



INSPECTOR GENERAL REPORT

2007-11-0248

November 17, 2009

INDOT SIDEWALK RAMPS

Inspector General David O. Thomas, after an investigation by Special Agent Mark Mitchell, reports as follows:

This investigation addressed the construction of sidewalk ramps during the State Road 44 resurfacing project by the Indiana Department of Transportation (“INDOT”) under contract RS-27328 (“Contract”) in Franklin, Johnson County, Indiana.

I

The Office of the Inspector General (“OIG”) has jurisdiction to address efficiency and financial loss issues involving state agencies. IC 4-2-7-3.

II

The reporting party (“RP”) requested the OIG to investigate INDOT’s performance on the Contract on a variety of issues, including: (1) the elevation of the sidewalk ramps in relation to the road surfaces, (2) the incomplete enclosure by a concrete perimeter around the bricks with rough or raised surfaces to warn physically impaired people of the ramp, and (3) an allegation by RP that INDOT

had not handled these issues in an open manner.

Special Agent Mark Mitchell was assigned to conduct the investigation.

The investigation revealed the following information.

A.

Issues one (elevation) and two (enclosure of bricks)

1

The RP initially sent an email to the city engineer of Franklin, Indiana, telling him he had met with the INDOT Field Engineer, discussing the ramps, bricks and other items. RP also told the city engineer that the INDOT Field Engineer came to Franklin, Indiana and inspected the work in question, and while in Franklin, called the RP to let him know the work wasn't as good as they would have expected. The INDOT Field Engineer also told RP the contractor on this INDOT project would be doing some corrective work at their own expense. *See Exhibit 1, attached.*

2

Documentation maintained by INDOT shows that INDOT took the following actions in an attempt to resolve the ramp issues raised by RP in the RP's initial complaint to INDOT.

On December 11, 2006, the INDOT Project Engineer documented in her daily report a meeting held between personnel from INDOT, Milestone Contractors (the project general contractor) and Harmon Construction (the subcontractor for the ADA ramps) to discuss problems with the ramps. It was

noted that the ramps were too high in relation to the adjoining asphalt areas, and the solution would be that some of the ramps would have to be completely replaced, some partially replaced, and the rest would have to be wedged up with asphalt. *See Exhibit 2, attached.*

On December 12, 2006, the INDOT Project Engineer documented in her daily report that she telephoned RP and told RP that work would begin in the next week or two to fix the curb ramps he had complained about. *See Exhibit 3, attached.*

On December 20, 2006, the INDOT Project Engineer verified the punch list items had been completed. She also told OIG Special Agent Mitchell that she was told by her supervisor, the INDOT Area Engineer, that the work was acceptable and that he directed her to sign-off on the project, this indicating that from INDOT's perspective, that the work was satisfactory.

When interviewed by OIG Special Agent Mitchell, the Area Engineer told him that he realized that the ramps were not perfect during his visits to the construction sight, but at the time did not recognize the importance of the discrepancies he had observed.

3.

In early 2007, RP continued to contact INDOT about the condition of the ramps installed during the Contract.

INDOT then sent design engineers out to inspect and photograph the ramps and determined that 20 of the ramps needed to be redone. *See Exhibit 4,*

attached). These photographs were provided to Special Agent Mitchell by the INDOT Seymour District Engineer.

In May of 2007, the INDOT District Engineer initiated meetings with other INDOT personnel to discuss reworking the ramps (*see Exhibit 5, attached*), after which meetings were held with personnel from Milestone Contractors, the general contractor for the project.

In June and July of 2007, email communication with other INDOT personnel ensued, regarding the approval for reconstructing some of the ramps. *See Exhibit 6, attached.*

On July 26, 2007, the INDOT Field Engineer sent notification to the INDOT Project Engineer of change order #8 to the Contract (*see Exhibit 7, attached*), to replace 20 ramps at the cost of \$36,000.00, less a \$2,000.00 credit from Milestone Contractors for previous work performed, for a total expense of \$34,000.00 to the State of Indiana. The change order documentation shows INDOT agreed to the installation of cast iron detectable warning elements (DWE) as opposed to the originally planned brick DWEs. According to INDOT, cast iron DWEs are of a better quality and are more expensive than brick DWEs.

On November 29, 2007, final corrections were completed on the Contract.

4.

On May 27, 2008, the Inspector General met with RP along State Road 44 in Franklin, Indiana, and discussed with the RP his allegations raised in his complaint. Special Agent Mitchell was then assigned.

5.

Even after these attempts by INDOT to repair the ramps installed on the Contract, OIG Special Agent Mitchell inspected the ramps in Franklin, Indiana and observed deficiencies with some of the ramps along SR 44. Many still did not appear to meet INDOT specifications. *See Exhibit 8, attached.* The greatest violations were that the two ramps at the intersection of SR 44 and Drake Street did not have a concrete curb barrier installed around the perimeter of the warning pavers to separate them from the adjacent pavement, as specified in INDOT standards and specifications. *See Exhibit 8, General Note 3, attached.* Both of these ramps were required to be replaced with type “B” ramps in the original plans for the Contract. *See Exhibit 9, attached.*

The only two ramps Special Agent Mitchell found with existing elevation issues were located at the “T” intersection of Wilson and East Jefferson Streets, these ramps not being flush with the adjacent pavement as required by INDOT design specifications. However, after a review of the original plans for the INDOT project, it was discovered, these two ramps were not a part of the Contract.

B.

Issue three (allegation of INDOT’s transparency)

Despite these alleged violations of the required standards, and as addressed in the below findings, the investigation did not reveal an attempt by

INDOT to hide how they resolved RP's complaint. INDOT maintained documentation of all actions taken on the Contract by scanning information into an electronic database. *See e.g.: Exhibits 10-A, B and C (accounting records).*

In fact, much of the documentation RP submitted with his complaint to the OIG included copies of this documentation retrieved from records maintained by INDOT for the Contract.

Special Agent Mitchell also found INDOT personnel interviewed to be cooperative and open in discussing the problems associated with the ramps installed under the Contract, often candidly conceding a lack of oversight of the work performed on the installation of the ramps and sidewalks.

Special Agent Mitchell was also told in interviews with the INDOT Field Engineer, INDOT District Engineer, and INDOT Area Engineer, that this was the first resurfacing contract where the ramps had to meet ADA requirements, and that prior to this contract no improvements would have been made to ramps, sidewalks, or curbing during a resurfacing project.

Special Agent Mitchell also researched the ADA requirements and resurfacing contracts, which revealed the following information. On July 18, 2006, INDOT issued construction memorandum 06-21 on "Basis of Use for Detectable Warning Elements for Sidewalk Curb Ramps" in which INDOT specifications for ramp construction was referenced. *See Exhibit 11, attached.*

On August 24, 2006, construction began on the Contract.

On September 12, 2006, US DOT – FHWA issued a memorandum clarifying the meaning of the term "alteration" to include resurfacing projects,

thereby requiring ramps along a resurfacing project to meet ADA requirements, and referencing further interpretations. *See Exhibit 12, attached (first page).*

On January 20, 2007, INDOT issued design memorandum 07-03 on “ADA Responsibilities Associated with Sidewalk Improvements.” *See Exhibit 13, attached.*

Special Agent Mitchell concluded also that it appeared that INDOT personnel were aware of and applying the pending ADA requirements to their resurfacing projects even before memorandums had been issued on the subject by US DOT-FHWA in September of 2006 and INDOT in January of 2007.

The INDOT personnel also told Special Agent Mitchell that it is difficult to adapt standard ramp designs to fit within existing conditions along a resurfacing project with existing sidewalk elevations, drain openings, and other existing obstacles. Instead, these are usually applied to total tear-out and rebuilding road contracts.

It also is plausible that INDOT field personnel determined that the ramp designs designated in the original INDOT plans could not be adapted to existing conditions, and allowed for adjustments to the original designs in order to make the ramps fit existing conditions.

The INDOT Project Engineer told Special Agent Mitchell that ramps were low on her priority list of items that she is responsible for monitoring on a contract, and that she gives more attention to the inspection and testing requirements of the concrete used for road patching. She also told Special Agent Mitchell that this was the first time she worked with Harmon Construction, and

that the project supervisor for Harmon Construction told her they had experience with installing ramps to INDOT specifications. The INDOT Project Engineer stated that she inspected the first ramps poured by Harmon Construction and they appeared to meet INDOT specifications, so she then trusted Harmon to pour the rest of the ramps to INDOT specifications and focused her attention on the other areas of construction being performed.

III

Based upon the above information, the OIG issues the following findings and recommendations:

A.

Findings

1.

There are no criminal or Code of Ethics violations.

2.

However, there appears to have been non-compliance with INDOT specifications on issue two (enclosure of bricks).

Although the Contract came in \$17,079.67 under the initial bid of \$2,149,745.09 for a savings to the State of Indiana, INDOT representatives did not achieve the goals and outcomes expected of them on the Contract with regards to the ramps which were not installed to INDOT specifications designed to meet ADA requirements. Even after two attempts were made to correct deficiencies, two of the ramps still fail to meet INDOT specifications.

The first attempt in December of 2006 by the contractors was at the contractors' expense. *See Exhibit 2, supra.*

The second attempt in July of 2007 under "change-order #8" involved a \$2,000.00 credit to the State of Indiana for prior work performed on the ramps, and a \$36,000.00 debt to the State of Indiana to replace 20 of the ramps originally installed during the initial construction process, leaving a loss of \$34,000.00 to the State of Indiana. *See Exhibit 7, supra..*

3.

The use of the change-order process was inappropriate to resolve this issue regarding the deficient ramps.

We recognize that INDOT points out that after the deficiencies in the ramps were pointed out, INDOT installed a superior product with cast iron detectable warning elements (DWE's) which may justify the increased cost. However, a change-order is a modification of the originally bid contract, and should only be used to compensate additionally for events that are beyond the expected contractual duties.

4.

INDOT inappropriately graded subcontractor Harmon with a "satisfactory" rating for its performance when the ramps were constructed improperly.

5.

Although there may have been unacceptable performance regarding these sidewalk ramps, there is no finding of a "cover-up" by INDOT.

B.

Recommendations

1.

INDOT should train its employees on these issues and the applicable rules and regulations, based upon the apparent short comings of the work accepted on the Contract, even after two attempts to make corrections. This could include formal classroom training for field personnel responsible for oversight of future construction and alteration projects for compliance with INDOT specifications and ADA requirements.

2.

INDOT should address coordination issues between engineers designing an alteration project, with the project and area engineers who must apply the designs to existing field conditions, especially when in this Contract, the Project and Area Engineer made adjustments in the type of ramp specified by Design Engineers in the original plans, in order for the ramps to fit into existing field conditions.

3.

INDOT should consider assigning a compliance officer to review the appropriate use of change-order procedures.

Dated this 17th day of November, 2009.

David O. Thomas, Inspector General



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

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Mitchell E. Daniels, Jr., Governor
Michael W. Reed, Commissioner

December 22, 2009

Mr. David Thomas
Inspector General
150 West Market Street; Suite 414
Indianapolis, Indiana 46204

Dear Mr. Thomas,

Thank you for the opportunity to respond to Inspector General Report 2007-11-0248, your report on Indiana Department of Transportation (INDOT) sidewalk ramps for Contract RS-27328 in Franklin, Indiana. INDOT agrees with the three recommendations in your report and already has begun implementation of the actions you recommend.

In response to the findings in your report, INDOT notes the following:

- Change Order #8 involved placement of cast-iron detectable warning elements instead of brick elements, which INDOT has experienced problems with in the past. This change order did not amount to "loss of \$34,000 to the State of Indiana" but a cost to the State for the placement of a superior product.
- Furthermore, the opportunity to use a new and superior product, which was not previously approved for use on INDOT contracts, is an unexpected event and therefore warranted a change order. Change Order #8 includes documentation describing the new technology as well as correspondence from INDOT's Construction Division in Central Office approving the use of the new approved material.
- Sometimes change orders are in the best interest of the State even if the change should have been incorporated in the original contract documents but for some reason was not. For Contract RS-27328, INDOT's contractor had to replace the bricks it originally placed, and instead of having the contractor place the inferior product again, INDOT approved a change order to use the new material. Even if this change was "beyond the expected contractual duties," the change order resulted in the use of a better product, thus benefitting residents and visitors to the town of Franklin as well as INDOT by allowing it to test a new approved material.
- INDOT's Change Order Policy, which was in place during the performance of Contract RS-27328, allows for updates to INDOT's Standard Specifications under change order code 703. It also requires a change order for any new items of work, revisions in plans, and changes in specifications "regardless of the affects to original contract items." Thus Change Order #8 followed the INDOT policy in place at the time of the Contract.
- INDOT uses licensed professional engineers to oversee and evaluate its contracts. Although sometimes errors occur, INDOT values the work of its professional engineers

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and believes they are in the best position to evaluate whether work meets INDOT design specifications.

INDOT takes its responsibility to ensure compliance with the Americans with Disabilities Act (ADA) on all of its projects very seriously. In the spring of 2009, INDOT's Economic Opportunity Division provided a presentation on the ADA to INDOT employees and other interested parties at the 2009 Road School. It has conducted several compliance reviews on INDOT projects and INDOT offices. It is also working on a method of training for the INDOT District offices to ensure these offices consider ADA compliance at the early stages of design and scoping on all INDOT projects.

INDOT is also working to improve coordination issues, specifically with regard to ADA requirements, between engineers designing a project with the project and area engineers who must apply designs to existing field conditions. This is a goal that INDOT has for each of its projects. To this end, INDOT now holds onsite meetings with its project engineers, area engineers and district designers on these types of projects.

Finally, INDOT recently adopted a new change order policy, which will become effective January 1, 2010. This policy includes a provision that requires INDOT's State Construction Engineer in the Division of Construction Management to conduct process reviews to verify compliance with the change order policy. The policy also outlines other controls that are in place to avoid change order abuse in the future. A copy of the new change order policy and the policy in place during the performance of Contract RS-27328 are attached.

Please contact me (233-5012) if you I can provide you with further information.

Sincerely,



Mark G. Ahearn
Chief Legal Counsel and Deputy Commissioner

Cc: Cynthia Carrasco; Director, Indiana State Ethics Commission
Martha Kenley; Director, Economic Opportunity Division, INDOT
Tiffany Mulligan; Attorney, INDOT
Jim Stark; Deputy Commissioner, Seymour District, INDOT

Attachments

INDIANA DEPARTMENT OF TRANSPORTATION
Departmental Policy

Policy: **Policy for Change Orders on Construction Contracts**

Purpose: The purpose of this Policy is to formalize the requirements related to Change Orders on Construction Contracts.

Effective Date: **January 1, 2010**

Supersedes: This Policy supersedes the previously published Construction Change Order and Time Extension Policies issued with Construction Memorandum 06-18.

Responsible Division: Division of Construction Management

Authority:



Michael B. Cline
Deputy Commissioner of Operations

Date 12-17-09

POLICY

1. General Provisions

- 1.1. Change Orders are utilized to document an impact to a Construction Contract and authorize the changes required to mitigate the impact.
- 1.2. It is the responsibility of the Division of Construction Management to maintain a Construction Change Order Policy (Policy) that minimizes risk to the Department from impacts to Construction Contracts and documents the reasons for changes in order to manage process improvement.
- 1.3. It is the responsibility of the Division of Construction Management to maintain procedural instructions for application of the Policy.
- 1.4. This Policy is implemented in conjunction with the applicable provisions of the Standard Specifications. The Policy is not to be construed to supersede the Standard Specifications or any State or Federal statute.
- 1.5. A Change Order is required to document changes to the Contract. These changes include, but are not limited to, monetary adjustments, time adjustments, plan revisions, and specification changes.

- 1.6. Each Change Order is to only address one specific impact to a Contract and clearly identify the reason for the change. Multiple items may be included on a Change Order, but all are to be related to the same specific impact and are to indicate the same reason for the change.
- 1.7. Change Orders are classified as either Discretionary or Non-Discretionary.
- 1.8. Change Orders require authorization by the appropriate authority prior to proceeding with any change to the Contract.
- 1.9. When a Change Order includes both monetary and time adjustments, the appropriate approval authority is the higher authority required when considering the monetary and time adjustments separately.
- 1.10. Change Orders are not to be split into multiple documents to reduce the approval authority level required.
- 1.11. The District Construction Office will provide for notification to be sent to the Project Manager (PM) when a Change Order is being drafted.
- 1.12. Change Orders on Contracts with Federal Highway Administration (FHWA) oversight require documented FHWA approval prior to proceeding with any change to the Contract.
- 1.13. Change Orders on Local Public Agency (LPA) Contracts require documented approval from the LPA prior to proceeding with any change to the Contract.
- 1.14. A Change Order is not to be used to purchase any equipment intended to remain the property of the State without documented approval from the Director of the Division of Construction Management (DDCM) prior to proceeding with any change to the Contract.
- 1.15. A Change Order is not to be used to authorize a Contractor to perform work on State property such as buildings, vehicles, equipment, or other items not included in the Contract without documented approval from the DDCM prior to proceeding with the work.
- 1.16. A Change Order will include documentation necessary to describe the impact to the contract and the justification for the change. The documentation is to be of sufficient detail that a person generally familiar with the construction process, but not associated with the specific contract, is able to understand the impact and the justification for change.
- 1.17. Justification of new unit prices is to be documented along with the Change Order.
- 1.18. The District Construction Office will review Change Orders to ensure compliance with the Policy.

- 1.19. The State Construction Engineer in the Division of Construction Management will conduct process reviews to verify compliance with the Policy.

2. Monetary Adjustments

- 2.1. A Change Order is not required to authorize minor changes in existing Contract pay item quantities that are typically necessary to meet the scope and design of the Contract. Changes are considered minor if the total impact to the Contract is less than \$20,000.00 in increased or decreased costs compared to the current approved Contract amount. Once this limit is exceeded, a Change Order that includes all increases or decreases in existing Contract pay item quantities is required to authorize the revisions. Additional Change Orders due to further changes in existing Contract pay item quantities are not required until the \$20,000.00 limit is again exceeded.
- 2.2. The Department's level of authority for per Change Order for monetary adjustments to a Contract is as shown in the following table:

Monetary Adjustment Approval Authority	
Approval Authority	Maximum Adjustment (Positive or Negative)
Project Engineer/Supervisor	\$50,000.00
Area Engineer	\$250,000.00
District Construction Director	\$750,000.00
State Construction Engineer	\$2,000,000.00
Director, Division of Construction Management	Over \$2,000,000.00

3. Time Adjustments

- 3.1. The Department's level of authority for approval per Change Order for time adjustments to a Contract is as shown in the following table:

Time Adjustment Approval Authority	
Approval Authority	Maximum Adjustment (Positive or Negative)
Project Engineer/Supervisor	10 Days
Area Engineer	50 Days
District Construction Director	100 Days
State Construction Engineer	200 Days
Director, Division of Construction Management	Over 200 Days

- 3.2. For Change Orders which extend any combination of an Intermediate Contract Completion Date, a Closure Period or the Contract Completion Date, the appropriate approval authority is based on the longest time adjustment included in the Change Order.
- 3.3. For Change Orders which delete an Intermediate Completion Date, a Closure Period, or any other milestone date or time period from a Contract, the approval authority is the DDCM.

4. Scope or Design Change Approval

- 4.1. The approved scope or design of a Contract is not to be changed without documentation of approval from the appropriate authority, obtained through the PM, in addition to the approval authority based on the magnitude of the Change Order monetary and time adjustments. Any of the following are classified as changes to scope or design elements of the Contract:
- 4.1.1. Alterations to the intent or scope of the Contract or character of the work, including significant revision of the project limits
 - 4.1.2. Revisions to geometric design of the mainline roadway, ramps, frontage roads or crossroads
 - 4.1.3. Revisions to structural section of the pavement, including, but not limited to subgrade, subbase, PG binder grade, pavement type, pavement depth, individual pavement courses and aggregate designations
 - 4.1.4. Additions, deletions, changes or relocations to bridges or structures that affect the functional scope and intent of the approved design
 - 4.1.5. Deviations from planned access control, including drives or pedestrian access features

- 4.1.6.** Revisions to the specifications, special provisions or other contract requirements, including approved provisions for maintaining traffic
- 4.1.7.** Revisions that result in new environmental impacts, changes in previously permitted activities or reductions in environmental mitigation measures provided for in the Contract
- 4.1.8.** When the change is due to a design error or omission, it is required that the designer be contacted through the project manager to ensure the designer has an opportunity to provide options that will mitigate the cost of the solution.

force account work, accumulated quantity changes, specification changes, credits to the contract and failed materials.

- 1.5. Except as permitted by this Policy, changes to the Contract Documents shall require authorization by the appropriate authority, as described herein, prior to proceeding with any changes to the Contract.
- 1.6. A Registered Professional Engineer (Engineer) assigned to administer and manage a construction contract for the Department has the responsibility and authority to authorize those changes in the work necessary to address errors and omissions in the Contract Documents. The Engineer's authority is intended to allow the work to be constructed within the intent of the original scope and design of the Contract without causing undue delay of the work. Changes may include revisions of existing pay item quantities or addition of new items of work. The Engineer may authorize work to begin on changes that require a Change Order under the requirements of this Policy prior to final approval of the Change Order. Changes must be based on sound engineering judgment and conform to the Department's design and construction policies and standards.
- 1.7. A project supervisor (Supervisor) other than a Registered Professional Engineer assigned to administer and manage a construction contract for the Department has the responsibility and authority to authorize changes in original contract pay item quantities, as allowed by the requirements of this Policy, to address errors and omissions in the Contract Documents. This authority is intended to allow the work to be constructed strictly within the original intent of the scope and design of the Contract. Any other changes to the Contract must be approved according to this Policy before they are implemented in the Contract.
- 1.8. A Change Order is not required, within the limits set out below, to authorize minor changes in original contract pay item quantities that are typically necessary to meet the scope and design of the Contract. Once any one of the limits below is exceeded, a Change Order shall be generated to authorize the revisions. The Change Order shall include all revisions to original contract pay item quantities not previously addressed by a Change Order. Additional Change Orders due to further changes in original contract pay item quantities are not required until the limits of this section are again exceeded.
 - 1.8.1. \$20,000 sum total change in any one original contract pay item
 - 1.8.2. The greater of \$20,000 sum total change in all original contract pay items or a sum total change of 2% of the original contract amount in all original contract pay items, not to exceed \$250,000
- 1.9. The Project Engineer/Supervisor (PE/S) shall maintain contract records sufficient to be able to identify when changes to the Contract exceed the limits set out above.
- 1.10. A Change Order shall not be used to purchase any equipment that will remain the property of the State without prior written approval from the Director of the Division of Construction Management (DDCM).

- 1.11. A Change Order shall not be used to pay a Contractor for any work on any State property, including buildings and vehicles, not originally included in the Contract without prior written approval from the DDCM.
- 1.12. A Change Order that adds new items of work or revises quantities of existing items of work shall comply with the Department's policy for attainment of Disadvantaged Business Enterprise (DBE) goals on those contracts that contain DBE goals.
- 1.13. The District Office of Highway Operations shall review Change Orders for compliance with the Department's policy for attainment of DBE goals.
- 1.14. A Change Order shall include documentation necessary to describe the impact, cost and justification of the change. The documentation shall be such that a person generally familiar with the construction process, but not associated with the specific contract, is able to understand the impact and the justification for change.
- 1.15. Documentation of how new or revised unit prices are established shall be included with the submittal of the Change Order.
- 1.16. The District Construction Office shall provide a copy of all approved Change Orders to the Division of Construction Management and the Project Manager (PM) for the Contract.
- 1.17. The Division of Construction Management shall provide training as required for implementation and application of this Policy.
- 1.18. The District Office of Highway Operations shall review District approved Change Orders to ensure compliance with this Policy.
- 1.19. The Division of Construction Management shall conduct process reviews to verify compliance with this Policy.

2. Monetary Approval Authority

- 2.1. A Change Order shall not be split into multiple Change Orders to reduce the total dollar amount per Change Order or to reduce the approval authority level required.
- 2.2. The Department's level of authority for monetary approval of a Change Order shall be as shown in the following table:

Monetary Approval Authority	
Approval Authority	Maximum CO Amount
Area Engineer	\$250,000
District Construction Engineer	\$750,000
State Construction Engineer	\$2,000,000
Director, Division of Construction Management	Over \$2,000,000

- 2.3. When a Change Order is associated with a Time Extension request, both shall require approval by the higher authority required for either the Time Extension or the Change Order.
- 2.4. In addition to the approval levels above, if the Contract has Federal Highway Administration (FHWA) oversight, the Change Order shall receive prior approval from the FHWA. The FHWA may provide documented verbal approval of the Change Order to allow work to proceed and then will authorize the completed Change Order document after final approval by the Department.
- 2.5. In addition to the requirements above, if the Project is a Local Public Agency (LPA) contract, the LPA shall provide approval before work on the Change Order may proceed.
- 2.6. The PE/S shall maintain contract records sufficient to identify when changes to the Contract will exceed 5% of the original Contract amount. The PE/S shall notify the Area Engineer (AE) when the Contract will exceed 5% of the original Contract amount.
- 2.7. When a Contract exceeds 5% of the original contract amount, the District Construction Office shall notify the appropriate District or Central Office program budget managers. The program budget manager will determine how additional funds will be allocated for the Contract.

3. Scope or Design Change Approval

- 3.1. The approved scope or design of a Contract shall not be changed, except as permitted by this Policy, without prior approval from the appropriate authority.
- 3.2. Any of the following changes to scope or design elements of the Contract require prior approval, regardless of the monetary value of the change:
 - 3.2.1. Alterations to the intent or scope of the Contract or character of the work, including significant revision of the project limits
 - 3.2.2. Revisions to geometric design of the mainline roadway, ramps, frontage roads or crossroads
 - 3.2.3. Revisions to structural section of the pavement, including, but not limited to subgrade, subbase, bituminous binder grade, pavement type, pavement depth, individual pavement courses and aggregate designations
 - 3.2.4. Additions, deletions, changes or relocations to bridges and/or structures that affect the functional scope and intent of the approved design
 - 3.2.5. Deviations from planned access control, including drives or pedestrian access features
 - 3.2.6. Revisions to the specifications, special provisions or other contract requirements, including approved provisions for maintaining traffic
 - 3.2.7. Revisions that result in new environmental impacts, changes in previously permitted activities or reductions in environmental mitigation measures provided for in the Contract
- 3.3. The PM shall be notified when it is determined that a proposed change modifies the original scope or design of the Contract, beyond the changes permitted by this Policy.
- 3.4. The PM shall review proposed modifications to scope or design elements and provide a recommendation to the appropriate monetary approval authority for or against the proposed changes to the Contract. The review shall include planning, design, construction and other Department personnel as appropriate to the situation. FHWA and LPA personnel shall be included in the review as applicable. The recommendation shall include a statement as to whether or not the Contract can be completed as planned without the proposed change to scope or design.
- 3.5. If the approval authority concurs with the recommendation from the PM, the recommendation shall become the final determination and shall be acted on accordingly.
- 3.6. If the approval authority does not concur with the recommendation from the PM, one of the following actions shall be taken:
 - 3.6.1. For contracts budgeted at a District: The recommendation, along with the approval authority's comments, shall be forwarded to the District Director, through the District Highways Operations Director for a final decision.
 - 3.6.2. For contracts budgeted at Central Office: The recommendation, along with the approval authority's comments, shall be forwarded to the Deputy Commissioner of

Highway Operations and the Deputy Commissioner of Planning and Production for a final decision.

4. Reason for Change

- 4.1. Each Change Order shall only address one specific impact to a Contract and shall clearly identify the reason for the change. Multiple items may be included on a Change Order, but all must be related to the same specific impact and have the same reason for the change. A Change Order generated to document revisions of original contract pay item quantities, as previously described, will be considered as one impact.
- 4.2. The Division of Construction Management shall maintain a list of approved Reason Codes to identify the reasons for changes. The proper Reason Code shall be clearly indicated on the Change Order document.
- 4.3. The Division of Construction Management shall regularly review the reasons for Change Orders as identified by the Reason Code, and implement policy, procedure and specification revisions in order to reduce risk of future impacts.

5. Timeliness & Communication

- 5.1. The Change Order process shall be accomplished promptly in order to minimize delays to construction contracts while still providing for adequate review and oversight of the process.
- 5.2. It is the responsibility of any party to the Contract to notify all affected parties promptly of the discovery of a potential impact to the Contract which may result in the need for a Change Order.
- 5.3. It is the responsibility of the PE/S to initiate the Change Order process as soon as possible after an impact to the Contract is identified and can be reasonably quantified.
- 5.4. It is the responsibility of the required Change Order approval authority to review and respond to requests for Change Order approval promptly.
- 5.5. It is not the intent of this Policy to delay contracts while waiting on a Change Order document to be processed. When necessary, documented verbal approval, as further described herein, shall be used to expedite the approval process and minimize contract delays.

6. Documented Verbal Approval

- 6.1. In order to minimize delays to the Contract, the PE/S may request documented verbal approval from the appropriate approval authorities, including LPA and FHWA, prior to processing of the Change Order document.

- 6.2. Documented verbal approval shall only be granted when processing of the Change Order document will unreasonably delay the Contract in the view of the approving authority.
- 6.3. Documented verbal approval shall consist of communication via memo, fax or e-mail from the required approval authority. All intermediate management levels shall be copied on the communication. All approvals transmitted by fax or e-mail shall be followed by voice communication to ensure receipt of the transmission.
- 6.4. Work on a Change Order may proceed once documented verbal approval from the appropriate authority is received by the PE/S.
- 6.5. The PE/S shall process the Change Order document promptly after receiving documented verbal approval for a Change Order.
- 6.6. The PE/S shall attach a copy of the documented verbal approval authorization, along with all other required documentation, to the Change Order document for final processing.

- 1.6. The decision to grant a Time Extension shall take into account the cost of delaying a contract completion versus the cost of acceleration to complete a contract as planned.
- 1.7. When applicable, a request for change to the Contract time associated with an impact to the Contract shall be submitted along with a Change Order. A request shall be submitted to address time reductions as well as time extensions.
- 1.8. When a Time Extension request is associated with a Change Order, both shall require approval by the higher authority required for either the Time Extension or the Change Order.
- 1.9. A request for change in Contract time submitted by the Contractor to the Project Engineer/Supervisor (PE/S) must include documentation justifying the extension. The documentation should include the Contractor's original and revised schedules and copies of any applicable Change Orders.
- 1.10. A Time Extension request shall include the original and any previously approved revised Contract date(s) or time(s), the amount of time requested and the requested revised completion date(s) or time(s).
- 1.11. Approval authority levels for Time Extensions of Standard Specification (SS) contract days shall be according to the following table:

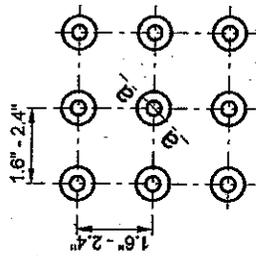
Contract Time Extension Approval Authority	
Approval Authority	Total Number of SS Contract Days per Contract
Area Engineer	50
District Construction Engineer	100
State Construction Engineer	200
Director, Division of Construction Management	Over 200

- 1.12. Approval of Time Extensions for Special Provision (SP) contract times, including, but not limited to incentive/disincentive dates, intermediate completion dates, allowable closure periods and other time requirements set out in the SP shall be based on a comparison of the number of days requested versus the associated monetary value of the days. The required approval authority shall be the higher authority required from either the table above or the **Policy for Construction Change Orders on Highway Construction Contracts**.
- 1.13. The District Construction Office shall provide copies of all District approved Time Extensions to the Division of Construction Management.

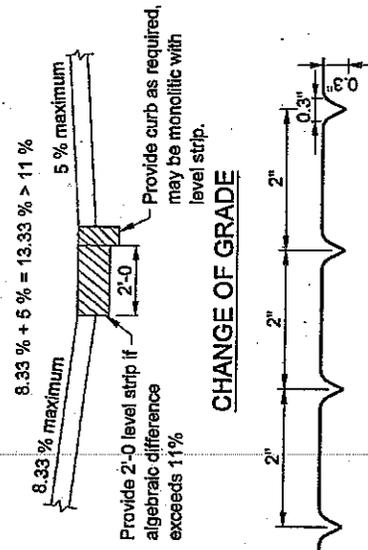
- 1.14.** In addition to the approval levels above, if the Contract has Federal Highway Administration (FHWA) oversight, the Time Extension shall receive approval from the FHWA.
- 1.15.** The Division of Construction Management shall provide training as required for implementation and application of this Policy.
- 1.16.** The District Office of Highway Operations shall review District approved Time Extensions to ensure compliance with this Policy.
- 1.17.** The Division of Construction Management shall conduct process reviews to verify compliance with this Policy.

GENERAL NOTES:

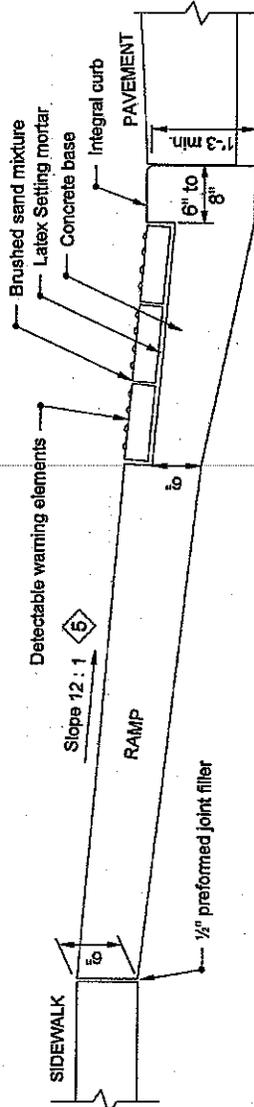
1. These dimensions are based on a 6 in. curb height. They shall be proportionally adjusted for other curb heights.
2. Where site infeasibility precludes construction to the width shown, such width may be decreased to a minimum of 3'-0".
3. The bottom edge of the curb ramp shall be flush with the edge of adjacent pavement and gutter line.
4. Landing areas at the top of curb ramps shall have maximum cross slope of 50 : 1 in any direction. When site infeasibility precludes a landing slope of 50 : 1 in any direction, the slope perpendicular to the curb face shall not exceed 50 : 1.
5. If site infeasibility precludes construction to the width shown, the landing width may be decreased to 3'-0" minimum. The running slope of the curb ramp may be steepened to a maximum of 10 : 1 for a maximum 6 in. rise.
6. Drainage inlets should be located uphill from curb ramps to prevent puddles at the path of travel.
7. See Standard Drawing E 604-SWCR-12 for improved access on narrow sidewalks.
8. Algebraic difference in grade between the base of curb ramp and the gutter shall be limited to less than 11%. If it is not practical, a 2'-0" wide level strip shall be provided. See detail sketch.
9. Minimum recommended width of curb ramp is 4'-0".



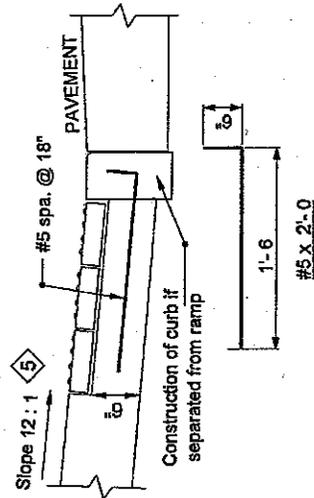
TRUNCATED DOMES USED IN DETECTABLE WARNINGS



DETAIL OF RAMP GROOVES



RAMP AND BRICK SURFACE CONSTRUCTION DETAIL



ALTERNATE CURB CONSTRUCTION

INDIANA DEPARTMENT OF TRANSPORTATION	
SIDWALK CURB RAMPS	
GENERAL NOTES & DETAILS	
SEPTEMBER 2005	
STANDARD DRAWING NO. E 604-SWCR-02	
	Richard L. VerChery DESIGN ENGINEER DATE
	Richard L. Swartz DESIGN ENGINEER DATE

Exhibit 1

James C.

I.C. 103

INDIANA DEPARTMENT OF TRANSPORTATION
DAILY REPORT AND DIARY FOR 12/11/2006
MONDAY

REPORT NO: 85

CONTRACT NO.: RS-27328
PROJECTS: 0300632

MIN. TEMP: MAX. TEMP: WEATHER: CLOUDY
CONTROL OPERATION: PUNCHLIST
REASON DAY CHARGED/NOT CHARGED:

AVAILABLE DAYS: FRAC DAY WORKABLE: CHARGED:
DAYS USED: BALANCE:

CALENDAR COMPLETION DATE: 11/30/2006

BRIDGE STR.	ITEM	FROM STA.	QUANTITY	UNITS
PIPE STR.	NO.	TO STA.		
CREW (F/S/C/E/T/)	ITEM DESCRIPTION	DIR/LANE	QA	INDENT

** PROJECT: () / /
**

NO ITEMS

MEMORANDUM

Meeting to look at curb ramps at 9am. In attendance were James Culbertson, Area engineer; Kevin Conwell, Brad Byford, Pat Fox, Stan Stradley from Milestone; Adam Young, Harmon Construction; Rachel Wren, INDOT PE; Greg Stewart, INDOT certified tech. Discussed were the issues that occurred with the curb ramps being too high in relation to the adjoining asphalt areas. Some of the ramps will have to be replaced completely, some partially replaced while the rest have to be wedged up with some asphalt.

R. Wren talked to Ed Cox, Seymour District Traffic Engineer about placing crosswalk at E. Court Street. He asked that we not place it on our contract, if city wants it they can talk to him about it.

R. Wren: 7am-3pm
G. Stewart: 7am-3pm

Traffic Devices Checked YES / NO
(Circle Appropriate Selection)

SIGNATURE Rachel D. Wren

PROJECT ENGINEER / SUPERVISOR

James C.

I.C. 103

INDIANA DEPARTMENT OF TRANSPORTATION
DAILY REPORT AND DIARY FOR 12/12/2006
TUESDAY

REPORT NO: 86

CONTRACT NO.: RS-27328
PROJECTS: 0300632

MIN. TEMP: MAX. TEMP: WEATHER: RAIN FRAC DAY WORKABLE: CHARGED:
CONTROL OPERATION: PUNCHLIST AVAILABLE DAYS: DAYS USED: BALANCE:
REASON DAY CHARGED/NOT CHARGED:

CALENDAR COMPLETION DATE: 11/30/2006

BRIDGE STR.	ITEM	FROM STA.	TO STA.	QUANTITY	UNITS
PIPE STR.	NO.	DIR/LANE	QA	INDENT	
CREW (F/S/C/E/T/)	ITEM DESCRIPTION				

** PROJECT: () / /
**

NO ITEMS

MEMORANDUM

Rain, not charged day on punchlist.

R. Wren called Gary Moody, a City of Franklin resident, who had a complaint about curb ramps, explained that they will be fixed within the next week or two.

No work was done by the contractor today.

R. Wren: 7am-3pm
G. Stewart: 7am-3pm

Traffic Devices Checked YES / NO
(Circle Appropriate Selection)

SIGNATURE Rachel D Wren

PROJECT ENGINEER / SUPERVISOR

Exhibit 3

8

S.R. 44 Curb Ramps Franklin

#1
From - Jett
Logan



Edwards Street at S.R. 44

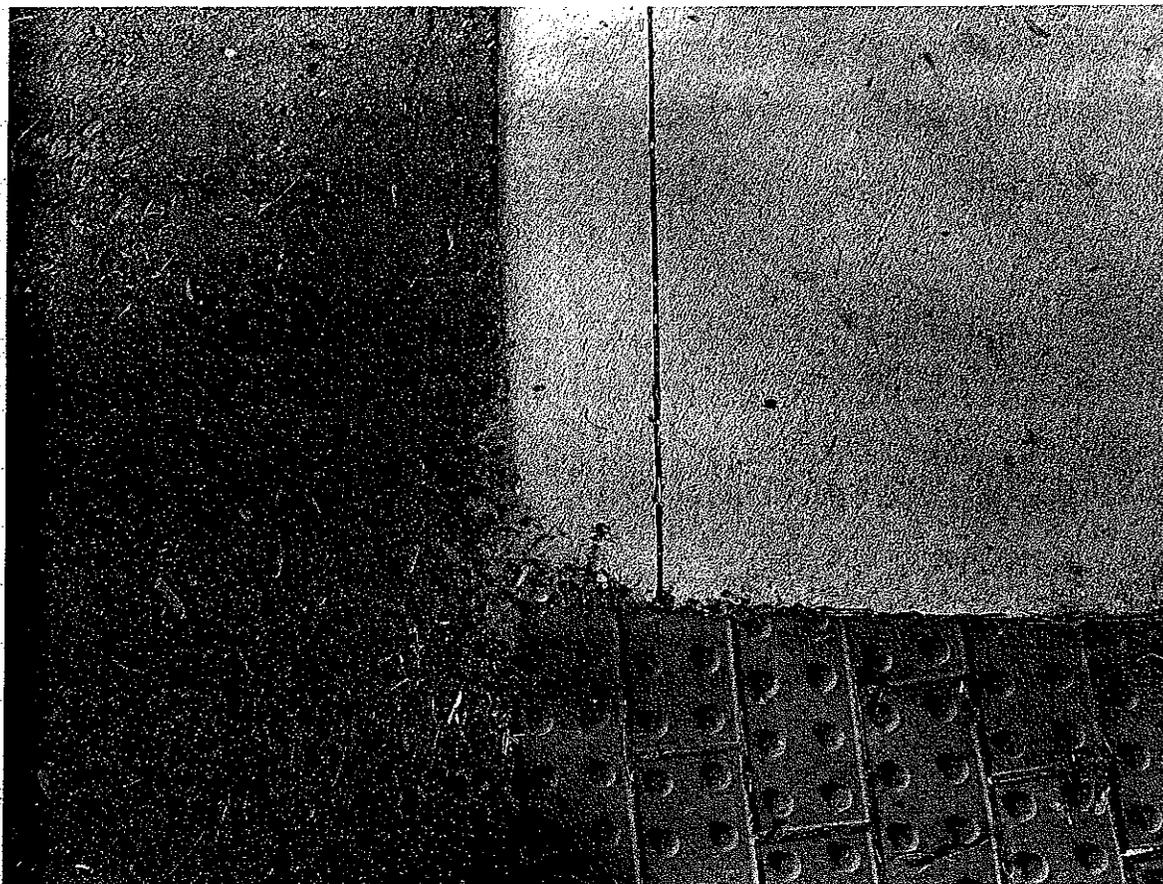


Edwards Street at S.R. 44

Exhibit 4-A



Edwards Street at S.R. 44



Edwards Street at S.R. 44

Exhibit 4-B



Edwards Street at S.R. 44



Edwards Street at S.R. 44

Exhibit A-C



Hougham St. at S.R. 44



Hougham St. at S.R. 44

Exhibit 4-D



Hougham St. at S.R. 44

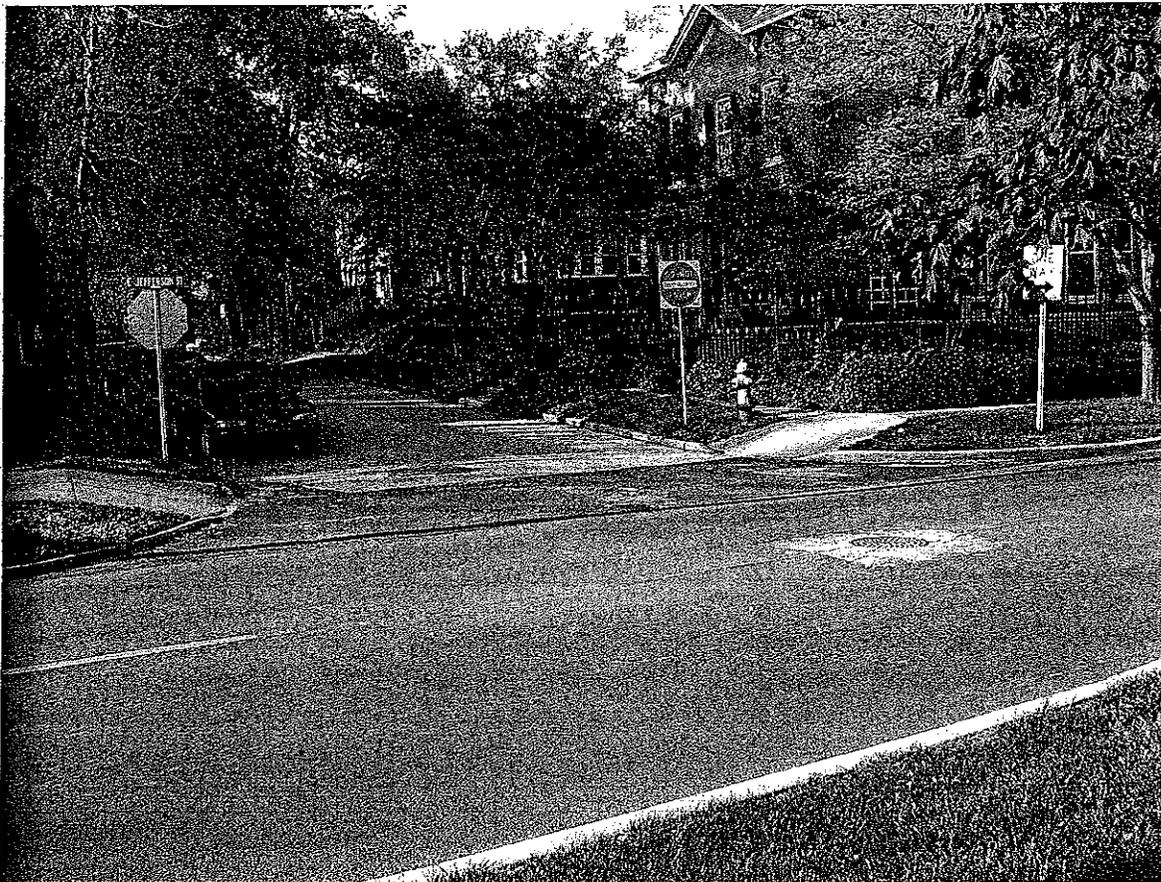


Hougham St. at S.R. 44

Exhibit 4-E

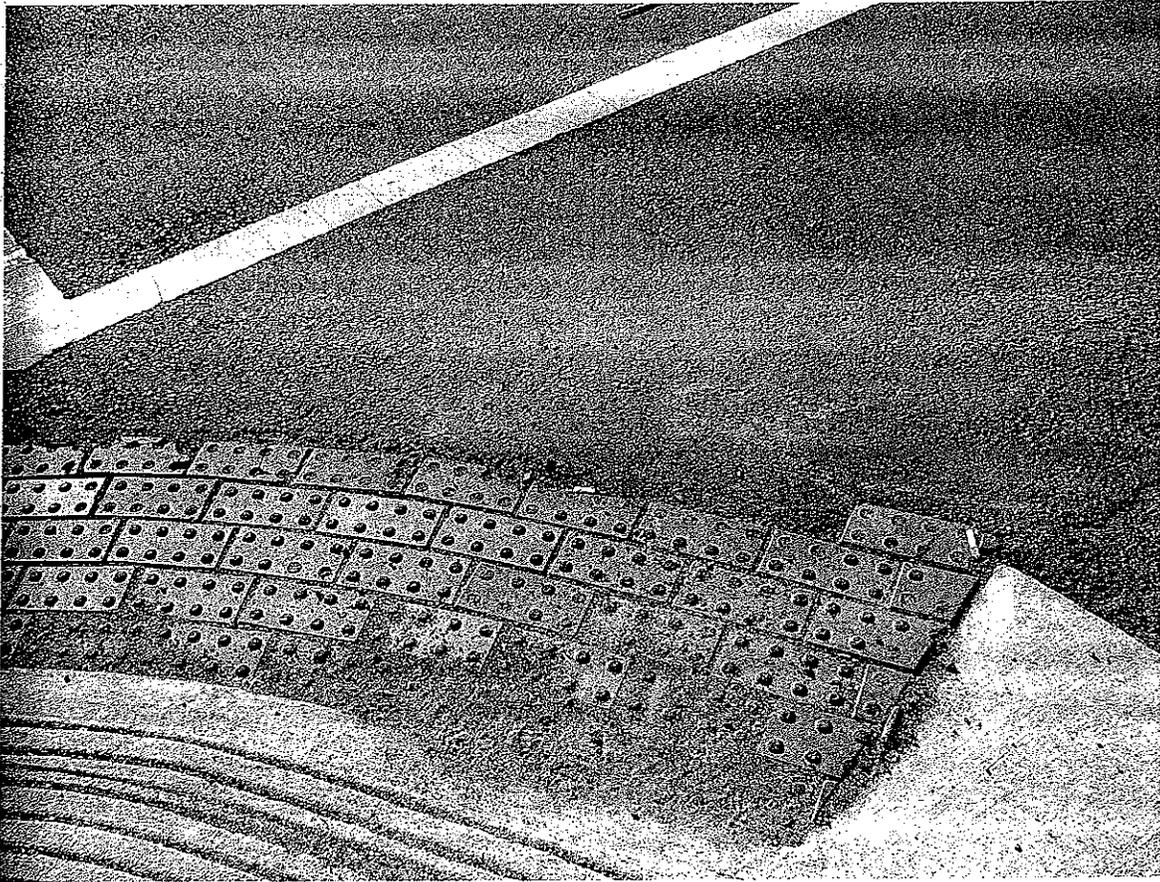


Hougham St. at S.R. 44



Henry St. at S.R. 44

Exhibit 4-F



Home St. at S.R. 44



Home St. at S.R. 44

Exhibit A-G

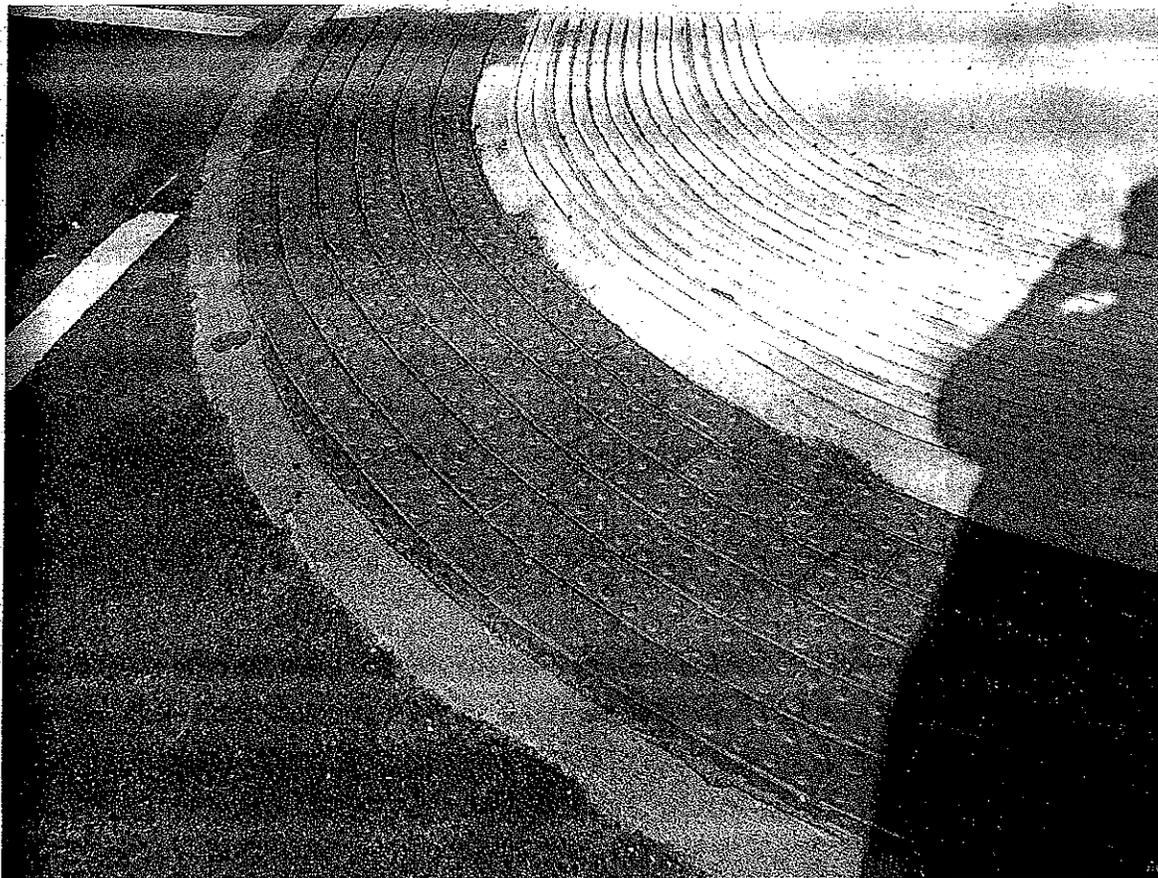


Siebert Pl.



Siebert Pl.

Exhibit A-H

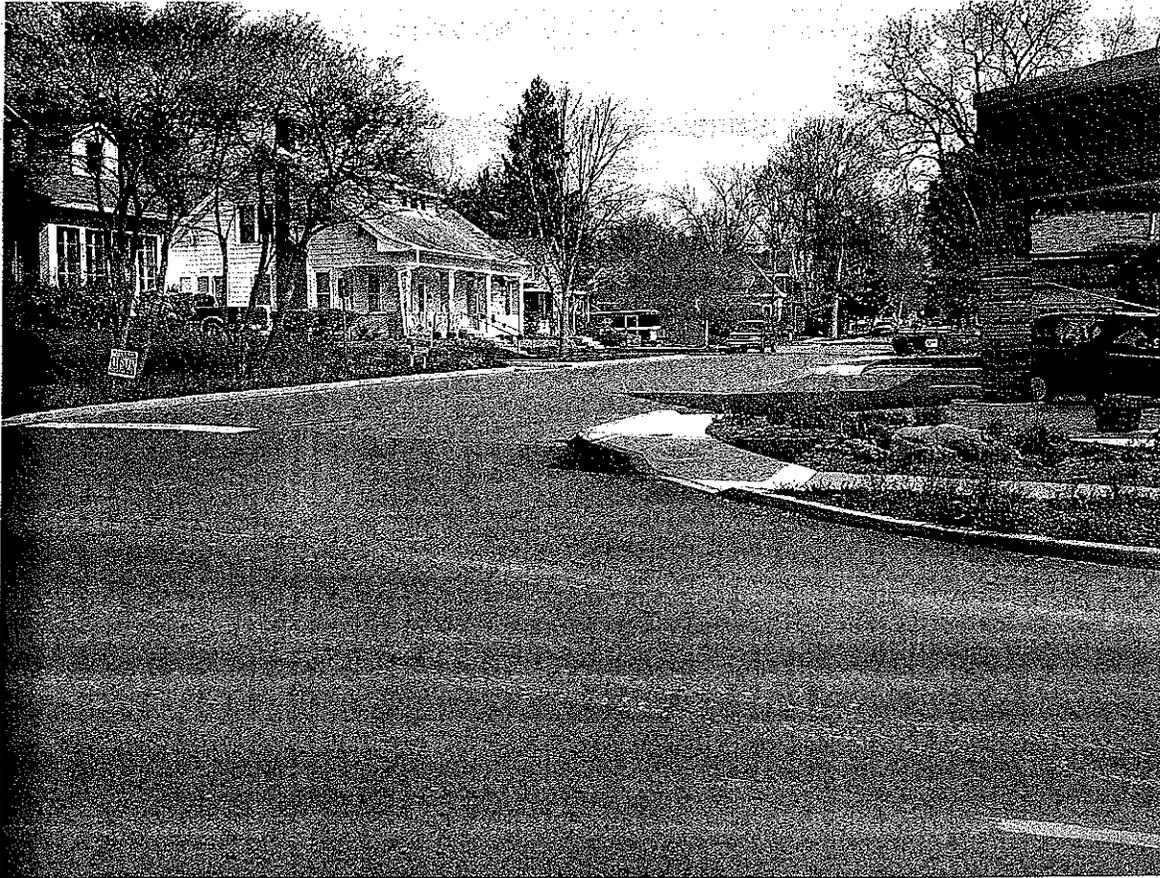


Water St.



Water St.

Exhibit 4-I

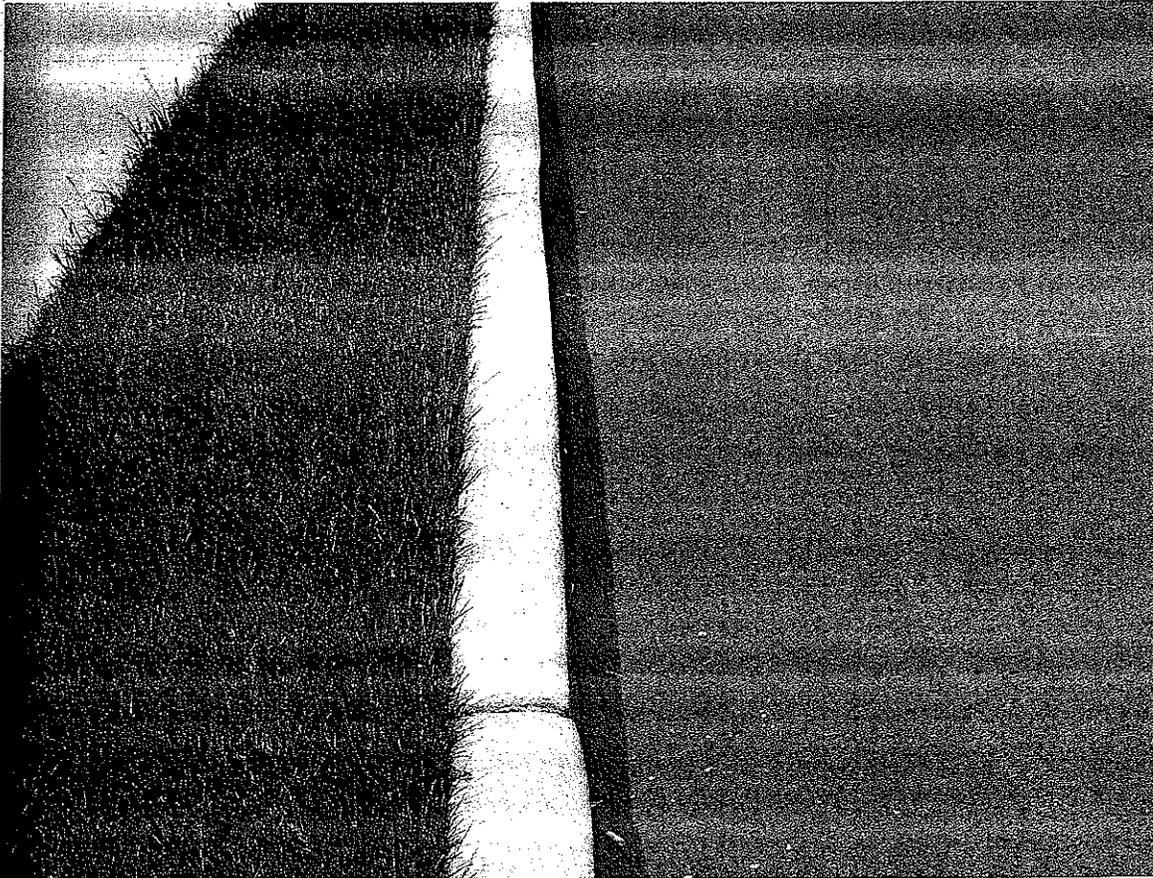


Walnut St.

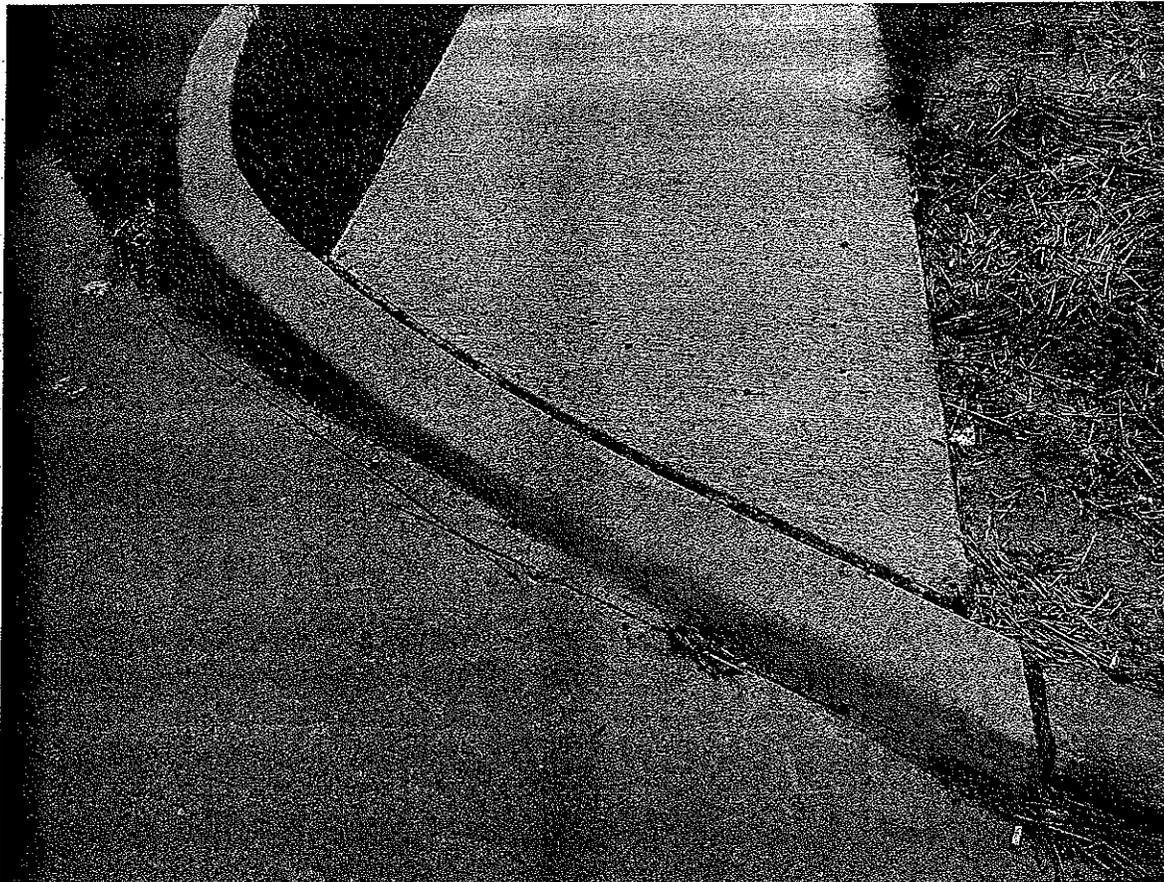


Emma St. New Turn Lane at U.S. 31

Exhibit A-J



Emma St. New Turn Lane at U.S. 31

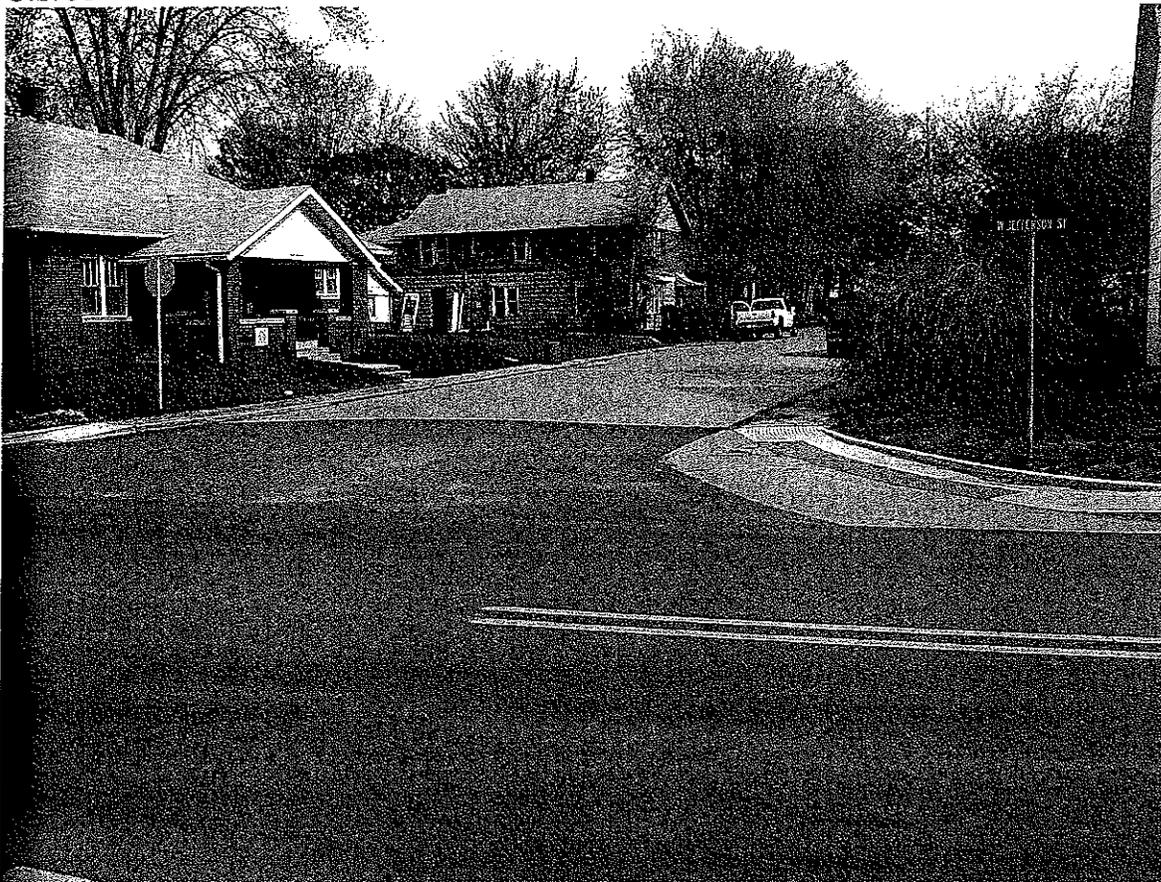


Emma St. New Turn Lane at U.S. 31

Exhibit 4-K

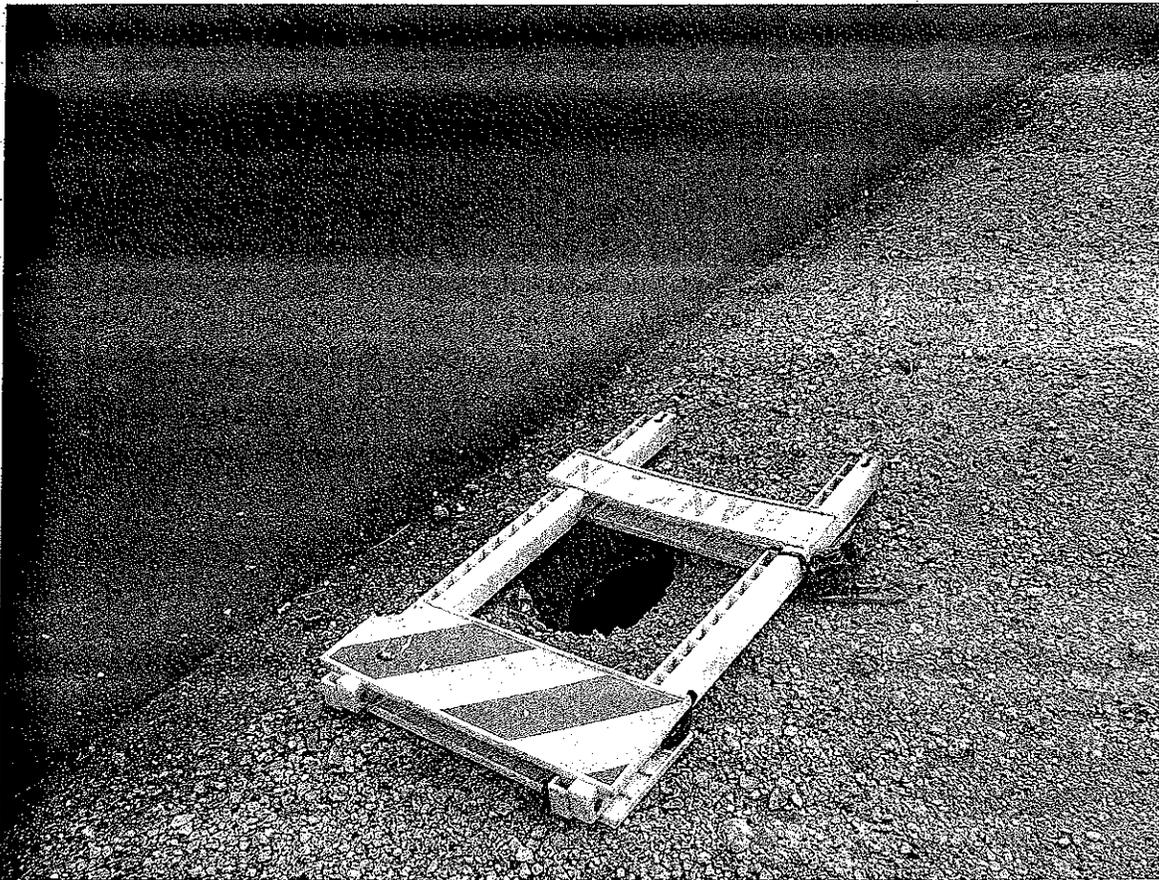


U.S. 31



Fairgrounds Rd.

Exhibit 4-L



Hole in Pavement Near Jackson St.



Hole in Pavement Near Jackson St.

Exhibit 4-M

Logman, Jeffrey

From: Williams, Bob
Sent: Wednesday, May 16, 2007 3:35 PM
To: Logman, Jeffrey
Subject: Accepted: Milestone/Curb Ramps

Tuesday May 29
Bob Williams Office
@ 1:00pm

Exhibit 5-B

Logman, Jeffrey

From: Williams, Bob
Sent: Wednesday, June 13, 2007 1:28 PM
To: Logman, Jeffrey
Cc: McClellan, Tony
Subject: RE: Wheelchair Ramp Re-Construction

I'm on board, proceed as needed.

Bob Williams

District Deputy Commissioner
Seymour District, INDOT
(812) 524-3702

-----Original Message-----

From: Logman, Jeffrey
Sent: Wednesday, June 13, 2007 9:33 AM
To: Williams, Bob
Cc: McClellan, Tony
Subject: FW: Wheelchair Ramp Re-Construction

Bob,

If you are on board with correcting this work I will get with Milestone to ask for a credit for the previous work before starting with the replacement? Let me know your take on this.

Jeffrey L. Logman
District Construction Engineer
Seymour District
812 524-3739
jlogman@indot.in.gov

From: Kuchler, Dennis
Sent: Wednesday, June 13, 2007 9:23 AM
To: Logman, Jeffrey; Harris, Tom
Cc: Zander, Anthony
Subject: Wheelchair Ramp Re-Construction

Jeff & Tom, I have discussed this work with Mark Miller and we are agreeable to getting this work corrected. You can work on what the correct costs should be and approve it if in your authority level. We also agree that we only want to pay once for the work so please discuss this with Milestone. We did have a concern about the type of Detectable Warning plates that you are going to use in the ramps. Milestone's proposal state they will place "East Jordon Detectable Warning Plates w/Black Asphalt dip finish". Are these approved? I have "CC" Tony Zander since he in the contact person who is trying to keep track of what different units we are placing in the field for trial use so if they perform correctly they can be placed on an approved list. Please contact him and discuss these units and their color. Thanks, Dennis

Dennis A. Kuchler, P.E.
State Construction Engineer
Division of Construction Management

Exhibit 6-A

4/28/2008

317-232-5502

From: Logman, Jeffrey
Sent: Monday, June 04, 2007 2:50 PM
To: Harris, Tom
Cc: Kuchler, Dennis
Subject: FW: Attached Image

Tom,

Attached is the cost proposal to rework the curb ramps in Franklin. I think we would probably be involved with up to 12 ramps in the rework. The work would be about 21,600 plus setting some construction warning signs. Please discuss with Dennis if the district can go to the next step and try to finalize an agreement with everyone. I am thinking about then telling Milestone we will have to deduct the rework area from the original pay area to keep from paying twice. Let me know if this is worth pursuing?

Jeffrey L. Logman
District Construction Engineer
Seymour District
812 524-3739
jlogman@indot.in.gov

From: seymourannex@indot.in.gov [mailto:seymourannex@indot.in.gov]
Sent: Monday, June 04, 2007 2:06 PM
To: Logman, Jeffrey
Subject: Attached Image

Logman, Jeffrey

From: Logman, Jeffrey
Sent: Thursday, July 12, 2007 10:48 AM
To: Culbertson, James
Subject: FW: Cast Iron DWE

James,
Here is the material info from Tony Zander on the cast iron DWE. A Type C Cert will cover the material.

Jeffrey L. Logman
District Construction Engineer
Seymour District
812 524-3739
jlogman@indot.in.gov

From: Zander, Anthony
Sent: Monday, June 25, 2007 1:41 PM
To: Logman, Jeffrey
Subject: Cast Iron DWE

Hello Jeff,

The following text concerns future requirements for the subject DWE that will be issued as part of a Recurring Special Provision. I have made some additional revisions in order to make it applicable to the change order you are working on for the Franklin job. I trust this will work for you.

Delete line 97 through 110 of 604.03 and insert as follows:

(g) Detectable Warning Element

Detectable warning elements shall be manufactured or field cut to completely fill the area of the curb ramp as shown on the plans. Elements shall be installed to be level across joints or seams and shall be flush with the edges of adjoining concrete.

Cast iron elements shall be installed in accordance with the manufacturer's recommendations. When required, cutting of cast iron elements shall be in accordance with the manufacturer's recommendations. Cut edges shall be ground to a smooth shape consistent with the manufactured edges.

Delete line 36 through 43 of 905.05 and insert the following:

905.05 Detectable Warning Elements

The detectable warning surface in concrete curb ramps shall be constructed using cast iron elements. ~~materials from the Departments approved list of Detectable Warning Elements, which is maintained by the office of Materials Management. An element manufacturer wishing to add a product to the approved list shall comply with Procedure L of ITM 806.~~

Cast iron detectable warning elements shall be manufactured from gray iron in accordance with AASHTO M 105, Class 30A as a minimum. The truncated domes shall be as shown on the plans. The tops of the domes and the space between domes shall have a non-slip textured surface. The minimum

Exhibit 6-B

thickness of the casting shall be 0.300 inch. The minimum thickness shall not be measured within the area of integral reinforcing ribs or bracing, domes or the textured surface.

The height tolerance of the truncated domes shall be within 0.18 to 0.26 (3.50 mm to 6.50 mm). The base diameter, dome top diameter and dome spacing shall be within $\pm 1/16$ inch (± 1.5 mm) of the design value. The design values shall be within the ranges identified in the Standard Drawings. No more than 2 truncated domes per element may be out of tolerance for dimensions.

A type C Certification shall be furnished prior to use of the material and will serve as the basis for use.



INDIANA DEPARTMENT OF TRANSPORTATION
Seymour District Office
185 Agrico Lane
Seymour, Indiana 47274
(812) 522-5649 FAX: (812) 522-7658
An Equal Opportunity Employer • <http://www.IN.gov>

MITCHELL E. DANIELS, JR., Governor
KARL B. BROWNING, Commissioner
Writer's Direct Line
July 26, 2007

Ms. Rachel Wren
1046 Bexley Run, Apt. G
Greenwood, Indiana 47143

Re: Contract: RS-27328-B
Project: 4241007
Asphalt Resurface on SR 44 From SR 144 to I-65
Johnson County (SEYMOUR DISTRICT)

Dear Rachel:

Please find your attached and approved Change Order No. 8 for an increase of \$34,000.00. The base amount of this contract is \$2,149,745.09.

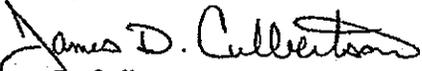
The attached change order addresses issues regarding 20 curb ramps installed on this contract along SR 44 in Franklin. Those with issues are shown on the attached document. INDOT is receiving a credit for incorrect construction on the ramps along the curb. This credit is shown in the new pay Item #83. The amount for Item #83 was determined using the sidewalk unit price of \$40.00/sys., with each ramp area amounting to 2.5 sys., and a total of 20 ramps. Also, new pay Item #84, Replace, Curb Ramps, is being added to correct these issues along the curb, and includes removal of the incorrect ramp area, pouring of this corrected area with concrete, and placement of "East Jordan Detectable Warning Plates with Black Asphalt Dip" at this same location. These will be paid for by "Each". The unit price for Item #84 was found to be appropriate for the work involved, and documentation regarding the unit price is attached. Please note attached e-mail documentation regarding approvals for the work involved and discussions among individuals regarding this matter.

Exhibit 7

Contract: RS-27328
Change Order No. 8

The to date change in this contract is plus 0.91 %.

Sincerely,


James D. Culbertson
Area Engineer (Seymour District Construction)

JLL:JDC:jdc

Enclosure

Cc: Tom E. Harris
Milestone Contractors, L. P.
Project Manager - Craig Allman
File

INDIANA DEPARTMENT OF TRANSPORTATION
CHANGE ORDER NO. 8

FCR PAGE NO. E8 - 3

CONTRACT: RS-27328

PROJECTS: (0300632) 01-4241007 ||

Whereas, the Standard Specifications for this contract provides for such work to be performed, the following change is recommended:

The following items were put into the contract in order to re-construct some of the curb ramps previously installed. The new ramps will include the placement of "East Jordon Detectable Warning Plates with Black Asphalt Dip". A Type C cert will be the basis of use for these plates.

See attached email documentation for additional information including ramp locations as well as various approvals required.

Also see attached pricing information from Milestone Contractors.

Item #0083 - Credit to the State, Curb Ramps - This item was created to give back some of the money from the previous ramps that were constructed incorrectly.

Item #0084 - Replace, Curb Ramps - This item is per each curb ramp to be replaced. It has been decided that 20 curb ramps should be replaced with the new detectable warning plates at a cost of \$1800 per each. See attached map for locations.

CONTRACT: RS-27328		CHANGE ORDER NO. 8		PAGE 1 OF _____			
C	CLN	DESCRIPTION	UNIT PRICE	QUANTITY	AMOUNT	% CHANGE	
						UNIT	THIS
E	PCN						
E	PLN	SUPPLEMENTAL DESCRIPTION					
E	0083	CREDIT TO THE STATE	1.00000	-2,000.000	-2,000.00	100.0	100.0
		(0300632)		DOL			
N	0083	CURB RAMPS (SPEC REF 109-04631)					
		REASON: 703 - STANDARDS/SPECS CHANGE, Other					
E	0084	REPLACE	1,800.00000	20.000	36,000.00	100.0	100.0
		(0300632)		EACH			
N	0084	CURB RAMPS (SPEC REF 711-05395)					
		REASON: 703 - STANDARDS/SPECS CHANGE, Other					

NET TOTAL \$ 34,000.00

E8-4

CONTRACT: RS-27328	CHANGE ORDER NO. 8	PAGE 2 OF _____
--------------------	--------------------	-----------------

It is the intent of the parties that this change order is full and complete compensation for the work described above. Notification and consent to this change order is hereby acknowledged. Net Change Order amount is \$ 34,000.00

Contractor: MILESTONE I. P. By: Stan W. Studley Date: 7/25/07

Submitted For Consideration _____ LPA SIGNATURES - OR - FHWA CONCURRENCE _____

07/18/2007
 PE/S R.D.W. D.D. _____
 AE JOC OPS FE _____
 DCE _____ DIV CHF _____

APPROVED FOR INDIANA DEPARTMENT OF TRANSPORTATION

James D. Culbertson Area Engineer 07-26-07
 (SIGNATURE) (TITLE) (DATE)

New items as indicated above have been verified and added to BAMS by: _____ on _____

Culbertson, James

From: Logman, Jeffrey
Sent: Thursday, July 12, 2007 7:38 AM
To: Culbertson, James
Subject: FW: Wheelchair Ramp Re-Construction

Attach with the change order also.

Jeffrey L. Logman
District Construction Engineer
Seymour District
812 524-3739
jlogman@indot.in.gov

From: Williams, Bob
Sent: Wednesday, June 13, 2007 1:28 PM
To: Logman, Jeffrey
Cc: McClellan, Tony
Subject: RE: Wheelchair Ramp Re-Construction

I'm on board, proceed as needed.

Bob Williams

District Deputy Commissioner
Seymour District, INDOT
(812) 524-3702

-----Original Message-----

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Sent: Wednesday, June 13, 2007 9:33 AM
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Cc: McClellan, Tony
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Bob,

If you are on board with correcting this work I will get with Milestone to ask for a credit for the previous work before starting with the replacement? Let me know your take on this.

Jeffrey L. Logman
District Construction Engineer
Seymour District
812 524-3739
jlogman@indot.in.gov

From: Kuchler, Dennis
Sent: Wednesday, June 13, 2007 9:23 AM
To: Logman, Jeffrey; Harris, Tom
Cc: Zander, Anthony
Subject: Wheelchair Ramp Re-Construction

Jeff & Tom, I have discussed this work with Mark Miller and we are agreeable to getting this work

7/16/2007

corrected. You can work on what the correct costs should be and approve it if in your authority level. We also agree that we only want to pay once for the work so please discuss this with Milestone. We did have a concern about the type of Detectable Warning plates that you are going to use in the ramps. Milestone's proposal state they will place "East Jordon Detectable Warning Plates w/Black Asphalt dip finish". Are these approved? I have "CC" Tony Zander since he is the contact person who is trying to keep track of what different units we are placing in the field for trial use so if they perform correctly they can be placed on an approved list. Please contact him and discuss these units and their color. Thanks, Dennis

Dennis A. Kuchler, P.E.

State Construction Engineer
Division of Construction Management
317-232-5502

From: Logman, Jeffrey
Sent: Monday, June 04, 2007 2:50 PM
To: Harris, Tom
Cc: Kuchler, Dennis
Subject: FW: Attached Image

Tom,

Attached is the cost proposal to rework the curb ramps in Franklin. I think we would probably be involved with up to 12 ramps in the rework. The work would be about 21,600 plus setting some construction warning signs. Please discuss with Dennis if the district can go to the next step and try to finalize an agreement with everyone. I am thinking about then telling Milestone we will have to deduct the rework area from the original pay area to keep from paying twice. Let me know if this is worth pursuing?

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Sent: Monday, June 04, 2007 2:06 PM
To: Logman, Jeffrey
Subject: Attached Image

7/16/2007

Culbertson, James

From: Logman, Jeffrey
Sent: Thursday, July 12, 2007 7:36 AM
To: Culbertson, James
Subject: FW: Wheelchair Ramp Re-Construction

Attach copy of this with change order.

Jeffrey L. Logman
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Seymour District
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jlogman@indot.in.gov

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Sent: Wednesday, June 13, 2007 9:23 AM
To: Logman, Jeffrey; Harris, Tom
Cc: Zander, Anthony
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Division of Construction Management
317-232-5502

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Seymour District
812 524-3739
jlogman@indot.in.gov

7/16/2007

E8-8

From: seymourannex@indot.in.gov [mailto:seymourannex@indot.in.gov]

Sent: Monday, June 04, 2007 2:06 PM

To: Logman, Jeffrey

Subject: Attached Image

Culbertson, James

From: Logman, Jeffrey
Sent: Thursday, July 12, 2007 10:48 AM
To: Culbertson, James
Subject: FW: Cast Iron DWE

James,
Here is the material info from Tony Zander on the cast iron DWE. A Type C Cert will cover the material.

Jeffrey L. Logman
District Construction Engineer
Seymour District
812 524-3739
jlogman@indot.in.gov

From: Zander, Anthony
Sent: Monday, June 25, 2007 1:41 PM
To: Logman, Jeffrey
Subject: Cast Iron DWE

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(g) Detectable Warning Element

Detectable warning elements shall be manufactured or field cut to completely fill the area of the curb ramp as shown on the plans. Elements shall be installed to be level across joints or seams and shall be flush with the edges of adjoining concrete.

Cast iron elements shall be installed in accordance with the manufacturer's recommendations. When required, cutting of cast iron elements shall be in accordance with the manufacturer's recommendations. Cut edges shall be ground to a smooth shape consistent with the manufactured edges.

Delete line 36 through 43 of 905.05 and insert the following:

905.05 Detectable Warning Elements

The detectable warning surface in concrete curb ramps shall be constructed using cast iron elements. ~~materials from the Departments approved list of Detectable Warning Elements, which is maintained by the office of Materials Management. An element manufacturer wishing to add a product to the approved list shall comply with Procedure L of ITM 806.~~

Cast iron detectable warning elements shall be manufactured from gray iron in accordance with AASHTO M 105, Class 30A as a minimum. The truncated domes shall be as shown on the plans. The tops of the domes and the space between domes shall have a non-slip textured surface. The minimum

7/16/2007

thickness of the casting shall be 0.300 inch. The minimum thickness shall not be measured within the area of integral reinforcing ribs or bracing, domes or the textured surface.

The height tolerance of the truncated domes shall be within 0.18 to 0.26 (3.50 mm to 6.50 mm). The base diameter, dome top diameter and dome spacing shall be within $\pm 1/16$ inch (± 1.5 mm) of the design value. The design values shall be within the ranges identified in the Standard Drawings. No more than 2 truncated domes per element may be out of tolerance for dimensions.

A type C Certification shall be furnished prior to use of the material and will serve as the basis for use.



Milestone Contractors, L.P.
P.O. BOX 3604
Columbus, IN 47202
Phone: (812) 579-5248
Mobile: (800) 854-1830
Fax: (812) 578-4284

PROPOSAL

Date: May 31, 2007	
Attn: Jeff Logman	Project: Curb Ramp Replacement w/ Detectable Warning Plate Inserts
INDOT Seymour District	Street: SR 44
Street: 185 Agrico Lane	City: Franklin, Indiana
City: Seymour, IN 47274	Est. No. C12310

We propose to furnish the plant, labor, materials and equipment required for the above project, in accordance with the terms and conditions printed herein, which upon acceptance by you of this Proposal are agreed to and accepted:

ALL TERMS AND CONDITIONS OF THIS PROPOSAL ARE SUBJECT TO CREDIT APPROVAL.

SR 44, FRANKLIN INDIANA CURB RAMP REMOVE AND REPLACE

<u>DESCRIPTION</u>	<u>QTY</u>	<u>UOM</u>	<u>UNIT PRICE</u>	<u>EXTENSION</u>
Remove & Replace Curb Ramps w/ Detectable Warning Inserts	4.00	EA	\$1,800.00	\$7,200.00

SPECIAL PROVISIONS:

1. Pricing is based saw cutting around perimeter of existing brick pavers on 4 curb ramps where brick pavers do not have a concrete curb border against the asphalt.
2. We will remove the bricks and concrete and then re-pour the curb ramp with a 6" concrete curb and insert East Jordan Detectable Warning Plates w/ Black Asphalt dip finish per Mike Buening.
3. We have included a minimum for Maintenance of Traffic. We intend to use barrels and caution tape at ramps while work is progressing.
4. We have not included any permanent signs. We will place portable signage as needed.
5. Pricing is based on approximately 4 square yards per ramp or \$450.00 per square yard.

If the foregoing meets with your acceptance, sign both copies of this Proposal. Please return one original to the address above and retain one original for your files. Upon receipt, it is understood that the foregoing, including the terms and conditions set forth on the reverse side, in addition to the applicable terms and conditions within AIA 201 shall constitute a full and complete agreement.

All Proposals are made subject to acceptance within 30 days from the date of this proposal and to withdrawal without notice thereafter.
Signature represents acceptance of this Proposal, AIA A201 and the terms and conditions contained therein.

Signed _____ Date _____

Terms Upon Receipt Submitted by *Kevin Conwell*
Kevin Conwell, Estimator
(812) 679-5248 Ext. 248 EST. 538

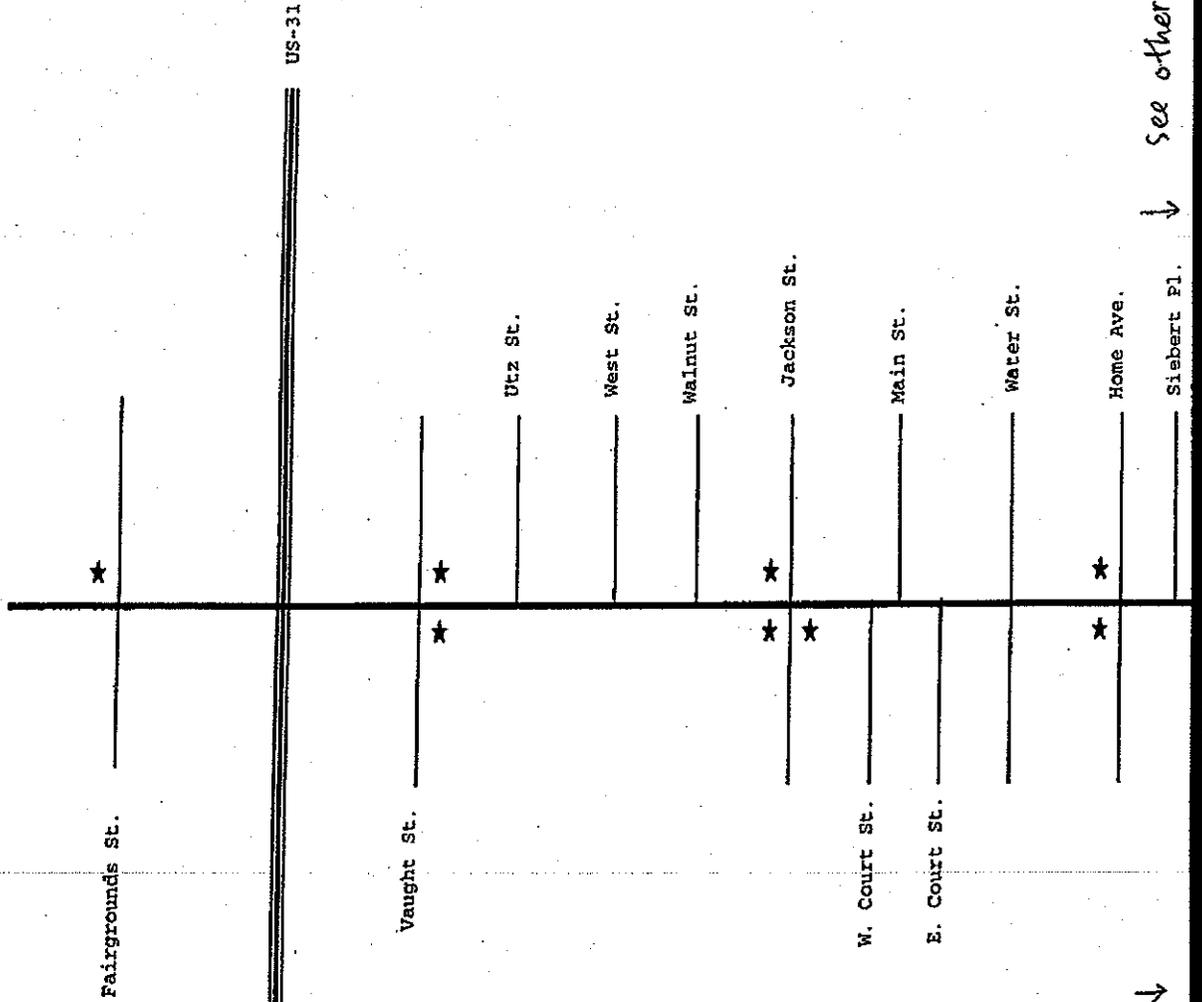
**MILESTONE CONTRACTORS, L.P.
TERMS AND CONDITIONS**

Payment in full for all work performed hereunder during any month shall be made not later than the tenth day of the month next following. Final and complete payment for all work performed hereunder shall be made not later than thirty (30) days after the completion of such work. Interest at the rate of 1 3/4% per month shall be charged and paid on all unpaid balances from the due date to the date we receive payment.

If credit conditions become unsatisfactory at any time prior to our completion of the work hereunder, we shall be furnished adequate security upon our request.

We will provide and pay for Workmen's Compensation Insurance covering our employees and Public Liability and Property Damage Insurance protecting ourselves. We also will assume responsibility for the collection and payment of Social Security and State Unemployment Taxes applicable to our employees. We will furnish a Certificate of Insurance upon request.

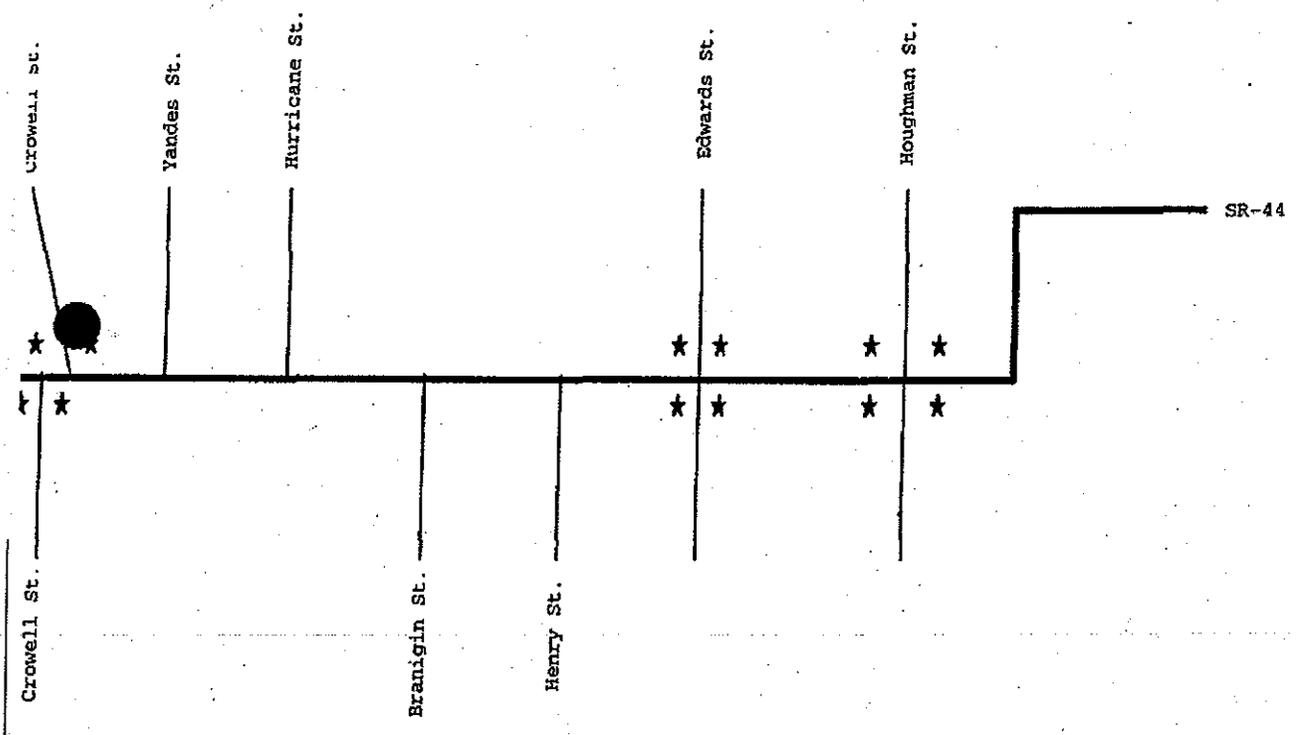
We shall be provided with suitable access to the work area. If our work is dependant upon or must be undertaken in conjunction with the work of others, such other work shall be so performed and completed as to permit us to perform our work hereunder in a normal uninterrupted single-shift operation.



See other page



↑ see other page



Crowell St.

Yandes St.

Hurricane St.

Edwards St.

Houghman St.

SR-44

Branigin St.

Henry St.

EJIW EAST JORDAN
IRON WORKS EST. 1883

**DETECTABLE
WARNING PLATES**



E8-15

WE COVER YOUR INFRASTRUCTURE™

C.O.#8 RC-27328

800.626.4653

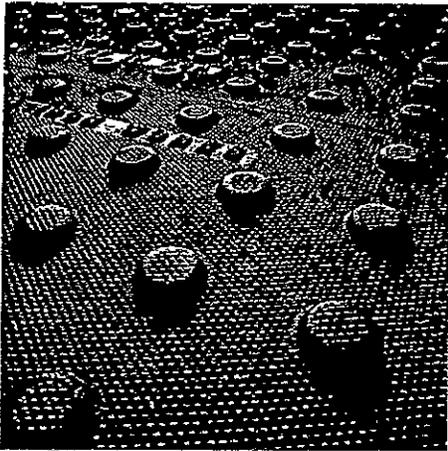
www.ejiw.com
MADE IN THE USA

EJIW'S DETECTABLE WARNING PLATE
THE NATURAL, DURABLE CHOICE



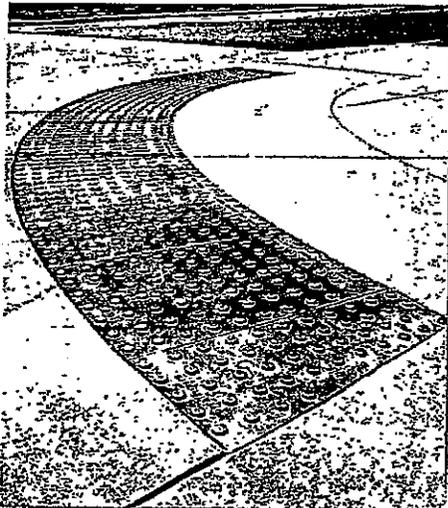
E8-14

CAST IRON DETECTABLE WARNING PLATES



East Jordan Iron Works' Detectable Warning Plates are cast from long-lasting, hard-wearing, corrosion resistant gray iron. Our DWP's are designed to withstand rigorous urban conditions such as snow plows, street cleaning machines, and vehicular traffic. They will last many years with little or no maintenance.

EJIW's truncated dome shape and spacing is compliant with ADA Accessibility Guidelines for Detectable Warnings. EJIW plates have a patent pending slip resistant texture, and feature a coefficient of friction rating greater than 0.8.



The gray iron plates in their natural state will develop a pleasant dark patina that visually contrasts with the adjoining sidewalk. Its attractive natural appearance will complement other cast iron street and sidewalk products such as manhole covers, drainage grates, and tree grates. To further enhance your streetscape EJIW's plates can be customized with special lettering.

EJIW's plates are ideal for newly constructed pedestrian ramps, and they can be retrofitted into older curb ramps by cutting out the existing concrete.

Co.#8 RS-27328

EJIW'S DETECTABLE WARNING PLATE
THE NATURAL, DURABLE CHOICE

E8<17

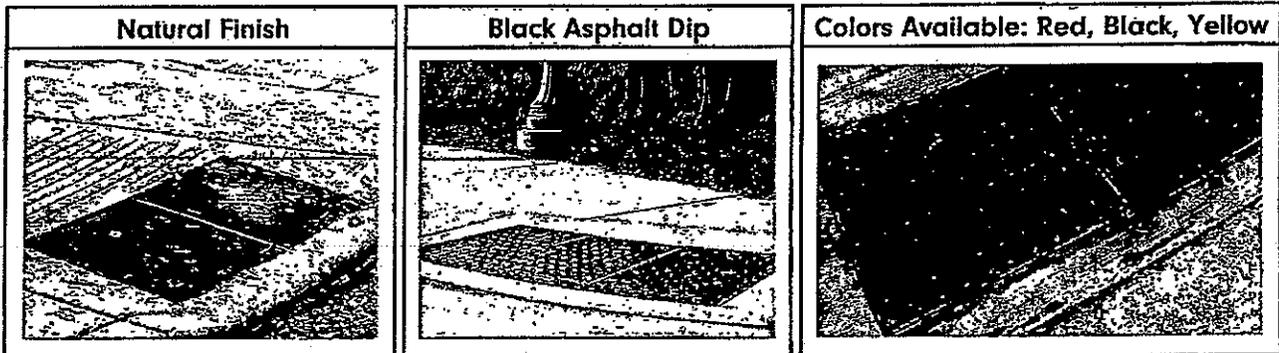
RESISTANT TO THE ELEMENTS

Cast iron's inherent resistance to the elements, snow plows, and snow melting chemicals makes it a natural fit for northern climates.

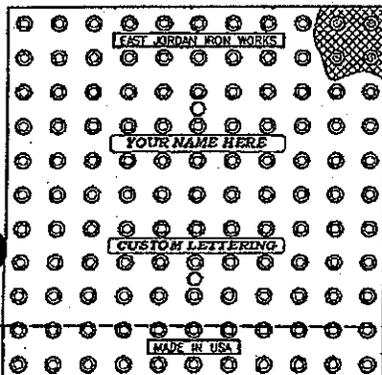
- Long-wearing cast iron
- Impervious to vehicular and snowplow traffic
- Corrosion resistant
- Permanently embedded into concrete



FINISH OPTIONS



Ask **YOUR** sales representative about any custom color.



customize YOUR
plates

C.O.#8 Rs-27328

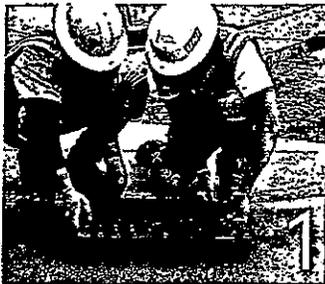
**EJIW'S DETECTABLE WARNING PLATE
THE NATURAL, DURABLE CHOICE**

E8-18

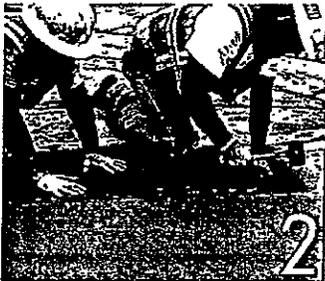
SIZES

Sizes	Custom Sizes "Build YOUR Own Width"	Radial Plate							
12" x 24" 18" x 24" 24" x 24" Radial sizes available in 5' increments	24" x 36" <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td>18</td> <td>18</td> </tr> </table> 24" x 48" <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td>24</td> <td>24</td> </tr> </table> 24" x 60" <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td>24</td> <td>12</td> <td>24</td> </tr> </table>	18	18	24	24	24	12	24	
18	18								
24	24								
24	12	24							

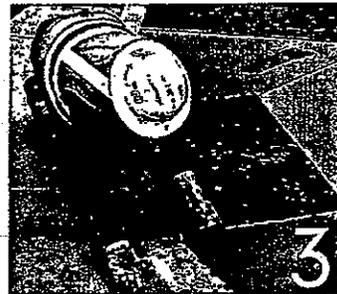
DETECTABLE WARNING PLATE INSTALLATION



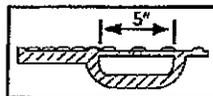
Step 1: Set cast iron Detectable Warning Plate into wet concrete in accordance with ADAAG Guidelines.



Step 2: Tamp plate thoroughly with rubber mallet until concrete seeps through vent holes. Vent holes should be filled flush with concrete to ensure that no air pockets are left under the plate and that the lugs are completely encased in concrete for a strong bond.



Step 3: Clean excess concrete off of plate and finish concrete around the plate.



Anchor Lug

C.O.#8 RS-27328

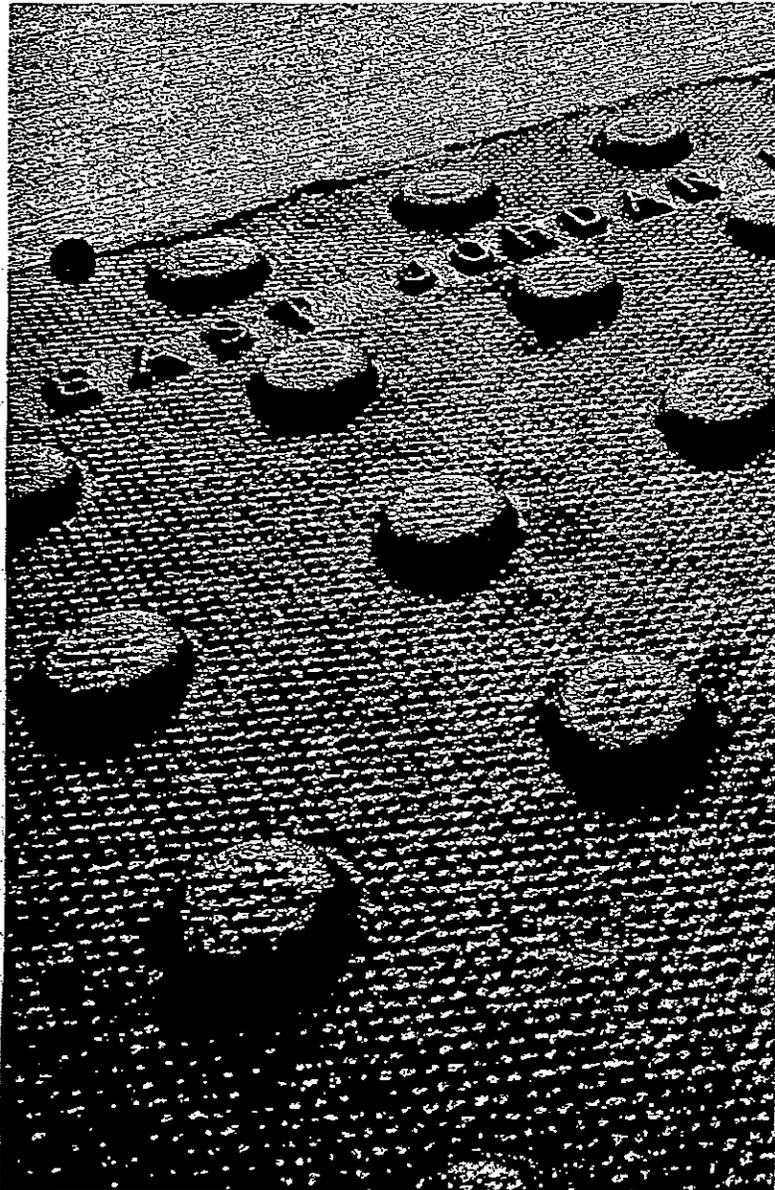
EJIW EAST JORDAN IRON WORKS EST.1883

East Jordan Iron Works, Inc.
Corporate Headquarters

301 Spring St • PO Box 439
East Jordan, MI 49727-0439

800.874.4100
231.536.4458 F

ejwsales@ejw.com
www.ejw.com



EJIW BRANCH OFFICES BY STATE:

Phoenix, AZ 623-478-9339 Fax 623-478-9391	East Jordan, MI 800-536-4427 Fax 231-536-4486	Ardmore, OK 580-389-5010 Fax 580-389-5012
Long Beach, CA 562-528-0258 Fax 562-528-0259	Grand Rapids, MI 800-760-3549 Fax 616-538-4990	Tulsa, OK 918-604-4533 Fax 918-259-9771
Denver, CO 303-286-8014 Fax 303-286-0051	Lansing, MI 800-566-3549 Fax 517-566-7111	Eugene, OR 541-747-9172 Fax 541-747-1283
Middletown, DE 800-325-3549 Fax 302-378-1109	Kansas City, MO 816-665-7350 Fax 816-903-3955	Pittsburgh, PA 412-795-6000 Fax 412-795-6900
Atlanta, GA 770-436-7300 Fax 770-434-1437	Charlotte, NC 704-597-4310 Fax 704-597-4381	Memphis, TN 800-582-3550 Fax 865-977-9440
Chicago, IL 800-344-3549 Fax 815-740-1633	Raleigh, NC 919-362-7744 Fax 919-362-1370	Houston, TX 832-467-2005 Fax 832-467-2038
Hartford City, IN 765-348-1020 Fax 765-348-1020	New York, NY 973-595-7200 Fax 973-595-7211	San Angelo, TX 800-289-4766 Fax 800-653-0746
Denham Springs, LA 888-665-3549 Fax 800-665-4306	Waterloo, NY 315-539-5498 Fax 315-539-5499	San Antonio, TX 210-946-3224 Fax 210-946-3626
Baltimore, MD 800-418-3549 Fax 410-833-9521	Cleveland, OH 800-692-3549 Fax 216-692-3009	Seattle North, WA 360-651-6144 Fax 360-651-6150
Detroit North, MI 586-949-9700 Fax 586-949-0596	Columbus, OH 800-871-3549 Fax 614-871-3773	Seattle South, WA 253-863-2255 Fax 253-863-1604
Detroit, MI 800-231-3549 Fax 248-546-4612	Youngstown, OH 800-837-3901 Fax 330-781-1044	Spokane, WA 509-466-7121 Fax 509-466-7696

L.O.#8 RS-27328
E8-19

For the office
closest to you call
800.626.4653

EJ GROUP

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EG-20

Detectable Warning Plates' **product** features  **& durability**

FEATURES AND BENEFITS

- Worry free maintenance
- Compliant with ADA Accessibility Guidelines
- Slip resistant textured surface
 - Greater than 0.8 coefficient of friction
- Excellent for high volume pedestrian traffic
- Naturally contrasts with surrounding sidewalk
- Easy installation, no special equipment or training
- Made from recycled materials ("LEED" Compliant)
- Saves time and money over the long run
- Cast iron: durable, reliable, proven
- Many sizes available in stock
- Radial sizes available; 5' increments up to 35'
- Custom lettering available
- Colors available
- Made in the USA



"Set it and forget it... These things are bulletproof. I have yet to find a more durable detectable warning system, and when it comes down to it their durability makes them the most cost effective choice on the market."

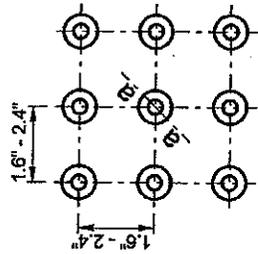
- Brian Doyal
Carson City, NV Public Works

C.O.#8 RS-27328

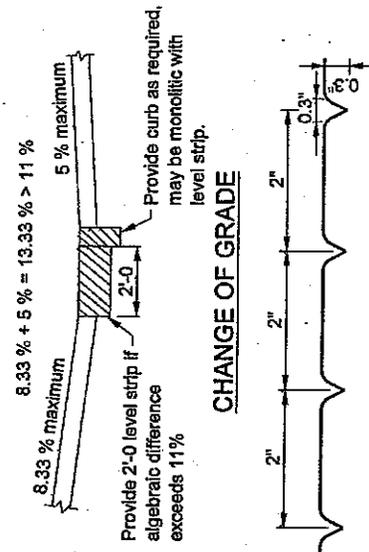


GENERAL NOTES:

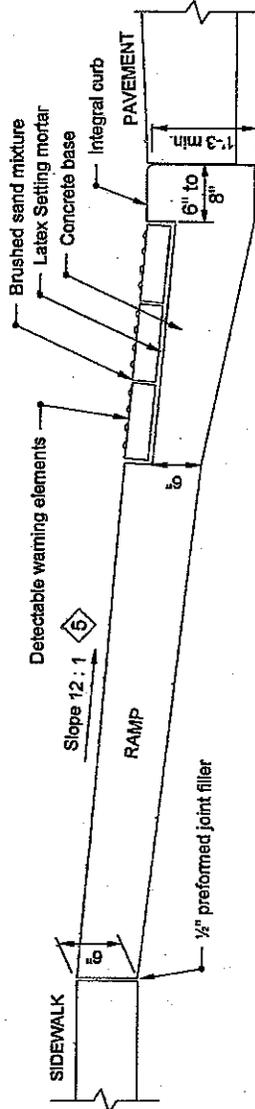
- 1 These dimensions are based on a 6 in. curb height. They shall be proportionally adjusted for other curb heights.
- 2 Where site infeasibility precludes construction to the width shown, such width may be decreased to a minimum of 3'-0".
- 3 The bottom edge of the curb ramp shall be flush with the edge of adjacent pavement and gutter line.
- 4 Landing areas at the top of curb ramps shall have maximum cross slope of 50 : 1 in any direction. When site infeasibility precludes a landing slope of 50 : 1 in any direction, the slope perpendicular to the curb face shall not exceed 50 : 1.
- 5 If site infeasibility precludes construction to the width shown, the landing width may be decreased to 3'-0" minimum. The running slope of the curb ramp may be steepened to a maximum of 10 : 1 for a maximum 6 in. rise.
- 6 Drainage inlets should be located uphill from curb ramps to prevent puddles at the path of travel.
- 7 See Standard Drawing E 604-SWCR-12 for improved access on narrow sidewalks.
- 8 Algebraic difference in grade between the base of curb ramp and the gutter shall be limited to less than 11%. If it is not practical, a 2'-0" wide level strip shall be provided. See detail sketch.
- 9 Minimum recommended width of curb ramp is 4'-0".



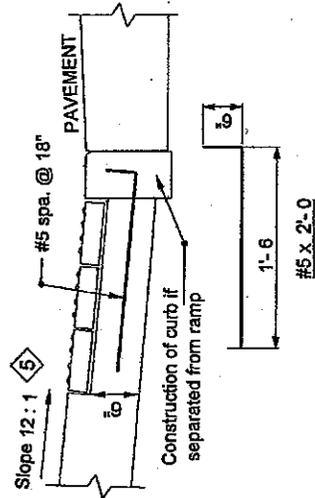
TRUNCATED DOMES USED IN DETECTABLE WARNINGS



DETAIL OF RAMP GROOVES



RAMP AND BRICK SURFACE CONSTRUCTION DETAIL



ALTERNATE CURB CONSTRUCTION

INDIANA DEPARTMENT OF TRANSPORTATION	
SIDEWALK CURB RAMPS GENERAL NOTES & DETAILS	
SEPTEMBER 2005	
STANDARD DRAWING NO. E 604-SWCR-02	
	P.O. NO. DATE DESIGN ENGINEER
	P.O. NO. DATE CHECK ENGINEER

Exhibit 8

SEYMOUR DISTRICT
SECTION 41
S.R. 44 RESURFACE
PROJECT LAYOUT

Contract No. RS-27328

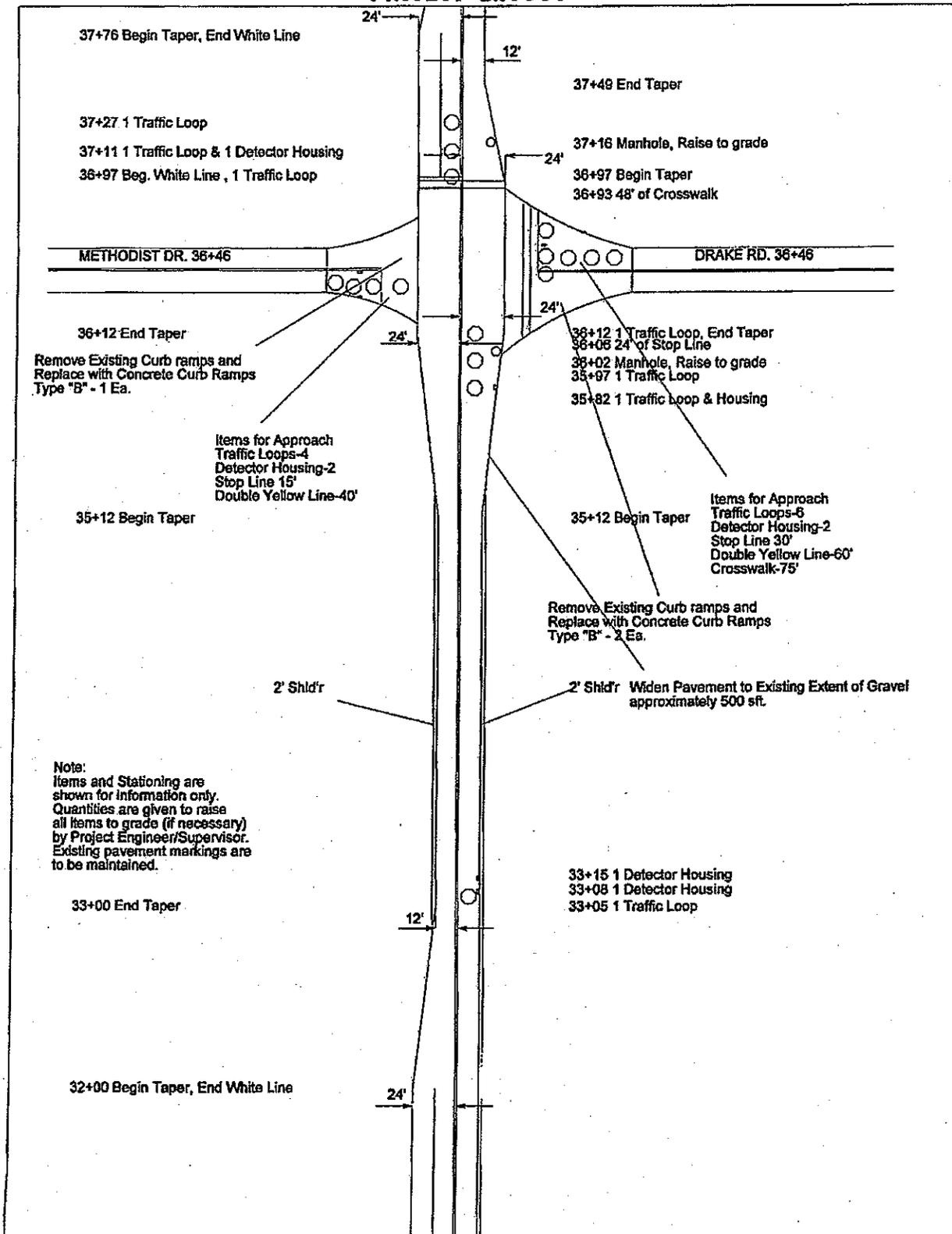


Exhibit 9

CO	DESCRIPTION	AMOUNT	UNIT	DATE
00	THE FOLLOWING CHANGES WERE MADE TO ADJUST I	\$ 32,189.70	A	11/12/2006
002	ITEMS # 0015 - COMPACTATE AGGREGATE , # 53 -ITE	\$-1,436.90	A	12/12/2006
004	ITEM # 0078 -MOBILIZATION AND DEMOBILIZATION 1	\$7,093.50	A	02/09/2007
008	ITEM # 0082 - PCCP PATCHING ,FULL DEPTH FOR	\$11,389.42	A	03/14/2007
00	THE FOLLOWING ITEMS WERE SPUN INTO THE CONTRA	\$30,000.00	A	07/26/2007
009	FAILED MATERIALS	\$-1,226.40	A	11/26/2007
350	REPLACEMENT PO 08801350	\$30,000.00	A	08/02/2007

#A

CONTRACT ID : RS-27328
 AREA OFFICE : 650

CONTRACT VOUCHER SUMMARY
 VOUCHER NUMBER : 0010
 PAY PERIOD : 04/08/08

SPEC YR : 06

DESCRIPTION : ASPHALT RESURFACE
 LOCATION : ON SR 44 FROM SR 144 TO I-65

TIME CHARGED : 598 DAYS
 TIME ALLOWED : 11/30/06
 PERCENT TIME : 580.58
 FIXED COMPLETION DATE

CONTRACTOR : MILESTONE CONTRACTORS, L.P.
 MILESTONE CONTRACTORS, L.P.
 3410 S 650 E ZIP 47203
 P.O. BOX 3004
 COLUMBUS

IN 47202-3004
 LET : 07/19/06
 AWARDED : 07/19/06
 CONTRACT EXECUTED :
 NOTICE TO PROCEED : 08/09/06
 WORK BEGAN :
 TIME STOPPED :
 ACCEPTED : 12/28/06

SURETY CO : ST PAUL FIRE & MARINE INSURANCE

COUNTIES:
 JOHNSON

PROJECTS:

PCN FEDERAL/STATE PROJECT NUMBER DESCRIPTION
 * 0300632 4241007501 ASPHALT RESURFACE

* - PROJECT WITH PAYMENT VOUCHER THIS PERIOD

CURRENT CONTRACT AMOUNT : \$ 2,265,979.96
 AWARDED CONTRACT AMOUNT : \$ 2,149,745.09
 PERCENT WORK COMPLETE : 94.12
 FUNDS AVAILABLE : \$ 17,079.64

	TO DATE	THIS PERIOD
PARTICIPATING	\$ 0.00	\$ 0.00
NON-PARTICIPATING	2,132,665.45	432.84
TOTAL EARNINGS	2,132,665.45	432.84
MATERIAL ALLOWANCE	0.00	0.00
GROSS EARNINGS	2,132,665.45	432.84
RETAINAGE	0.00	0.00
SECURITIES ENCUMBERED	0.00	0.00
NET EARNINGS	2,132,665.45	432.84
LIQUIDATED DAMAGES	0.00	0.00
PAYMENT ADJUSTMENT 1	0.00	0.00
PAYMENT ADJUSTMENT 2	0.00	0.00
PAYMENT ADJUSTMENT 3	0.00	0.00
AMOUNT DUE	2,132,665.45	432.84
OTHER ADJUSTMENTS	0.00	0.00
PAYMENT		\$ 432.84

Exhibit 10-B

CONTRACT-LEVEL ITEM SUMMARY
 CONTRACT ID : RS-27328-B
 VOUCHER NUMBER : 0010

CONT LINE	ITEM CODE	ITEM DESCRIPTION	UNIT PRICE	CURRENT QTY / UNITS	QUANTITY PAID	CUMULATIVE AMOUNT
SECTION 0001						
0001	105-06845	CONSTRUCTION ENGINEERING	4,100.00000	1.000	1.000	4,100.00
0002	105-07039	FIELD OFFICE, B	1,400.00000	9.000	9.000	12,600.00
0003	105-08520	CELLULAR TELEPHONE/RADIO	125.00000	3.000	3.000	375.00
0004	105-08521	CELLULAR TELEPHONE/RADIO SERVICE	100.00000	27.000	15.000	1,500.00
0005	105-08524	CELLULAR TELEPHONE/RADIO, ADDITIONAL MINUTES	1.00000	1.000	0.000	0.00
0006	109-08440	QUALITY ADJUSTMENTS, HMA	1.00000	1.000	9,836.010	9,836.01
0007	109-08443	QUALITY ADJUSTMENTS, TEMPORARY TRAFFIC CONTROL DEVICES	1.00000	1.000	0.000	0.00
0008	109-08444	QUALITY ADJUSTMENTS, FAILED MATERIALS	1.00000	1.000	-1,226.400	-1,226.40
0009	110-01001	MOBILIZATION AND DEMOBILIZATION	107,000.00000	1.000	1.000	107,000.00
0010	202-02278	CURB, CONCRETE, REMOVE	6.25000	420.000	199.000	1,243.75
0011	202-52710	SIDEWALK, CONCRETE, REMOVE	7.00000	1,250.120	648.870	4,542.09
0012	203-02000	EXCAVATION, COMMON	95.00000	177.780	125.320	11,905.40
0013	203-02070	BORROW	80.00000	20.000	10.680	854.40
0014	213-04324	FLOWABLE FILL	100.00000	50.000	15.962	1,596.20
0015	303-01180	COMPACTED AGGREGATE, NO. 53	25.00000	307.080	38.890	972.25
0016	304-07491	HMA PATCHING, TYPE C	98.00000	1,060.000	954.920	93,582.16

CONTRACT-LEVEL ITEM SUMMARY

VOUCHER NUMBER : 0010

CONT LINE	ITEM CODE	ITEM DESCRIPTION	UNIT PRICE	CURRENT QTY / UNITS	QUANTITY PAID	CUMULATIVE AMOUNT
0017	306-08033	MILLING, ASPHALT, 1 IN.	1.10000	31,895.670 SYS	27,271.070	29,998.18
0018	306-08034	MILLING, ASPHALT, 1 1/2 IN.	1.50000	18,876.330 SYS	23,929.670	35,894.51
0019	306-08043	MILLING, TRANSITION	1.50000	2,000.000 SYS	55.000	82.50
0020	306-08432	MILLING, APPROACH	1.95000	9,935.060 SYS	5,183.500	10,107.83
0021	401-07334	QC/QA-HMA, 3, 76, SURFACE, 9.5 MM	79.00000	4,265.460 TON	4,145.330	327,481.07
0022	401-07385	QC/QA-HMA, 3, 76, INTERMEDIATE, 12.5 MM	72.00000	3,610.880 TON	2,897.780	208,640.16
0023	402-07442	HMA BASE, TYPE C	72.00000	307.080 TON	50.460	3,633.12
0024	402-07452	HMA WEDGE AND LEVEL, TYPE C	75.00000	150.000 TON	0.000	0.00
0025	406-05520	ASPHALT FOR TACK COAT	325.00000	32.020 TON	12.607	4,097.28
0026	501-06266	PROFLOGRAPH, PCCP	2,600.00000	1.000 LS	1.000	2,600.00
0027	503-03489	RETROFITTED TIE BARS	20.00000	30.000 EACH	200.000	4,000.00
0028	503-05240	D-1 CONTRACTION JOINT	1.00000	100.000 LFT	60.000	60.00
0029	506-06333	PCCP PATCHING, FULL DEPTH	80.00000	4,412.000 SYS	6,068.830	485,506.40
0030	506-06334	PCCP PATCHING, PARTIAL DEPTH	200.00000	100.000 SYS	108.680	21,736.00
0031	507-07480	PCCP PROFILING	3.50000	46,032.000 SYS	44,114.070	154,399.25
0032	601-95344	HANDRAIL, PEDESTRIAN	115.00000	75.000 LFT	68.670	7,897.05

INDIANA DEPARTMENT OF TRANSPORTATION

PAGE 3
PRINTED 04/08/08

CONTRACT-LEVEL ITEM SUMMARY

PROPOSAL ID : RS-27328-B

CONTRACT ID : RS-27328-B

VOUCHER NUMBER : 0010

CONT. LINE	ITEM CODE	ITEM DESCRIPTION	UNIT PRICE	CURRENT QTY / UNITS	QUANTITY PAID	CUMULATIVE AMOUNT
0033	604-06070	SIDEWALK, CONCRETE	40.00000	600.000 SYS	42.410	1,696.40
0034	604-07894	CURB RAMP, CONCRETE, A	180.00000	186.600 SYS	136.310	24,535.80
0035	604-07896	CURB RAMP, CONCRETE, B	180.00000	355.520 SYS	88.870	15,996.60
0036	604-07897	CURB RAMP, CONCRETE, C	180.00000	33.330 SYS	31.580	5,684.40
0037	604-07898	CURB RAMP, CONCRETE, D	180.00000	38.730 SYS	57.710	10,387.80
0038	604-07899	CURB RAMP, CONCRETE, E	180.00000	41.340 SYS	149.910	26,983.80
0039	605-01870	CURE, CONCRETE, A	25.00000	215.000 LFT	0.000	0.00
0040	610-07488	HMA FOR APPROACHES, TYPE C	120.00000	819.640 TON	662.170	79,460.40
0041	621-01004	MOBILIZATION AND DEMOBILIZATION FOR SEEDING	850.00000	1.000 EACH	0.000	0.00
0042	621-06567	WATER	1.05000	2.000 KGAL	0.000	0.00
0043	621-06575	SODDING, NURSERY	3.15000	350.000 SYS	32.210	101.46
0044	702-90915	CONCRETE, A	400.00000	28.000 CYS	26.043	10,417.20
0045	720-44000	CASTING, ADJUST TO GRADE	425.00000	82.000 EACH	39.000	16,575.00
0046	801-06203	TEMPORARY PAVEMENT MARKING, 4 IN.	0.50000	9,350.000 LFT	3,305.000	1,652.50
0047	801-06207	TEMPORARY PAVEMENT MARKING, REMOVABLE, 4 IN.	1.15000	9,350.000 LFT	2,659.000	3,057.85
0048	801-06640	CONSTRUCTION SIGN, A	130.00000	67.000 EACH	65.000	8,450.00

CONTRACT-LEVEL ITEM SUMMARY

VOUCHER NUMBER : 0010

CONTID : RS-27328

PROPOSAL ID : RS-27328-B

CONT LINE	ITEM CODE	ITEM DESCRIPTION	UNIT PRICE	CURRENT QTY / UNITS	QUANTITY PAID	CUMULATIVE AMOUNT
0049	801-06775	MAINTAINING TRAFFIC	183,000.00000	LS 1.000	1.000	183,000.00
0050	802-07058	SIGN, SHEET ASSEMBLY, RELOCATE	160.00000	EACH 2.000	2.000	320.00
0051	805-02327	SIGNAL DETECTOR HOUSING, ADJUST TO GRADE	160.00000	EACH 20.000	10.000	1,600.00
0052	805-02503	CABLE, ROADWAY LOOP, 1C 14GA.	0.45000	LFT 8,375.000	8,375.000	3,768.75
0053	805-78510	SIGNAL CABLE, 2C 16GA., SHIELDED	2.65000	LFT 837.500	390.000	1,033.50
0054	805-78795	SAW CUT FOR ROADWAY LOOP AND SEALER	8.40000	LFT 2,680.000	2,503.200	21,026.88
0055	805-96014	SAW CUT, FULL DEPTH	0.85000	LFT 5,000.000	0.000	0.00
0056	807-08214	CONDUIT, PVC, 2 IN., SCHEDULE 40, FOR ELECTRIC	11.50000	LFT 2,500.000	2,109.500	24,259.25
0057	808-03002	LINE, EPOXY, BROKEN, WHITE, 4 IN.	0.35000	LFT 4,110.000	3,490.000	1,221.50
0058	808-03631	LINE, EPOXY, SOLID, WHITE, 4 IN.	0.35000	LFT 16,440.000	15,918.000	5,571.30
0059	808-03632	LINE, EPOXY, SOLID, YELLOW, 4 IN.	0.35000	LFT 16,440.000	13,748.000	4,811.80
0060	808-06701	LINE, THERMOPLASTIC, BROKEN, WHITE, 4 IN.	0.30000	LFT 70.000	0.000	0.00
0061	808-06703	LINE, THERMOPLASTIC, SOLID, WHITE, 4 IN.	0.30000	LFT 22,062.000	16,544.000	4,963.20
0062	808-06705	LINE, THERMOPLASTIC, SOLID, WHITE, 8 IN.	1.35000	LFT 150.000	0.000	0.00
0063	808-75240	LINE, THERMOPLASTIC, BROKEN, YELLOW, 4 IN.	0.30000	LFT 730.000	1,182.500	354.75
0064	808-75245	LINE, THERMOPLASTIC, SOLID, YELLOW, 4 IN.	0.30000	LFT 21,974.000	16,858.500	5,057.55

CONTRACT ID : RS-27328

PROPOSAL ID : RS-27328-B

CONTRACT-LEVEL ITEM SUMMARY

VOUCHER NUMBER : 0010

CONT LINE	ITEM CODE	ITEM DESCRIPTION	UNIT PRICE	CURRENT QTY / UNITS	QUANTITY PAID	CUMULATIVE AMOUNT
0065	808-75297	TRANSVERSE MARKINGS, THERMOPLASTIC, STOP LINE, 24 IN.	3.95000	727.000 LFT	576.500	2,277.18
0066	808-75300	TRANSVERSE MARKINGS, THERMOPLASTIC, CROSSWALK LINE, 6 IN.	1.00000	1,856.000 LFT	1,333.500	1,333.50
0067	808-75320	PAVEMENT MESSAGE MARKINGS, THERMOPLASTIC, LANE INDICATION ARROW	80.00000	18.000 EACH	17.000	1,360.00
0068	808-75325	PAVEMENT MESSAGE MARKINGS, THERMOPLASTIC, WORD (ONLY)	115.00000	6.000 EACH	8.000	920.00
0069	808-75340	PAVEMENT MESSAGE MARKINGS, THERMOPLASTIC, WORD, RXR	275.00000	2.000 EACH	2.000	550.00
0070	808-75996	SNOWPLOWABLE RAISED PAVEMENT MARKER, REMOVE	9.50000	126.000 EACH	82.000	779.00
0071	808-75998	SNOWPLOWABLE RAISED PAVEMENT MARKER	23.50000	126.000 EACH	94.000	2,209.00
0072	604-07900	CURB RAMP, CONCRETE, F	180.00000	59.080 SYS	59.080	10,634.40
0073	604-07901	CURB RAMP, CONCRETE, G	180.00000	18.420 SYS	18.420	3,315.60
0074	604-07902	CURB RAMP, CONCRETE, H	180.00000	43.080 SYS	43.080	7,754.40
0075	604-07903	CURB RAMP, CONCRETE, K	180.00000	18.290 SYS	18.290	3,292.20
0076	605-06120	CURB, CONCRETE	25.00000	139.500 LFT	139.500	3,487.50
0077	303-01180	COMPACTED AGGREGATE, NO. 53	35.00000	150.510 TON	150.510	5,267.85
0078	110-07025	MOBILIZATION AND DEMOBILIZATION	617.76000	2.000 EACH	2.000	1,235.52
0079	808-06726	TRANSVERSE MARKINGS, PAINT, STOP LINE, 24 IN.	3.80000	96.000 LFT	96.000	364.80
0080	110-07025	MOBILIZATION AND DEMOBILIZATION	3,500.00000	1.000 EACH	1.000	3,500.00

INDIANA DEPARTMENT OF TRANSPORTATION

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CONTID : RS-27328

PROPOSAL ID : RS-27328-B

CONTRACT-LEVEL ITEM SUMMARY

VOUCHER NUMBER : 0010

CONT LINE	ITEM CODE	ITEM DESCRIPTION	UNIT PRICE	CURRENT QTY / UNITS	QUANTITY PAID	CUMULATIVE AMOUNT
0081	720-45605	STRUCTURE, MANHOLE, RECONSTRUCT	460.00000	LFT 4.333	4.333	1,993.18
0082	506-06333	PCCP PATCHING, FULL DEPTH	6.82000	SYS 6,068.830	6,068.830	41,389.42
0083	109-04631	CREDIT TO THE STATE	1.00000	DOL -2,000.000	-2,000.000	-2,000.00
0087	711-05395	REPLACE	1,800.00000	EACH 20.000	20.000	36,000.00

SECTION 0001 CURRENT TOTALS \$ 2,132,665.45
 CONTRACT TOTAL CURRENT TOTALS \$ 2,132,665.45

INDIANA DEPARTMENT OF TRANSPORTATION

PAGE : 1
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#16

CONTRACT INVOICE - VOUCHER
AND
PROGRESS ESTIMATE

Receipt # 0000020658

CONTRACT ID : RS-27328
PCN : 0300632

VOUCHER NO : 0010 FINAL
AREA OFFICE : 650

SPEC YR: 06

CONTRACT DESCRIPTION:
ASPHALT RESURFACE

TIME CHARGED : 598 DAYS
PERCENT TIME : 580.58

TIME ALLWD : 11/30/06 FIXED COMPLETION DATE

PROJECT NO : 01 -4241007501
NAME OF ROAD : ASPHALT RESURFACE
PROJECT COUNTY : JOHNSON

MATCHED INVOICE NO. : M0300632P10
PURCHASE ORDER NO. : PV8000702033610F
DATE OF P.O. : 08/07/06
1PURCHASE ORDER NO. : 07020336 07020336

CONTRACTOR : 035-1917625
MILESTONE CONTRACTORS, L.P.
3410 S 650 E ZIP 47203
P.O. BOX 3004

COLUMBUS IN 47202-3004 800-854-1830

LOCATION CODE : 500
FUNCTION CODE : DP
OBJECT CODE : 630
COST ACCT. : 703

TOT. UNLTD. BAL. : \$ 133,314.51
APPRO. ACCT. NO. (800) : 4000/563000/108500
APPRO. NAME : FORMAL CONTRACTS
STATE SHARE : \$ 432.84
FEDERAL SHARE : \$ 0.00
TOTAL DISBURSEMENT : \$ 432.84
AMT PAID : \$

PAYMENT PERIOD : 10/15/07 TO 04/08/08

AMT LIQ. :
APPROVED FOR PMT

CURRENT PROJECT AMT : \$ 2,265,979.96
AMD PROJECT AMT : \$ 2,149,745.09
FUNDS AVAILABLE : \$ 133,314.51
PERCENT COMPLETE : 94.12

PARTICIPATING : \$ 2,132,665.45
NON-PARTICIPATING : 0.00
TOTAL EARNINGS : 2,132,665.45
MATERIAL ALLOWANCE : 0.00
GROSS EARNINGS : 2,132,665.45
NET EARNINGS : 2,132,665.45
LIQUIDATED DAMAGES : 0.00
CLAIMS ADJUSTMENT 1 : 0.00
CLAIMS ADJUSTMENT 2 : 0.00
CLAIMS ADJUSTMENT 3 : 0.00
AMOUNT DUE : 2,132,665.45
LIQ DAMAGES ADJUSTMENTS : 0.00

PAYABLE

\$ 432.84

APPROVED FOR PAYMENT BY

Exhibit 10-C

Paid 6/08

CONTID : RS-27328
 PCN : 4 : 030632
 PROJECT : 4241007501

INDIANA DEPARTMENT OF TRANSPORTATION
 VOUCHER NO : 0010

PAGE : 1
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PROJ LINE	ITEM CODE	ITEM DESCRIPTION	CURRENT QUANTITY/ UNITS	PREV QTY/ QTY THIS PERIOD	AMOUNT THIS PERIOD	CUMULATIVE AMOUNT
			UNIT PRICE	QTY TO DATE		
CAT NO 0001	ASPHALT RESURFACE					
0001	105-06845	CONSTRUCTION ENGINEERING	LS 1.000	1.000	0.000	0.00
			4,100.00000	1.000	4,100.00	
0002	105-07039	FIELD OFFICE, B	MOS 9.000	9.000	0.000	0.00
			1,400.00000	9.000	12,600.00	
0003	105-08520	CELLULAR TELEPHONE/RADIO	EACH 3.000	3.000	0.000	0.00
			125.00000	3.000	375.00	
0004	105-08521	CELLULAR TELEPHONE/RADIO SERVICE	MOS 27.000	15.000	0.000	0.00
			100.00000	15.000	1,500.00	
0005	105-08524	CELLULAR TELEPHONE/RADIO, ADDITIONAL MINUTES	DOL 1.000	0.000	0.000	0.00
			1.00000	0.000	0.00	
0006	109-08440	QUALITY ADJUSTMENTS, HMA	DOL 1.000	9,836.010	0.000	0.00
			1.00000	9,836.010	9,836.01	
0007	109-08443	QUALITY ADJUSTMENTS, TEMPORARY TRAFFIC CONTROL DEVICES	DOL 1.000	0.000	0.000	0.00
			1.00000	0.000	0.00	
0008	109-08444	QUALITY ADJUSTMENTS, FAILED MATERIALS	DOL 1.000	-1,226.400	0.000	0.00
			1.00000	-1,226.400	-1,226.40	
0009	110-01001	MOBILIZATION AND DEMOBILIZATION	LS 1.000	1.000	0.000	0.00
			107,000.00000	1.000	107,000.00	
		CURB, CONCRETE, REMOVE	LEFT 420.000	199.000	0.000	0.00
			6.25000	199.000	1,243.75	
		SIDEWALK, CONCRETE, REMOVE	SYS 1,250.120	648.870	0.000	0.00
			7.00000	648.870	4,542.09	
0012	203-02000	EXCAVATION, COMMON	CYS 177.780	125.320	0.000	0.00
			95.00000	125.320	11,905.40	

CONTRD : RS-27328
 PCN. : 0300632
 PROJECT : 4241007501

INDIANA DEPARTMENT OF TRANSPORTATION

VOUCHER NO : 0010

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PROJ LINE	ITEM CODE	ITEM DESCRIPTION	CURRENT QUANTITY/ UNITS	PREV QTY/ QTY THIS PERIOD	AMOUNT THIS PERIOD	CUMULATIVE AMOUNT
			UNIT PRICE	QTY TO DATE		
CAT NO 0001 ASPHALT RESURFACE						
0013	203-02070	BORROW	CYS 20.000	10.680 0.000	0.00	854.40
0014	213-04324	FLOWABLE FILL	CYS 50.000	15.962 0.000	0.00	1,596.20
0015	303-01180	COMPACTED AGGREGATE, NO. 53	TON 307.080	38.890 0.000	0.00	972.25
0016	304-07491	HMA PATCHING, TYPE C	TON 1,060.000	954.920 0.000	0.00	93,582.16
0017	306-08033	MILLING, ASPHALT, 1 IN.	SYS 31,895.670	27,271.070 0.000	0.00	29,938.18
0018	306-08034	MILLING, ASPHALT, 1 1/2 IN.	SYS 18,876.330	23,929.670 0.000	0.00	35,894.51
0019	306-08043	MILLING, TRANSITION	SYS 2,000.000	55.000 0.000	0.00	82.50
0020	306-08432	MILLING, APPROACH	SYS 9,935.060	5,179.500 4.000	7.80	10,107.83
0021	401-07334	QC/QA-HMA, 3, 76, SURFACE, 9.5 mm	TON 4,265.460	4,145.330 0.000	0.00	327,481.07
0022	401-07385	QC/QA-HMA, 3, 76, INTERMEDIATE, 12.5 mm	TON 3,610.880	2,897.780 0.000	0.00	208,640.16
0023	402-07442	HMA BASE, TYPE C	TON 307.080	50.460 0.000	0.00	3,633.12
0024	402-07452	HMA WEDGE AND LEVEL, TYPE C	TON 150.000	0.000 0.000	0.00	0.00

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 PCN : 0300632
 PROJECT : 4241007501

VOUCHER NO : 0010

INDIANA DEPARTMENT OF TRANSPORTATION

PAGE : 3
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PROJ LINE	ITEM CODE	ITEM DESCRIPTION	CURRENT QUANTITY/ UNITS	UNIT PRICE	PREV QTY/ QTY THIS PERIOD	QTY TO DATE	AMOUNT THIS PERIOD	CUMULATIVE AMOUNT
CAT NO 0001 ASPHALT RESURFACE								
0025	406-05520	ASPHALT FOR TACK COAT	TON	32.020	12.607	12.607	0.00	4,097.28
				325.00000	0.000	0.000		
					12.607	12.607		
0026	501-06266	PROFLOGRAPH, PCCP	LS	1.000	1.000	1.000	0.00	2,600.00
				2,600.00000	0.000	0.000		
					1.000	1.000		
0027	503-03489	RETROFITTED TIE BARS	EACH	30.000	200.000	200.000	0.00	4,000.00
				20.00000	0.000	0.000		
					200.000	200.000		
0028	503-05240	D-1 CONTRACTION JOINT	LFT	100.000	60.000	60.000	0.00	60.00
				1.00000	0.000	0.000		
					60.000	60.000		
0029	506-06333	PCCP PATCHING, FULL DEPTH	SYS	4,412.000	6,068.830	6,068.830	0.00	485,506.40
				80.00000	0.000	0.000		
					6,068.830	6,068.830		
0030	506-06334	PCCP PATCHING, PARTIAL DEPTH	SYS	100.000	108.680	108.680	0.00	21,736.00
				200.00000	0.000	0.000		
					108.680	108.680		
0031	507-07480	PCCP PROFILING	SYS	46,032.000	44,114.070	44,114.070	0.00	154,399.25
				3.50000	0.000	0.000		
					44,114.070	44,114.070		
0032	601-95344	HANDRAIL, PEDESTRIAN	LFT	75.000	68.670	68.670	0.00	7,897.05
				115.00000	0.000	0.000		
					68.670	68.670		
0033	604-06070	SIDEWALK, CONCRETE	SYS	600.000	42.410	42.410	0.00	1,696.40
				40.00000	0.000	0.000		
					42.410	42.410		
0034	604-06070	CURB RAMP, CONCRETE,	SYS	186.600	136.310	136.310	0.00	24,535.80
				180.00000	0.000	0.000		
					136.310	136.310		
0035	604-06070	CURB RAMP, CONCRETE,	SYS	355.520	88.870	88.870	0.00	15,996.60
				180.00000	0.000	0.000		
					88.870	88.870		
0036	604-06070	CURB RAMP, CONCRETE,	SYS	33.330	31.580	31.580	0.00	5,684.40
				180.00000	0.000	0.000		
					31.580	31.580		

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 PCN. : 0300632
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INDIANA DEPARTMENT OF TRANSPORTATION
 VOUCHER NO : 0010

PAGE : 4
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PROJ LINE	ITEM CODE	ITEM DESCRIPTION	CURRENT QUANTITY/ UNITS	PREV QTY/ QTY THIS PERIOD	AMOUNT THIS PERIOD	CUMULATIVE AMOUNT
			UNIT PRICE	QTY TO DATE		
CAT NO 0001 ASPHALT RESURFACE						
		CURB RAMP, CONCRETE,	38.730 SYS	57.710 0.000	0.00	10,387.80
		CURB RAMP, CONCRETE,	180.00000	57.710		
		CURB RAMP, CONCRETE,	41.340 SYS	149.910 0.000	0.00	26,983.80
		CURB, CONCRETE,	180.00000	149.910		
		CURB, CONCRETE,	215.000	0.000	0.00	
			LFT	0.000		
			25.00000	0.000	0.00	
0040	610-07488	HMA FOR APPROACHES, TYPE C	819.640 TON	662.170 0.000	0.00	79,460.40
			120.00000	662.170		
0041	621-01004	MOBILIZATION AND DEMOBILIZATION FOR SEEDING	1.000 EACH	0.000 0.000	0.00	0.00
			850.00000	0.000		
0042	621-06567	WATER	2.000 KGAL	0.000 0.000	0.00	0.00
			1.05000	0.000		
0043	621-06575	SODDING, NURSERY	350.000 SYS	32.210 0.000	0.00	101.46
			3.15000	32.210		
0044	702-90915	CONCRETE, A	28.000 CYS	26.043 0.000	0.00	10,417.20
			400.00000	26.043		
0045	720-44000	CASTING, ADJUST TO GRADE	82.000 EACH	38.000 1.000	425.00	16,575.00
			425.00000	39.000		
0046	801-06203	TEMPORARY PAVEMENT MARKING, 4 IN.	9,350.000 LFT	3,305.000 0.000	0.00	1,652.50
			0.50000	3,305.000		
0047	801-06207	TEMPORARY PAVEMENT MARKING, REMOVABLE, 4 IN.	9,350.000 LFT	2,659.000 0.000	0.00	3,057.85
			1.15000	2,659.000		
0048	801-06640	CONSTRUCTION SIGN, A	67.000 EACH	65.000 0.000	0.00	8,450.00
			130.00000	65.000		

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 PCN : 0300632
 PROJECT : 4241007501

INDIANA DEPARTMENT OF TRANSPORTATION
 VOUCHER NO : 0010

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PROJ LINE	ITEM CODE	ITEM DESCRIPTION	CURRENT QUANTITY/ UNITS	PREV QTY/ QTY THIS PERIOD	AMOUNT THIS PERIOD	CUMULATIVE AMOUNT
			UNIT PRICE	QTY TO DATE		
CAT NO 0001 ASPHALT RESURFACE						
0049	801-06775	MAINTAINING TRAFFIC	LS 183,000.00000	1,000 0,000 1,000	0.00	183,000.00
0050	802-07058	SIGN, SHEET ASSEMBLY, RELOCATE	EACH 2,000	2,000	0.00	320.00
0051	805-02327	SIGNAL DETECTOR HOUSING, ADJUST TO GRADE	EACH 20,000	10,000 0,000 10,000	0.00	1,600.00
0052	805-02503	CABLE, ROADWAY LOOP, 1C 14GA.	LFT 8,375.000	8,375.000	0.00	3,768.75
0053	805-78510	SIGNAL CABLE, 2C 16GA., SHIELDED	LFT 837.500	390,000	0.00	1,033.50
0054	805-78795	SAW CUT FOR ROADWAY LOOP AND SEALER	LFT 2,680.000	2,503.200	0.00	21,026.88
0055	805-96014	SAW CUT, FULL DEPTH	LFT 5,000.000	0,000	0.00	0.00
0056	807-08214	CONDUIT, PVC, 2 IN., SCHEDULE 40, FOR ELECTRIC	LFT 2,500.000	2,109.500	0.00	24,259.25
0057	808-03002	LINE, EPOXY, BROKEN, WHITE, 4 IN.	LFT 4,110.000	3,490.000	0.00	1,221.50
0058	808-03631	LINE, EPOXY, SOLID, WHITE, 4 IN.	LFT 16,440.000	15,918.000	0.00	5,571.30
0059	808-03632	LINE, EPOXY, SOLID, YELLOW, 4 IN.	LFT 16,440.000	13,748.000	0.00	4,811.80
0060	808-06701	LINE, THERMOPLASTIC, BROKEN, WHITE, 4 IN.	LFT 70.000	0,000	0.00	0.00

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 PCN. : 0300632
 PROJECT : 4241007501

INDIANA DEPARTMENT OF TRANSPORTATION
 VOUCHER NO : 0010

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PROJ LINE	ITEM CODE	ITEM DESCRIPTION	CURRENT QUANTITY/ UNITS	PREV QTY/ QTY THIS PERIOD	AMOUNT THIS PERIOD	CUMULATIVE AMOUNT
			UNIT PRICE	QTY TO DATE		
CAT NO 0001 ASPHALT RESURFACE						
0061	808-06703	LINE, THERMOPLASTIC, SOLID, WHITE, 4 IN.	22,062.000 LFT	16,544.000 0.000	0.00	4,963.20
0062	808-06705	LINE, THERMOPLASTIC, SOLID, WHITE, 8 IN.	0.30000 LFT	16,544.000 0.000	0.00	
0063	808-75240	LINE, THERMOPLASTIC, BROKEN, YELLOW, 4 IN.	150.000 LFT	0.000 0.000	0.00	0.00
0064	808-75245	LINE, THERMOPLASTIC, SOLID, YELLOW, 4 IN.	730.000 LFT	1,182.500 0.000	0.00	354.75
0065	808-75297	TRANSVERSE MARKINGS, THERMOPLASTIC, STOP LINE, 24 IN.	21,974.000 LFT	16,858.500 0.000	0.00	5,057.55
0066	808-75300	TRANSVERSE MARKINGS, THERMOPLASTIC, CROSSWALK LINE, 6 IN.	0.30000 LFT	16,858.500 0.000	0.00	
0067	808-75320	PAVEMENT MESSAGE MARKINGS, THERMOPLASTIC, LANE INDICATION ARROW	727.000 LFT	576.500 0.000	0.00	2,277.18
0068	808-75325	PAVEMENT MESSAGE MARKINGS, THERMOPLASTIC, WORD (ONLY)	3.95000 LFT	576.500 0.000	0.00	
0069	808-75340	PAVEMENT MESSAGE MARKINGS, THERMOPLASTIC, WORD, RXR	1,856.000 EACH	1,333.500 0.000	0.00	1,333.50
0070	808-75996	PAVEMENT MESSAGE MARKINGS, THERMOPLASTIC, SNOWPLOWABLE RAISED PAVEMENT MARKER, REMOVE	18.000 EACH	17.000 0.000	0.00	1,360.00
0071	808-75998	PAVEMENT MESSAGE MARKINGS, THERMOPLASTIC, SNOWPLOWABLE RAISED PAVEMENT MARKER	80.00000 EACH	17.000 0.000	0.00	
			2.000 EACH	2.000 0.000	0.00	920.00
			115.00000 EACH	8.000 0.000	0.00	
			275.00000 EACH	2.000 0.000	0.00	550.00
			126.000 EACH	82.000 0.000	0.00	779.00
			9.50000 EACH	82.000 0.000	0.00	
			126.000 EACH	94.000 0.000	0.00	2,209.00
			23.50000 SYS	94.000 0.000	0.00	
			59.080 SYS	59.080 0.000	0.00	
			180.00000	59.080	0.00	10,634.40

CONTID : RS-27328
 PCN : 0300632
 PROJECT : 4241007501

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PROJ LINE	ITEM CODE	ITEM DESCRIPTION	CURRENT QUANTITY/ UNITS	PREV QTY/ QTY THIS PERIOD	AMOUNT THIS PERIOD	CUMULATIVE AMOUNT
			UNIT PRICE	QTY TO DATE		
CAT NO 0001	ASPHALT RESURFACE					
0077	303-01180	CURB RAMP, CONCRETE,	18.420 SYS	18.420 0.000	0.00	3,315.60
0078	110-07025	CURB RAMP, CONCRETE,	43.080 SYS	43.080 0.000	0.00	7,754.40
0079	808-06726	CURB RAMP, CONCRETE,	18.290 SYS	18.290 0.000	0.00	3,292.20
0077	303-01180	CURB, CONCRETE	139.500 LFT	139.500 0.000	0.00	3,487.50
0078	110-07025	COMPACTED AGGREGATE, NO. 53	25.00000 TON	139.500 150.510	0.00	5,267.85
0079	808-06726	TRANSVERSE MARKINGS, PAINT, STOP LINE, 24 IN.	35.00000 EACH	2.000 0.000	0.00	1,235.52
0080	110-07025	MOBILIZATION AND DEMOBILIZATION	617.76000 LFT	2.000 0.000	0.00	364.80
0081	720-45605	STRUCTURE, MANHOLE, RECONSTRUCT	96.000 LFT	96.000 0.000	0.00	3,500.00
0082	506-06333	PCCP PATCHING, FULL DEPTH	3.80000 LFT	96.000 4.333	0.00	1,993.18
0082	506-06333	PCCP PATCHING, FULL DEPTH	4.333 LFT	4.333 0.000	0.00	41,389.42
		CREDIT TO THE STATE	-2,000.000 DOL	-2,000.000 0.000	0.00	-2,000.00
		REPLACE	1.00000 DOL	-2,000.000 0.000	0.00	36,000.00

change order #8

CONTID : RS-27328
 PCN, : 0300632
 PROJECT : 4241007501

INDIANA DEPARTMENT OF TRANSPORTATION

VOUCHER NO : 0010

PAGE : 8
 DATE : 04/08/08

PROJ LINE	ITEM CODE	ITEM DESCRIPTION	CURRENT QUANTITY/ UNITS	PREV QTY/ QTY THIS PERIOD	AMOUNT THIS PERIOD	CUMULATIVE AMOUNT
			UNIT PRICE	QTY TO DATE		
	CAT 0001		CURRENT AMT	\$ 2,265,979.94	\$	432.80 \$ 2,132,665.45
			CURRENT AMT	\$ 2,265,979.94	\$	432.80 \$ 2,132,665.45
			PROJECT TOTAL			



INDIANA DEPARTMENT OF TRANSPORTATION
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Driving Indiana's Economic Growth

MITCHELL E. DANIELS, JR., Governor
THOMAS O. SHARP, Commissioner

Writer's Direct Line
317-232-5456

July 18, 2006

CONSTRUCTION MEMORANDUM
06-21

TO: District Directors
District Highway Operation Directors
District Construction Engineers
District Testing Engineers
District Area Engineers
Project Engineers/Supervisors

FROM: Mark A. Miller, Director *Mark Miller*
Division of Construction Management

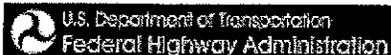
SUBJECT: Basis of Use for Detectable Warning Elements for Sidewalk Curb Ramps

As everyone should be aware, INDOT has for some time included sidewalk curb ramps in construction contracts. As these have been constructed over the years, the use of "Detectable Warning Elements" has become an important part of the make up of a useable curb ramp by vision impaired persons. INDOT has agreed to comply with the Americans with Disabilities Act (ADA guidelines) which outlines the shape, size, and location of the detectable warning buttons on the walking surface.

INDOT specifications, Sections 604 and 905, deal with the construction of curb ramps and the materials that are to be incorporated in them. The specifications state in 905.05 that the detectable warning elements shall be a brick in accordance with ASTM C 902, Class SX, Type II. The color shall be approximate 30109 or 30166 in accordance with Federal Standard No. 595a. Specification 604.02 also states that a Type A Certification in accordance with 916 is required and shall be furnished by the contractor to the PE/S prior to use of the materials. This Type A certification is no longer required because INDOT's "Manual for Frequency of Sampling and Testing and Basis for Use of Materials" refers to a list of approved suppliers for detectable warning elements. The specification will be revised accordingly. If a contractor provides an element not on the approved list, the PE/S will need to submit samples of that product to central testing for approval prior to use. As additional elements are approved the list will be revised.

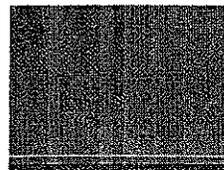
There are many products out in the market place which appear to meet the ADA requirements but at this time there is only one company, Whiteacre-Greer, with products on the approved list. They have two colors that are acceptable and that are considered to meet the color requirements of our specifications. Those colors are "30 Clear Red" and "32 Antique". We are aware that contractors are being allowed to use other types of units such as; tiles, cast iron products, etc. which are not on the approved list and have not been tested. These units, if used, will be considered as failed materials. Please be sure you are following the requirements of the above referenced specifications on your project.

MAM:dak



FHWA Home | Feedback

Office of Civil Rights



Clarification of FHWA's Oversight Role in Accessibility



U.S. Department of Transportation
Federal Highway Administration

Memorandum

Subject: ACTION: Clarification of FHWA's Oversight Role in Accessibility

Date: 9-12-06

From: Frederick D. Isler
Associate Administrator for Civil Rights

Reply to Attn of: HCR-1
HIF-1

King W. Gee
Associate Administrator for Infrastructure

To: Associate Administrators
Chief Counsel
Chief Financial Officer
Directors of Field Services
Resource Center Director and Operations Managers
Division Administrators
Federal Lands Highway Division Engineers

The Federal Highway Administration (FHWA) recognizes the need for the transportation system to be accessible to all users. The purpose of this memorandum is to clarify FHWA's role and responsibility to oversee compliance on pedestrian access required by the Americans with Disabilities Act of 1990 (ADA) and Section 504 of the Rehabilitation Act of 1973 (Section 504). Since 1978, FHWA has promoted accessible transportation systems through technical assistance and guidance on ADA and Section 504. In addition, accessibility improvements are eligible for Federal-aid funding.

The FHWA is responsible for implementation of pedestrian access requirements from the ADA and Section 504. This is accomplished through stewardship and oversight over all Federal, State, and local governmental agencies ("public agencies") that build and maintain highways and roadways, whether or not they use Federal funds on a particular project.

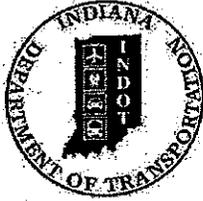
Policy

In February 2000, the FHWA issued a policy providing technical guidance to integrate facilities for pedestrians, including persons with disabilities, into the transportation infrastructure. The guidance can be found at www.fhwa.dot.gov/environment/bikeped/design.htm#d4.

The ADA and Section 504 do not require public agencies to provide pedestrian facilities. However, where pedestrian facilities exist they must be accessible. Furthermore, when public agencies construct improvements providing access for pedestrians, the completed project also must meet accessibility requirements for persons with disabilities to the maximum extent feasible.

Planning

Title 23 requires that long-range transportation plans and transportation improvement programs, in both statewide



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

Design Memorandum No. 07-03
Technical Advisory

January 29, 2007

TO: All Design, Operations, and District Personnel, and Consultants

FROM: /s/ Anthony L. Uremovich
Anthony L. Uremovich
Design Resources Engineer
Production Management Division

SUBJECT: ADA Responsibilities Associated with Sidewalk Improvements

COMPLEMENTS: *Indiana Design Manual* Section 51-1.08

EFFECTIVE: Immediately

Highway or street resurface, rehabilitation, or improvement work in a suburban, intermediate, or urban (built-up) area in a city or town often requires the providing of adjacent curbs and sidewalks, or the repair or replacement of these facilities. In such an area, especially an urban (built-up) area, the faces of commercial or public buildings are often constructed on or in very close proximity to the right-of-way or property line.

State and local governmental entities under Americans with Disabilities Act (ADA) Title II are required to provide ADA-accessible facilities within the public right of way where public facilities such as public buildings, curbs and sidewalks, rest areas, weigh stations, etc., are currently located or are to be provided.

Private businesses which are considered to be places of public accommodations such as retail businesses, restaurants, doctor's offices, law offices, etc., are required under ADA Act Title III to provide ADA-accessible facilities on their private properties.

Exhibit 13

Often, curb or sidewalk repairs or replacements may require changes in sidewalk elevations within the public right of way. INDOT is responsible for ascertaining that ADA requirements are addressed on INDOT right of way. A business that serves the public and has a building with the building face on or nearly on the right-of-way or property line is responsible for ensuring that the building entrances or walks, etc., are ADA-compliant and compatible with the adjacent public right-of-way sidewalk.

rvc:alu

[F:\Des\Signed\0703-ta.doc]