.html)

Michigan Concrete Certifications XXXXX or N/A

 MDOT Density Technology Certification XXXXX or N/A

 MDOT Bituminous Paving or Bituminous Paving Operations XXXXX or N/A

 Michigan Certified Aggregate Technician XXXXX or N/A

 Michigan Certified Bituminous Laboratory Technician XXXXX or N/A

 Michigan Bit QC/QA Technician XXXXX or N/A

 SESC (Soil Erosion and Sedimentation Control) XXXXX or N/A
 Storm Water Operator (SWO) per NPDES

National Pollutant Discharge Elimination System XXXXX or N/A

Fabrication Inspector: XXXXX or N/A

AASHTO Accredited Laboratory: XXXXX

The project is/is not located on the National Highway System (NHS), therefore construction technicians are/are not required to be Independent Assurance Tested (IAT).

For **MDOT**

TSC [MDOT LAP Responsible Charge](https://mdotwiki.state.mi.us/construction/index.php/Local_Agency_Program_%28LAP%29#Definitions): XXXXX

TSC [Designated Representative:](https://mdotwiki.state.mi.us/construction/index.php/Local_Agency_Program_%28LAP%29#Definitions) XXXXX

Other: XXXXX

For **Contractor Name**

Project Manager: XXXXX

Project Superintendent: XXXXX

OneSpan Signatories XXXXX

Safety Supervisor: XXXXX

EEO Officer: XXXXX

24 Hour Contact\*: XXXXX

Damage Claim Officer: XXXXX

\*The Contractor must respond in a timely manner to any calls to the 24-hour emergency contact number.

**SAFETY TOPIC**

Pick a topic that relates to the project and especially consider the startup of construction. Also discuss that all progress meetings will start with a Safety Topic or Safety Moment and every is encouraged to participate. Discuss if any specific project or safety training is required or needed. Encourage everyone to discuss safety issues, problems in the work zone, near misses, and ideas for improvements.

**SAFETY PROGRAM (Specification Subsection 104.07.B.2):**

The Contractor’s Construction Safety Program was or was not submitted. Meeting date for Contractor and Engineer to discuss the Safety Program: XX.XX a.m./p.m. on month, day at XXXX location.

The Contractor was reminded that all workers within the right-of-way must wear ANSI/ISEA performance class 2 or 3 clothing.

Safety data sheets were or were not submitted. This should be checked for requirements in any special provisions or if work on the project is noted from subsections 706.03.S, 712.03.K.1, 811.02, and 915.01.

**CONFINED SPACE ENTRY:**

Inquire with the Contractor if any confined spaces exist on the project based on their means, methods, or the work required. Also note any confined space locations as determined by the LPA or a review of the plans and work required. Any spaces should be noted in the preconstruction meeting minutes. A confined space is generally considered as follows:

* Large enough and so configured that an employee can bodily enter it.
* Has limited or restricted means for entry and exit.
* Is not designed for continuous employee occupancy.

**ADDENDA**:

The following addendums were issued for this project:

A, B, C, 1, 2 (provide a brief description)

**PROGRESS CLAUSE/PROGRESS SCHEDULE:**

The progress clause is on page XX of the proposal.

The progress schedule has or has not been submitted. The schedule start date is X/XX/XXX, and the scheduled completion date is XX/XX/XXXX.

If the progress schedule has not been submitted, the schedule must be submitted by the Contractor within seven calendar days of award and prior to starting work.

The open to traffic date is XX/XX/XXXX

Interim completion dates are XX/XX/XXXX.

The Contractor’s attention was directed to subsection 109.07.C1 of the Specifications. This section states the Engineer will make a final inspection after written notification by the Contractor that the work is completed. As such, the Contractor was reminded to provide said written notification that the work is completed and ready for final inspection.

**SPECIFIC PROJECT RELATED INFORMATION:**

Enter specific project information on how the Contractor will build the job. Examples could include information from unique special provisions, staging, mechanical or electrical work, etc.

**UTILITIES, PERMITS, AIRPORTS, AND RAILROADS:**

The Contractor was reminded to call the "**MISS DIG**" system **(1-800-482-7171)** three full business days in advance of any digging or excavation activities. The Utility Relocation Status Report is on page XXX of the proposal.

MDOT’s roadway lighting, traffic signal, ITS, and other miscellaneous electrical systems are not a part of MISS DIG. ITS systems include traffic cameras, changeable message signs, detection equipment, fiber optic cable, other sensors and related communication cables and equipment in, over, or along the roadway. The Contractor must submit form 5300 at least five full business days in advance for staking requests, excluding weekends and holidays.

A separate utility relocation discussion summary page (optional) is attached to these meeting minutes.

Are all local permits issued? [ ]  Yes [ ]  No [ ]  N/A

Are State of Michigan permits issued? [ ]  Yes [ ]  No [ ]  N/A

Is an Army Corps of Engineer permit issued? [ ]  Yes [ ]  No [ ]  N/A

Are Sanitary or water main permits issued? [ ]  Yes [ ]  No [ ]  N/A

Are there any utility relocation issues? [ ]  Yes [ ]  No [ ]  N/A

Relocation issues were discussed [ ]  Yes [ ]  No [ ]  N/A

Is a FAA permit issued? [ ]  Yes [ ]  No [ ]  N/A

Are there Railroad Grade Crossings? [ ]  Yes [ ]  No [ ]  N/A

Are there any Railroad Coordination Issues? [ ]  Yes [ ]  No [ ]  N/A

Are there any Railroad temporary crossings? [ ]  Yes [ ]  No [ ]  N/A

**MUNICIPALITIES AND/OR COUNTIES AFFECTED:**

It is the Contractor's responsibility to familiarize themselves with all laws, ordinances, permits, traffic, safety, and health regulations.

 Local governments: XXXXX Township, XXXXX County

 XXXXX City, XXXXX County

There is a local noise ordinance that affects this project. The noise ordinance states the following restrictions:

XXX

This project has received a noise ordinance waiver.

**LIQUIDATED DAMAGES:**

The liquidated damages on this project are $X,XXX per calendar day (Table 108-1). This project includes liquidated damages for other department costs as specified in the special provision for Other Department Costs for contract identification XXXXX on page XXXX of the proposal. These damages are cumulative and will be assessed at the same time as applicable.

The Contractor was reminded that subsection 104.07.D of the Specifications states that final clean up is part of the contract work included in other contract items. Notice was provided to the Contractor that all final clean up work must be completed before final project acceptance. Failure to complete final clean up work before the project completion date will result in the assessment of liquidated damages according to subsection 108.10.C.1 of the Specifications.

**DAMAGE CLAIM PROGRAM (Section 107.10.E):**

The designated damage claim officer is Name. The Damage Claim Program was or will be submitted. The damage claim program was reviewed and approved.

**MAINTAINING TRAFFIC:**

The special provision for Maintaining Traffic starts on page XXX. The following traffic items were noted and discussed:

Subsection 922.02 of the Specifications require that all sign panel materials and supports in use must be approved by the FHWA as meeting MASH crashworthy requirements or NCHRP testing for older products.

All traffic control devices must be approved and accepted for payment prior to the project start date and before use of these devices on the project.

All requests to modify any traffic control devices that are in the contract must be submitted to the Engineer with the applicable FHWA acceptance letter and must be approved prior to placement on the project. Chapter 3.07 of the MDOT Materials Quality Assurance Procedures (MQAP) Manual provides more detail regarding the Temporary Traffic Control Acceptance Procedure.

The Engineer will be conducting periodic inspections throughout the duration of the project to ensure that the temporary work zone traffic control devices meet the *Quality Guidelines for Temporary Traffic Control Devices and Features* published by the American Traffic Safety Services Association and to ensure that traffic devices are placed in accordance with the Michigan Manual of Uniform Traffic Control Devices (MMUTCD), plans, or as directed.

Typically LAP projects do not utilize the work zone law enforcement pay item. If a local agency has set up law enforcement on their own for this project, it’s expected to be active/passive enforcement during:

* TBA (activities) on TBD (date).

Subsection 108.02 of the Specifications, limitations of operations and the following traffic restrictions were discussed:

* Festivals
* Holidays
* Weekends
* Closure Lengths
* Work Hours
* Traffic Switches

Traffic Regulators must be properly trained and have the proper equipment. The training includes reading and understanding the Michigan Traffic Regulator’s Instruction manual, June 2010 Edition. Documentation of training must be maintained for all designated traffic regulators. Special illumination is required for night time work. All traffic regulators are encouraged to wath the YouTube video [How to Safely Regulate Traffic in Michigan](https://www.youtube.com/watch?v=DSqVJDQfymg)

XXX is the point of contact for traffic control devices. This person has the authority to make changes to the traffic control devices and layout. The storage location for unacceptable devices is XXX. The Contractor’s point of contact will review with project staff the unacceptable devices at the said location at a mutually agreed upon frequency of XXX for balancing and payment purposes.

The following are traffic control items that were discussed with the Contractor that may not be needed due to the method of project delivery:

XXX

XXX

The Contractor’s attention was directed to subsection 812.03.C.1 of the Specifications for Traffic Control Quality and Compliance. Written communication between the Contractor and project staff is recommended to ensure noncompliance concerns are documented including the start and end of the compliance assessment duration(s).

The Contractor was reminded to remove all temporary traffic control devices when said devices are no longer required on the project. The final acceptance of the project will not occur until all temporary traffic control devices are removed from the project.

**STAGING AREAS:**

Subsection 812.03.G.5 of the Specifications describe the storage restrictions for vehicles, equipment, and materials. Worker vehicles, idle construction equipment, and Contractor materials must be stored in areas that provide minimum exposure to pedestrian and vehicular traffic.

A permit will/will not be required for use of local agency right-of-way outside of the project limits.

A permit will be required for use of any MDOT right-of-way.

If private property is utilized the Contractor must obtain and provide a copy of a written agreement with the property owner to the Engineer in accordance with subsection 105.06.D of the Specifications.

Permits or written agreements are required prior to the start of work.

The Contractor was reminded that they and all other companies (Subcontractors, suppliers, etc.) must not park any vehicles or store any equipment on public recreational property. Furthermore, access to all recreational properties must be maintained at all times. Non-compliance can result in penalties up to and including termination of the construction contract and loss of federal funding for the project.

**INTERNAL WORK ZONE TRAFFIC CONTROL PLAN:**

Subsection 104.11.B of the Specifications require the Contractor to develop and provide a work zone traffic control plan for the project. The FHWA may review the submittal of this plan during field audits.

A work area lighting plan must be submitted to the Engineer for review and approval a minimum of 14 days prior to the start of night work in accordance with subsection 812.03.H of the Specifications.

**LANE WIDTH (WIDE LOAD) RESTRICTIONS**:

A lane width restriction of XX feet will be established for this project. The beginning date will be month, day, year and the ending date will be month, day, year. Adjustments to these dates will be made as required. The contact person for lane width restrictions is name at the City/Village/County Road Commission.

Lane width restrictions will not be issued on this project.

**REAL ESTATE:**

According to the property acquisition certification included with the LAP program application, there are no outstanding real estate issues. Is this still the case? Yes/Explain or No. If yes, contact the MDOT LAP Responsible Charge/Designated Representative at the TSC. Outstanding issues may include temporary consent to grade, property acquisition, or other.

**SUBCONTRACTORS:**

The Contractor was reminded that any work that they are not performing with their own work force is required to use the MDOT Subcontract form 1302-FED or 1302-State (except as noted on MDOT form 1386 *Post Certification of Subcontract Compliance*).  The Contractor must submit the required form to the Engineer before the start of work with the associated subcontract. The original subcontractor must include all the required attachments as notes on the respective subcontract form.

The Contractor was also reminded that any Subcontractor that has been “designated” or DBE committed, at the time of award, is required to perform work on the project.

Designated Subcontractors:

1. XXX
2. XXX

DBE Bluesheet Subcontractors and/or Vendors:

1. XXX
2. XXX

The Contractor will keep all original subcontracting documentation and must provide the Engineer a copy of the signed cover page and line item page prior to any work being performed by the Subcontractor.  This applies to all tiers of subcontracting.

The Contractor was further reminded that MDOT form 1386 *Post Certification of Subcontract Compliance* is required to be signed by an authorized signer of the Contractor and submitted prior to the processing of the final estimate.

The following Subcontractors will be working on this project (note DBE companies):

1. TBA
2. TBA (DBE Company)
3. TBA
4. TBA

**DISADVANTAGED BUSINESS ENTERPRISE (DBE):**

Page XXX of the proposal notes that XX.X percent **DBE** participation is required on this project.

The Contractor must notify the Engineer in advance of a DBE Subcontractor or vendor starting work regardless of the percent participation required in the contract. This includes any off site DBE work. Any DBE work that will occur off project site shall be documented by the Engineer. The Contractor must provide notice (dates, times, locations, etc.) to the Engineer in advance of this work. Off site work was discussed as follows:

* TBA
* TBA

Form 2124A, *Prime Contractor Bi-Weekly Statement of Subcontractor/Supplier Payments*, is included in the Federal Letting Requirements. This form must be submitted as indicated in paragraph one of the instructions.

The Contractor indicated that they will/will notbe meeting the DBE requirements. The Contractor was reminded that if the DBE goal will not be met post-award, the applicable section of MDOT form 2653 must be completed and submitted to MDOT-DBEsheets@michigan.gov according to the instruction on the form.

DBE commitment documentation as submitted by the Contractor was discussed. The Engineer will be documenting commercially useful functions (CUF) as provided by DBE companies. This may include direct conversations, visual inspections, and work activities. The Engineer and MDOT’s Office of Business Development (OBD) should be notified immediately of a DBEs inability to perform work and the Contractor’s intent to obtain a substitute DBE on projects with DBE participation. A DBE who is unable to perform the work must be given five (5) business days written notice by the Contractor who hired their services of their intent to obtain a substitute DBE. A copy of this written notice is to be provided to the Engineer and the OBD. To substitute DBE firms, the Contractor must submit MDOT form 0196, *Disadvantaged Business Enterprise (DBE) Removal/Substitution Request* to the Engineer. The Engineer must review and approve DBE substitutions before submitting the approved form 0196 form to MDOT’s Contracts Services Division (CSD) with a copy to the OBD.

**EEO & AFFIRMATIVE ACTION:**

Appendix C in the Federal Letting Requirements contain the EEO and Affirmative Action requirements for this project. The goals of this project are XX.X % minority and XX.X % female in each trade.

Appendix A, Prohibition of Discrimination in State Contracts is Included in the Federal Letting Requirements.

**ON-THE-JOB TRAINING (OJT):**

The Contractor does or does not plan on using OJT on this project.

The OJT program is Contractor based and the details of the program can be found in the OJT Program Manual found at the following website: [On-the-Job Training Program](http://www.michigan.gov/mdot/0%2C1607%2C7-151-9625_21539_23108_57964---%2C00.html).

The Contractor was reminded that if trainees are utilized on this project, notification must be provided to the Engineer prior to their first day of work on the project. All other OJT Program related forms are to be submitted to the OBD.

The Contractor is planning on using XX trainees on this project.

**CERTIFIED PAYROLLS / PREVAILING WAGES:**

This project is entirely state funded and does not have accompanying prevailing wage requirements. Everything in this section below does not apply.

This project involves federal funding and the Davis-Bacon Minimum Wage Rates apply for the site of work. The wage decision for this project is located on page XXX and is covered by the *Airport & Bridge, Highway, Sewer/Incid. to Hwy* wage decision.

**OR**

There are multiple wage decisions for this project as described in the Notice to Bidders on page XXX. The wage decisions included in this project are *Airport & Bridge, Highway, Sewer/Incid. to Hwy* wage decision on page XXX and the *Heavy* wage decision for underground items on page XXX.

The USDOL regulatory definition (See 29 CFR 5.2) for “site of the work is the physical place or places where the . . . work called for in the contract [is occurring]; and any other site where a significant portion of the . . . work is constructed, *provided* that such site is established specifically for the performance of the contract or project.”

The site of work is defined as the entire construction site as specified in the plans and contract. The site of work also includes batch plants, borrow pits, job headquarters, tool yards, etc., provided they are established for and dedicated exclusively, or nearly so, to the . . . project, **and** are adjacent or virtually adjacent to the site of work.

The following locations are specifically excluded from the site of work definition:

* Permanent home offices, branch plant establishments, fabrication plants, tool yards, etc., of a contractor or subcontractor whose location and continuance in operation are determined wholly without regard to a particular federal or federally–assisted project. In other words, if it is a permanent site that is not dedicated to the job, it is not within the site of work definition.
* Fabrication plants, batch plants, borrow pits, job headquarters, tool yards, etc., of a commercial or material supplier that are established by a supplier of materials for the project before opening of bids, **and** not on the site of the work, even where such operations for a period of time may be dedicated exclusively, or nearly so, to the performance of a contract.

On federally funded projects if any personnel (Contractor, subcontractor, trucking firms, etc.) are involved with project work prevailing wages must be paid according to the wage decision included in the contract proposal. The Contractor is responsible for the payment of prevailing wages that are not paid by their subcontractors. In order to comply with these requirements, the Contractor must:

* Advise all subcontractors of prevailing wage requirements and that all employees must cooperate during wage rate interviews.
* Submit all required weekly certified payrolls for themselves, each subcontractor, and each lower-tiered subcontractor.

The Contractor is responsible for maintaining basic records for the workforce (i.e. employee classification, hourly rates of wages paid, daily and weekly number of hours worked on site and on all projects, deductions made, and net wages paid). This requirement includes truck drivers, and the Contractor should be prepared to provide this information to the Department, upon request by the Engineer.

Truck driver hours are covered by prevailing wage provisions when the time spent working on the site of work exceeds de minimus. (i.e the time spent working on the site of work is 20% or more of the total hours worked on all projects during the week.)

The following time counts toward de minimus:

* Time spent loading or unloading materials and supplies on the site of work
* Time spent driving on the site of work
* Time spent transporting materials and supplies between a facility that is part of the site of work and the actual construction site.

If de minimus is exceeded, prevailing wage is due for all hours worked on the site of work during that week and a record of payroll is due. If the employee who exceeded de minimus is an owner operator, a payroll is still due but does not have to include hours worked or pay rate information.

Biweekly progress payments for work completed by the Contractor and/or Subcontractor may be withheld, upon written notice from the Engineer, for failure to comply with the contract prevailing wage requirements and/or for failure to submit weekly certified payrolls.

The Contractor was encouraged to review the Construction Manual Division 1, Section 107 [Prevailing Wage](https://mdotwiki.state.mi.us/construction/index.php/Prevailing_Wage). This section provides guidance on the process and procedures required for prevailing wage oversight on construction projects with federal and/or state funding.

**JOBSITE POSTINGS:**

Jobsite posters must be erected in a conspicuous location on-site prior to the commencement of work. These posters include, but are not limited to, the project specific wage rates and notices required by federal and state law. The jobsite posters must be complete, current, and maintained until final acceptance. The posters must be accessible at all times to employees and applicants for employment.

The Engineer will complete the form 1967, *Jobsite Poster Inspection Checklist*, during the construction project. This form is an aid to make sure that the Contractor is following the requirements of the contract.

Contractors are strongly encouraged to check the Construction Manual for the latest revised poster information at: [Jobsite Postings.](https://mdotwiki.state.mi.us/construction/index.php/Prevailing_Wage#Jobsite_Postings) If the project has federal funding, the first scheduled payment for **Mobilization, Max (dollar)** will not occur until the Engineer has verified and documented the posting of required labor compliance posters and the project specific prevailing wage rates.

 **PREVAILING WAGE AND LABOR COMPLIANCE (PWLC) SYSTEM:**

Certified payroll and associated documents must be submitted in the PWLC system (LCPtracker). Documents must be submitted in accordance with the timeframe listed on the Labor Compliance special provision. The Contractor is also responsible for coordinating all electronic document submittals from lower tier Subcontractors.

The Engineer will request the contract be setup in LCPtracker and assign the Contractor. The Contractor’s prime approver is XXXXXXX**.** Account setup may be requested by sending an e-mail to: MDOT-LCPtracker@Michigan.Gov

LCPtracker is available via the following links:

Login Website: <http://www.lcptracker.net>

General Information website: [www.lcptracker.com](http://www.lcptracker.com)

A tutorial for this system can be found through the website provided.

For additional support please contact the resource email at the following address: MDOT-LCPtracker@Michigan.Gov

**PROCESSING CONTRACT MODIFICATIONS:**

All contract modification approvals will be processed in accordance with the Construction Contract Modification Process Overview as detailed in the Construction Manual: [Construction Contract Modification Process Overview](http://mdotwiki.state.mi.us/construction/index.php/Construction_Contract_Modification_Process_Overview).

**PROCESSING PAY ESTIMATES**

All pay estimates will take into account guidance from the Progress Payment Topics in the Construction Manual: [109.07 Final Inspection, Acceptance, and Final Payment](https://mdotwiki.state.mi.us/construction/index.php/109.07_Final_Inspection%2C_Acceptance%2C_and_Final_Payment#Progress_Payment_Topics_to_be_discussed_at_the_Pre-Construction_Meeting)

Contractors are required to have a SIGMA vendor customer number. A SIGMA vendor customer number may be created at the following website: [www.michigan.gov/vsslogin](https://gcc02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.michigan.gov%2Fvsslogin&data=04%7C01%7CDeBoerM%40michigan.gov%7Cc18ceaef48154a58a51308d91c87a0d8%7Cd5fb7087377742ad966a892ef47225d1%7C0%7C0%7C637572191113353007%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=94cCRz48NarLSsOADovQe%2FNHF5Oo%2FKGVZiqnkbdCpAk%3D&reserved=0). Contractors are also required to be EFT ready in order to receive timely payment from the Department. Verify EFT information is up to date in SIGMA.

**CONSTRUCTION DOCUMENT MANAGEMENT:**

This project will use the Department’s current Construction Document Management System – ProjectWise. Account setup, installation details, and access to ProjectWise may be requested by sending an e-mail request to: MDOT-ProjectWiseConst@Michigan.Gov.

Contractor Authorized Requestors:

**Name** **Email Phone Number**

XXXXX XXXXX XXXXX

XXXXX XXXXX XXXXX

The Contractor must submit all project documentation for this contract in electronic format and place it into ProjectWise. Paper documents, faxes, e-mails or other methods/media are not permitted except as allowed by the Engineer. The Contractor must use the Contractor Standard Naming Conventions for Document Submittals as maintained on the Department’s website [Reports, Publications and Specs](https://www.michigan.gov/mdot/0%2C4616%2C7-151-9622---%2C00.html) under the Manuals & Guides, then Construction Field Services – Reference tabs.

Additional documentation and training for ProjectWise and methods for requesting training are available at the following website: [MDOT - ProjectWise Support](https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fmdotjboss.state.mi.us%2FSpecProv%2Fprojectwisesupport.htm&data=04%7C01%7CCrannellK%40michigan.gov%7Ca41900e2c99d4b27242d08d946cc49a0%7Cd5fb7087377742ad966a892ef47225d1%7C0%7C0%7C637618665483604393%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=QHPy4%2Br8AbotN%2B%2FJB5imTGM1cOCtYi74X%2FhW2GsZjYM%3D&reserved=0).

ProjectWise access for Subcontractors can be completed by the Contractor by downloading Prime Contractors Tool.zip and utilizing the installation guide Prime Contractor Tool Installation and Quick Guide.pdf.

All digital electronic signatures must be completed according to the procedures set forth in the Construction Document Management System special provision. The Department uses the OneSpan Sign ID Verification & Acceptance signature Solution (OneSpan), and OneSpan Sign Mobile Applications for document signing processes. More information regarding OneSpan can be found here: [Digital Signatures with MDOT](http://www.michigan.gov/mdot/0%2C4616%2C7-151-9625_78316---%2C00.html).

**SPECIAL PROVISIONS FOR PROMPT PAYMENT:** (page XXX):

The Contractor agrees to pay each Subcontractor for the work associated with their subcontract no later than 10 days from the date the Contractor receives payment from the Department for said work.

If the Contractor has concerns about the satisfactory completion of Subcontractor work items, the issue must be brought to the Engineer’s attention in advance of payment to the Contractor.  The Engineer will reference the Prompt Pay Special Provision (PPSP) for any action needed to resolve any issue with satisfactory completion or any other issue related to prompt payment of work performed.

The PPSP requires the Contractor to report biweekly payments to first tier Subcontractors and all DBE Subcontractors/vendors using the electronic reporting system available through MILogin webpage by requesting access to MDOT 2124A Reporting System application (MERS). The PPSP contains a link to MiLogin to get started using MERS. After final first tier subcontractors and all DBE payments have been relinquished the last biweekly report needs to be marked as a Final Report.

At project completion, the Contractor must submit a signed Form 2124A for any DBE who has provided work or materials on the project regardless of if they have an awarded bluesheet or not.

**DOCUMENTING CONSTRUCTION MATERIALS:**

The Contractor was reminded of current requirements for submittal of MDOT form 0501, *Materials Source List* to the Engineer. Items that are not properly documented on form 0501 will not be paid for until the form is complete. These forms are necessary to provide accurate material testing and accounting of materials used on the project.

The Contractor was reminded that form 0501 is required for structural precast concrete elements before fabrication commences. The form must state all the materials being incorporated into the fabricated element and is required for all projects where fabrication inspection is the basis of acceptance. If the Engineer determines other elements will be shop inspected, then the Contractor will be notified to submit form 0501 for those elements as well.

The Contractor was reminded that if the Contractor or any Subcontractors change the source of a material, the Contractor must provide a revised or new form 0501 to the Engineer.

A Materials Source List was or was not submitted.

**GUARDRAIL:**

The Contractor was reminded about the new guardrail approach terminal, type 2M requirements.  At least 14 days prior to terminal installation, the Contractor must provide one electronic copy of the installation manual(s), maintenance manual(s), and detailed drawings of the selected guardrail approach terminal(s). This includes providing the manufacturer’s name and contact information.  Installation staff must have been trained by the respective guardrail terminal manufacturer to install the guardrail terminals utilized on the project.  The Contractor must provide manufacturer issued and dated training certificates for all staff on the guardrail installation crew.  Upon completion the Contractor must also provide the guardrail terminal manufacturer’s installation checklist, completed and signed by the Contractor, for each individual guardrail terminal installed and a written certification that all guardrail terminal installations have been installed according to the contract and the manufacturers’ specifications and guidelines.

**PAVEMENT MARKINGS:**

All pavement marking work must be visually inspected to ensure actual placement. Quantities must be measured to determine any discrepancies in postings.

Provide certified equipment for placing markings in accordance with section 811.03.A of the Specifications.

The pay item for Witness, Log is in the proposal. The Contractor was requested to or has submitted the log of permanent pavement markings in accordance with 811.03.B of the Specifications.

**CONTRACTOR QUALITY CONTROL (CQC) PLAN - CONCRETE (Section 604):**

The Contractor quality control plan for concrete was or will be submitted and discussed at the pre-production meeting.

The Contractor was reminded to submit proposed Job Mix Formulas (JMF) to the Engineer prior to the pre-production meeting.

**CONTRACTOR QUALITY CONTROL (QC) PLAN - HMA (HMA Production Manual):**

The Contractor quality control plan for HMA was or will be submitted and discussed at the pre-production meeting.

The Contractor was reminded to submit proposed Job Mix Formulas (JMF) to the Engineer prior to the pre-production meeting.

**SOURCE OF STEEL AND IRON (BUY AMERICA) REQUIREMENTS:**

The Contractor’s attention was directed to the special provision for Source of Steel and Iron (Buy America). Prior to permanently incorporating any steel/iron work items from the Step Certification list maintained by the Department, the Contractor must provide Buy America step certifications to the Engineer per the special provision. Payment will not occur until Buy America certifications are received.

**STRUCTURAL FABRICATION**:

MDOT does not perform fabrication inspection on Local Agency Projects. The Local Agency is responsible for performing Fabrication Inspection on the project.

This project does/does not contain any elements or items requiring fabrication inspection. (if does) The Local Agency has identified their fabrication inspector in the Designation of Key Personnel section of these minutes.

Fabrication inspection is required for all fabricated elements required to be accepted based on “Fabrication Inspection” per the MDOT MQAP manual or special provision.  Below is a list of elements that require fabrication inspection:

* Structural Steel (e.g. bridge girder/beam, diaphragm, stiffener, retrofit steel, bridge bearing, modular expansion joint, tower lighting structure, sign and DMS structure, traffic signal mast arm and pole structure)
* Prestressed/Non-Prestressed Concrete (e.g. bridge beam, deck panel, pier cap, pier column, and culvert with span 20 feet and greater measured parallel to the roadway centerline)

The Contractor’s attention was directed to the requirements of subsections 707.03 and 708.03 of the Specifications regarding providing the Engineer with an accurate two week notice prior to beginning work in the shop for structural steel and one week notice prior to beginning work in the shop for structural precast concrete.

Fabrication plants must be certified in accordance with the contract requirements (AISC, PCI, NPCA, ACPA, etc.). The Engineer will arrange for shop inspection in accordance with MDOT’s Materials Quality Assurance Procedures Manual (MQAP), along with welder qualification testing and weld procedure testing. The Contractor must take these time frames into account when scheduling material fabrication, and anticipated delivery dates.

The Contractor’s attention was also directed to the requirements of MDOT’s MQAP Manual, dictating the overall quality assurance program employed to assure all materials incorporated into the project are in reasonably close conformance with the contract documents and the Specifications. Additionally, MDOT’s Materials Source Guide provides information on Materials Acceptance Requirements, Approved Suppliers, Approved Manufacturers, Qualified Products List, Tested Stock, etc., that will be verified during the shop drawing review and shop inspection processes.

**SHOP DRAWING APPROVAL PROCESS:**

The Contractor must submit for review all working drawings (including calculations as applicable) not furnished in the design plans for all parts of the work as required by the contract in Portable Document Format (PDF) format. The Contractor is responsible for the correctness of the working drawings and design calculations, and ensuring the design complies with any permit requirements. It is the Contractor’s responsibility that all items are fabricated to the correct dimensions. The Engineer’s approval of the working drawings is a verification that the drawings appear to be consistent with the contract documents. “Approval” does not relieve the Contractor of the responsibility for the accuracy of dimensions on shop drawings or for complete submittals satisfying applicable contract requirements, nor does it permit deviations from the contract without the Engineer’s documented consent.

The Contractor must work with the Engineer regarding the shop drawing submittal, review, and approval process.

Changes or modifications during the fabrication process must be submitted to the Engineer for review and approval and incorporated into the final as-built shop drawings. The Contractor must provide the Engineer with one complete set of final drawings in PDF format.

**BRIDGE AND ANCILLARY STRUCTURES WORK:**

Bolt Verification Testing must be performed on any projects with high strength bolts and/or anchor bolts prior to any bolting activity taking place on the project.Adhesive Anchoring Proof Testing and Field Testing must be performed where adhesive systems are being used. Proof testing must be performed prior to utilizing any adhesive systems on the project. Proof testing must not be done in concrete that stays in place.Contractor is reminded that an erection plan must be submitted for review/approval prior to performing any complex erections**.**

**ELECTRICAL WORK:**

An electrician licensed by the State of Michigan is required for electrical work according to the special provision for XXX. There may be periodic random inspections of the licensed electrician to ensure their presence on the work site.

The Contractor is reminded to inform the Engineer when any signal work is complete so the Engineer can inform the proper parties.

**CLAIMS FOR EXTRA COMPENSATION OR TIME EXTENSION (Subsection 104.10 of the Specifications):**

The Contractor was reminded that claims for extra compensation or time extensions must be submitted in accordance with subsection 104.10 of the Specifications. The contractor’s claim must include a completed form 1953 *Claim Content and Certification*. The claim must be filled within 30 days after the work involved with the claim is completed or not later than 60 days after final acceptance, whichever occurs first. The entire claim procedure can be found at [MDOT - Reports, Publications and Specs](https://www.michigan.gov/mdot/0%2C4616%2C7-151-9622---%2C00.html) under Reports, Publications and Specs, Publications, Manuals & Guides, Construction Field Services – Reference.

**FORCE ACCOUNT WORK:**

Before starting the force account work, the Contractor and the Engineer will work together to develop a work plan from the Contractor’s written proposal. **All force account work requires pre-approval of the Region Construction Engineer.** At the end of each workday, the Contractor’s representative and Engineer must compare records of the work done under force account. The Contractor’s representative for signing force account daily records is XXXXXXX. The Contractor was reminded there is no markup allowed for business taxes and the mark up on labor has recently changed to include bond premium, insurance, and payroll taxes.

**EXTENSION OF TIME** **(Subsection 108.09 of the Specifications)**:

The Contractor was reminded that all extension of time requests must be filed in accordance with subsection 108.09 of the Specifications. Failure to notify the Engineer as required will constitute a waiver of claim for a time extension. Form 1100A, *Extension of Contract Time Request No.* should be used for extension of time requests.

**CONTRACTOR PERFORMANCE EVALUATIONS:**

The Engineer will evaluate the Contractor’s performance on this project and the evaluation may be used as a basis for modifying the prequalification ratings of the Contractor. An evaluation may be issued during the course of a project (interim) and will be issued after completion of a project (final).

The following link provides the full list of factors and criteria that the Contractor will be evaluated upon: [Contractor Evaluation Factors and Rating Criteria](http://www.michigan.gov/documents/mdot/MDOT_Contractor_Evaluation_Factors_Rating_Criteria_559990_7.pdf)

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**DISPOSING OF SURPLUS AND UNSUITABLE MATERIAL:**

Subsection 205.03.P of the Specifications requires the Contractor to obtain a written agreement with the property owner for disposal sites. The agreement must detail the material that can be placed, location of disposal site, and required restoration. Both parties must sign and date the agreement. A copy of this completed document must be provided to the Engineer prior to any disposal. The property owner is responsible for obtaining a county permit under Act 451 Part 91, Soil Erosion and Sedimentation Control, from the local enforcing agency having jurisdiction if the earth disturbance is greater than one acre or the site is within 500 feet of a watercourse.

If the material is disposed of within the ROW, material must not be stored or disposed of temporarily or permanently beyond the normal plan fill slope across wetlands or floodplains. Special consideration should be given to drainage from the roadway and adjacent property by the Engineer and inspector. A toe of slope ditch may be required or the spoil bank may require a ditch constructed through it to allow water to flow from the roadway ditch or from the adjacent property.

**ENVIRONMENTAL CONCERNS: (EA, EIS, ASBESTOS, HERBICIDES, LEAD BASED PAINT, WETLAND MITIGATION, MEGLE and MDNR PERMITS, ETC.):**

The following issues were discussed as part of the environmental mitigation measures.  (Review special provision 20SP-107G for Environmentally Sensitive Areas, along with the Vicinity Sheet on the plans that shows the location of Environmentally Sensitive Areas and discuss with the Contractor. For further background information, the Engineer can obtain the Local Agency Environmental Clearance Form 5323 under the project number in the Supporting Documents ProjectWise folder.  Form 5323 is not included in any contract documents.)

If any herbicide use is included on the project, the storage, handling, and use of herbicides must be done in a manner to minimize potential discharge of pollutants. The Engineer will review certification documentation and herbicide labels to ensure proper use by the Contractor.

The Contractor was reminded regarding the requirements and non-compliance actions of the following special provisions:

Page Special Provision

XXX XXXXX XXXXX XXXXXX

Other possible pollutants were briefly discussed as well as risk avoidance. The Contractor was advised that all storage areas should be located away from water bodies and ensure that all containers are covered and secured with a lid when unattended and picked up and put away when use is complete.

(For Bridge Projects - Excluding Culverts)

The Contractor was reminded of the requirement to submit MEGLE form EQP5661, Notification of Intent to Renovate/Demolish, for any bridge projects involving deck demolition work. The form contains instructions and the applicable mailing address. This form must be submitted regardless of whether or not the bridge contains asbestos materials. The Contractor was reminded that the form must be submitted at least 10 business days prior to bridge work. Prior to mailing the form, it must be signed by the Engineer under the signature block for the owner.

**SOIL EROSION AND SEDIMENTATION CONTROL (SESC) and NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES):**

Prompt action is expected from the Contractor regarding soil erosion and sedimentation control along with temporary and/or permanent restoration.

The following items were discussed:

* Install temporary controls prior to earth disturbance.
* Maintain SESC measures until the project is stabilized and if applicable the Notice of Termination (NOT) is submitted to Environment, Great Lakes and Energy (EGLE).
* The Engineer will perform SESC inspection every 7 days or within 24 hours after a precipitation event that results in a discharge from the site, including weekends regardless if the Contractor is working or not.
* A discharge is defined as a storm water runoff that does not infiltrate into the ground and leaves the construction site or enters waters of the State after a precipitation event.
* Review MEGLE, MDNR, U.S. Army Corp of Engineers, etc., permit requirements.
* Complete topsoil placement and stabilize slopes, channels, ditches, and other disturbed areas within 5 days after final earth grade with permanent soil erosion control measures. Permanently restore and place topsoil on slopes and ditches within 150 feet of lakes, streams, or wetlands within 24 hours of achieving final earth grade, using permanent soil erosion control measures. Do not prolong trimming, finishing final earth grade, or both, to permanently stabilize the project at one time.
* An Earth Change Plan (ECP) is required for work outside the limits of earth disturbance but within MDOT ROW. The ECP must be submitted for review and approval prior to any earth disturbance activities.
* When an ECP is required, form 1568 Approval for Project Staging or Excess Material Located on MDOT Right of Way, must be completed and approved prior to the proposed earth disturbance.
* Special provision for Non-Compliance with Soil Erosion and Sedimentation Control Requirements 20SP-208A-03.
* Any special project concerns?

**GEOTECHNICAL CONCERNS:**

* Cofferdam and Temporary Earth Retention specifications should be discussed. The Contractor was reminded that their designs must be received within the time frame specified in the Specifications.
* Pile Driving Specifications and requirements should be discussed.
* This project involves foundation piling and the requirement to submit MDOT form 1956, *LRFD Pile and Driving Equipment Data*. Pile driving charts are not generated or supplied until this form is properly completed by the Contractor and submitted to the Engineer.
* It was noted that this project contains the special provision for Dynamic Pile Testing and/or Static Load Test, which requires Contractor submittals according to the special provision.
* All projects that involve drilled shaft foundations require timely submittal of a Drilled Shaft Installation Plan in accordance with subsection 718.03.A of the Specifications. This includes but is not limited to drilled shaft foundations for bridges, cantilever and truss signs, Dynamic Message Sign (DMS) structures, high mast luminaires, traffic signals and other Intelligent Transportation System (ITS) structures.

**HYDRAULICS:**

This project contains the following riprap Special Provision(s):

* Riprap, Inside Culvert - 20RC813(A215)
* Riprap, Special – 20RC813(A215)
* Riprap, Special – 20RC813(A220)
* Riprap, Under Structures – 20RC813(A225)

The contractor was reminded of the Special Provision requirements for material gradation and material test data certification requirements. The Contractor’s submitted test data certification must include all of the following:

1. Having a minimum bulk dry specific gravity of 2.5.
2. 2.5 maximum 24-hour soak absorption in accordance with ASTM D6473
3. The weight loss in 5 cycles by use of sulfate soundness testing must not exceed 10 percent in accordance with ASTM D5240/D5240M

**PROPOSAL AND PLAN SHEET(S):**

The proposal for this contract was reviewed and discussed. Special attention was given to the special provisions and/or supplemental specifications, and/or (if applicable) pages from the log on the following:

* TBA

Page XXX of the proposal states there are XXX estimated pages for plans or all plan sheets are contained in the project log within the contract proposal.

The following plan sheets were noted and discussed:

* Sheet XX of XX

**GENERAL COMMENTS:**

Mandrel Testing of Corrugated Polyethylene Pipe (CPE), Corrugated Polyvinyl Chloride Pipe (CPV), and Corrugated Polypropylene Pipe (PPP).

If CPE, CPV, or PPP pipe is installed, at least 50 percent of each size must be mandrel tested. The Engineer will select those runs of pipe that may have been problematic during installation or in areas subjected to a high volume of construction traffic. The mandrel testing will be conducted 5 to 10 work days prior to paving. During testing the mandrel must be pulled through the pipe by hand without using ay mechanical means.

Prior to testing, the Contractor must provide an approved mandrel which is appropriate for testing CPE, CPV or PPP pipe. The mandrel must have at least nine points and be 95 percent of the nominal diameter of CPE and PPP pipe. In accordance with AASHTO M 294, *Corrugated Polyethylene Pipe*, and AASHTO M330, Polypropylene pipe, nominal pipe diameter is defined as 12 inch, 15 inch, 18 inch, etc. The required mandrel size for CPV will be slightly smaller than that for CPE or PPP and is sized using base inside diameter in accordance with ASTM F949, Table X2.1. The required mandrel size for CPV must be 95% of the base inside diameter.

Mandrels can be a fixed size or a variable size and are commercially available for most pipe sizes up to 48 inch. The diameter of the mandrel, whether it is fixed or variable size, must be verified with a proving ring. As a rule of thumb, the length of the mandrel should be equal to or greater than the diameter. Additional information can be found in the [Mandrel Testing of Plastic Pipe](https://mdotwiki.state.mi.us/construction/index.php/Mandrel_Testing_of_Plastic_Pipe) section of the Construction Manual.

Culvert Design

If the Contractor proposes a culvert shape that is different than what is shown in the contract documents (engineered for the project site) the proposed culvert shape must be engineered for the project site at no cost to the project. The Contractor must use MDOT prequalified service vendors prequalified in Hydraulics, Geotechnical Engineering Services, and Short and Medium Span Bridges to perform the required design and plan modifications, as directed by the Engineer.

Modifications will take a significant amount of time to prepare and the Engineer will require additional review time. There may be several submittal and evaluation cycles between the Contractor and the Engineer until final approval is granted. It should be noted that submittal of an alternate culvert shape in accordance with the contract documents does not guarantee Engineer approval. Also, the time it takes to conduct a review for alternate pipe shapes does not constitute a justification for an extension of time. All costs necessary to accommodate a different shape are the responsibility of the Contractor and will not be paid for separately. These costs are considered in the original cost bid and are not to be included in any cost negotiations.

The Contractor is reminded of specification subsection 401.01M and 402.03K regarding video inspection of culverts and storm sewer.

General comments on the proposal and contract documents can go here.

**MISCELLANEOUS NOTES:**

The Contractor was reminded that prior to the beginning of any work (temporary sign placement, contract items, mobilization, etc.) the Engineer must be notified and approval from the Engineer must be obtained before the commencement of any contract work. Any contract work completed without approval from the Engineer or prior to contract award will not be paid for and all costs for said work must be borne by the Contractor.

**ITEMS DUE AT THE PRECONSTRUCTION MEETING BUT NOT SUBMITTED:**

* TBA
* TBA

**FUTURE MEETINGS**:

* HMA Pre-Production Meeting
* Concrete Pre-Production Meeting
* Utility Meeting
* Railroad Coordination Meeting
* Progress Meetings
* Post-Construction Review Meeting
* TBA

**REVIEW:**

All attendees are asked to thoroughly review these meeting minutes. Please report any discrepancies to the author immediately so necessary corrections can be made.

MINUTES RECORDED BY: Digital Electronic Signature Placed Here

Attachments:

 Attendance Sheet

 Other Documents

cc (via email distribution):

 All Attendees

 File Copy

 XXXXX, MDOT LAP Responsible Charge/Designated Representative at TSC

 XXXXX, MDOT TSC Construction Engineer

 XXXXX, FHWA Area Engineer (Risk Based Project Involvement (RBPI) projects only)

 Additional distribution as needed, may include:

 XXXXX, MDOT, XXXXX Region, Traffic and Safety Engineer

 XXXXX, MDOT, XXXXX TSC, Utility and Permits Engineer

 XXXXX, MEGLE, SESC Contact (found at following link: [*Soil Erosion and Sedimentation Control (SESC) & Construction Storm Water Staff*](http://www.michigan.gov/documents/deq/wrd-sesc-const-sw-staff_344830_7.pdf)

 County Road Commission

 Railroad Representative

 Local City Representative

 County Drain Commission

 Project Designer (Bridge, Signal, Road)

 Project Consultant(s)

 Municipal Enforcing Agency (MEA)

 County Enforcing Agency (CEA)