

May 10, 2024

Mr. Phillip Francis  
Assistant Superintendent of District Services  
Livonia Public Schools  
15125 Farmington Road  
Livonia, MI 48154

RE: Sinking Fund Projects  
Contract Award Recommendation for 2024 Pavement Projects  
Central Office – Phase #1

Dear Mr. Francis:

This letter transmits an update from Plante Moran Realpoint (PMR) as it relates to the assignment to assist and advise Livonia Public Schools (LPS) in its selection of a Prime Contractor for the Project listed above. This update represents the mutual efforts of PMR, NTH Consultants, LPS administration and staff (the Team) to present a framework in order to identify, evaluate and recommend a Prime Contractor firm for this Project.

On April 25, 2024, Construction Documents were formally issued and made available. An advertisement for bids was published in a local newspaper and also posted to the required State of Michigan website.

On May 8, 2024, three (3) bid proposals were received for the Project, and were reviewed and evaluated by the team. A post bid interview with the apparent low bidder was conducted on May 8<sup>th</sup>, 2024 with various members of the Team participating. The scope of work, schedule, and other particulars regarding the work were reviewed and clarified.

Upon completion of the interview, and after subsequent clarifications and discussions, the Team is **recommending Nagle Paving Company** for contract award as they are the lowest responsible bidder for the Project.

Including hard construction of \$891,580.00 and construction contingency of \$89,185.00, the total Project award **recommendation equals \$980,738.00.**

For the Prime Contractor, the costs for this work will be detailed in AIA Contract A105 – 2017 Standard Form of Agreement between Owner and Contractor, pending final review and approval of terms by district legal counsel.

The Team is available at the Board's convenience to answer any questions regarding bidding, the proposals, interview process, or the recommendation herein. Please direct all questions through me via email at [brian.weber@plantemoran.com](mailto:brian.weber@plantemoran.com).

Sincerely,

PLANTE MORAN REALPOINT



Brian Weber

Senior Vice President

Enclosures: Cost Summary  
NTH Recommendation Letter  
Bid Tabulation  
Phase 1 Map – Area of Work



**SINKING FUND  
CENTRAL OFFICE PAVING - PHASE 1  
COST SUMMARY**

	<b>Hard Construction</b>		
<b>Project</b>	<b>Budget</b>	<b>Actual</b>	<b>Variance</b>
Central Office Paving - Phase 1	\$ 900,000	\$ 891,580	\$ (8,420)
<b>Totals</b>	<b>\$ 900,000</b>	<b>\$ 891,580</b>	<b>\$ (8,420)</b>

	<b>Construction Contingency</b>		
	<b>Budget</b>	<b>Actual (10%)</b>	<b>Variance</b>
	\$ 100,000	\$ 89,158	\$ (10,842)
<b>Totals</b>	<b>\$ 100,000</b>	<b>\$ 89,158</b>	<b>\$ (10,842)</b>

	<b>Total Project Costs</b>		
	<b>Budget</b>	<b>Actual</b>	<b>Variance</b>
	\$ 1,000,000	\$ 980,738	\$ (19,262)
<b>Totals</b>	<b>\$ 1,000,000</b>	<b>\$ 980,738</b>	<b>\$ (19,262)</b>

Mr. Phillip Francis  
Director of Operations  
Livonia Public Schools  
15125 Farmington Road  
Livonia, Michigan 48154

May 10, 2024  
NTH Project No. 23001951-00

**RE: 2024 Livonia Public Schools Central Paving Program: Phase 1  
15125 Farmington Road  
Livonia, Michigan**

Dear Mr. Francis,

Per our discussion and review of the Contractor's bids received, we have reviewed the Contractors' bid totals for the referenced project. Based on our review of the bids; specifically, the total bid to complete the work and the proposed contractor schedules, we recommend Livonia Public Schools issue a contract with Nagle Paving for the 2024 Livonia Public Schools Central Office Pavement Program, Phase I.

Nagle Paving was the lowest qualified bidder for this project. According to Nagle's quote, the total construction contract amount is \$891,580.

Nagle Paving has provided an Alternate to substitute the specified MDOT 13A/36A mixes with 4EML/5EML mixes in the standard-duty areas. Nagle Paving indicated that the substitution is for constructability and cost purposes as indicated in their attached letter. We note that:

- a. Per the MDOT guidelines for HMA selection, the 4EML and 5EML are not superior mixes for the traffic loading anticipated in the light duty areas.
- b. Nagle could get the two mixes from two separate plants to allow for continuous paving; presumably that would be a little more expensive. MDOT 2020 Standard Specs section 501.F.2.c addresses Vertical Longitudinal Joints if they are unable to procure the mixes for continuous paving.
- c. A slightly different appearance is possible and may even be desirable to delineate bus routes vs regular traffic routes.
- d. The use of Nagle Paving alternate 4EML and 5EML in the standard duty areas may reduce pavement performance.

If LPS elects to accept the alternate, it will reduce the construction contract amount to \$888,580.

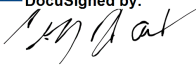
We recommend maintaining some contingency funds for the project on the order of 10 percent for unforeseen conditions that may be encountered.



Should you have any questions or need additional information regarding the project scope or budget, feel free to contact Cliff J. Andrews at (248) 640-0466.

Sincerely,

NTH Consultants, Ltd.


DocuSigned by:  
  
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Cliff J. Andrews  
Principal Professional

CJA/DRL/mlk

Attachments

cc: Harry Lau, Livonia Public Schools  
Brian Webber, Plante Moran Realpoint

DocuSigned by:  
  
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David R. Lutz, P.E.  
Senior Vice President

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## NAGLE PAVING COMPANY

39525 WEST 13 MILE RD.  
SUITE 300  
NOVI, MI 48377  
(248) 553-0600      FAX (248) 553-0669

May 9<sup>th</sup>, 2024

Livonia Public Schools  
15125 Farmington Road  
Livonia, MI 48154  
Attn: Harry Lau  
CC: Brian Weber – Plant Moran Realpoint  
David R. Lutz P.E. - NTH Consultants, LTD.

RE: LPS Central Office Phase 1 Proposal  
Voluntary Alternate Proposal

Mr. Lau,

I am writing to you as a follow up to our conversation on May 9<sup>th</sup>, 2024, and to better document our voluntary alternate that was included in our proposal dated the same.

The voluntary alternate we submitted was to substitute the specified MDOT 13A/36A mixes in the standard-duty paving areas with the specified 4EML/5EML mixes that are to be used in the heavy-duty areas. The reasons for this request are as follows:

1. Should we utilize the specified 13A/36A mixes in the standard duty areas, we will have constructability concerns. These concerns are directly related to the standard duty and heavy-duty areas touching each other. Should we use two different mixes next to each other, we will have to stop paving operations to switch into the different mixes. The plant will not be able to run the mixes at the same time (due to multiple reasons). We will have to make all the 13A, place it, then switch over to the 4EML. The mats will not be able to be placed continuously and cold joints will happen. This will also happen during the placement of the top course. The cold joints will most likely cause premature pavement degradation/cracking and in the wearing course, they will also be unsightly.
2. The 36A and 5EML while similar, and not the same mix. They will have a different aesthetic appearance after placement. We believe this will be visible and not the desired result that the district will want to see visually in the final product.
3. To try to pave a lot in this fashion (different mixes in contiguous mats) is not only not standard construction practice, but also cumbersome. Also, it leaves open a larger risk of mistakenly placing one mix in an area it should not be in, causing nonconformance. Especially in the wearing course.
4. Lastly, the 13A/36A are Marshall mixes while the 4EML/5EML are Superpave mixes. They are handled differently in the field (specifically rolling patterns). Trying to joint these two together from a rolling pattern standpoint is also cumbersome and increases the risk of nonconformance (over rolling or under rolling that specific joint line).

The 4EML and the 5EML are the superior mixes and meet the heavy-duty durability requirements of the project so we chose to offer those mixes as the voluntary alternate. We feel the uniformity in both cross-sections will better suit the project. From a cost standpoint, the Superpave mixes are slightly more expensive, but because using the same mixes in all areas creates a uniformity that makes our work easier, we have chosen to offer a credit to make the switch more appealing to you as the owner. And frankly, there is a value to the contractor to make the work a little easier with said uniformity.

Thank you for taking the time to speak to me regarding the voluntary alternate and for accepting this letter. Please feel free to contact us with any questions at (248) 765-3124 should you have any questions or need anything further.

Sincerely,

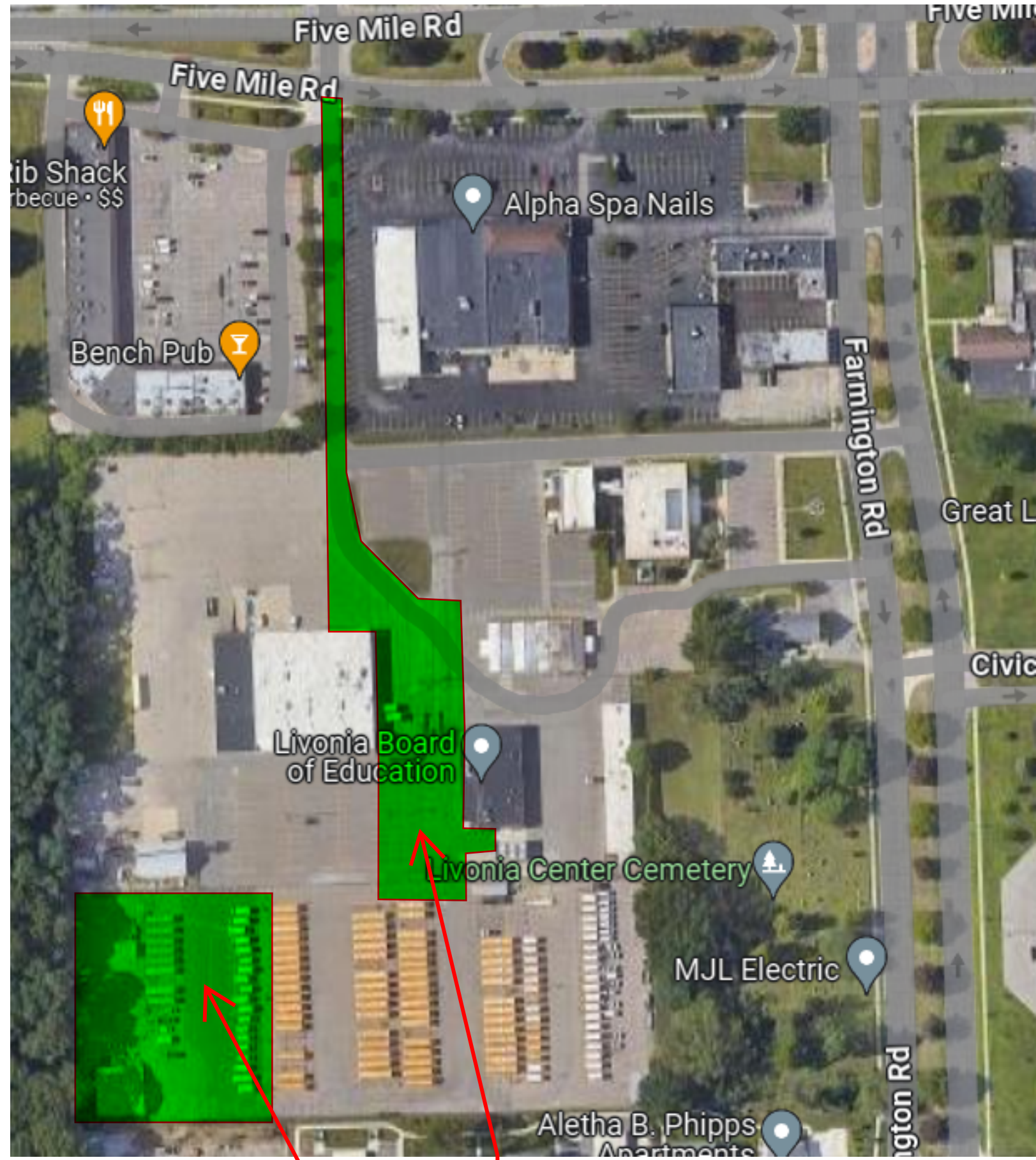


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Rob Wilson  
Vice President  
Nagle Paving







Phase 1 Areas of Work