

Wayne Street Asphalt Resurfacing

Pontiac, Michigan

The Wayne Street Project encompassed the section of roadway from Pike Street northerly to Lafayette Street in the City of Pontiac. It included roadway cold milling and resurfacing, sidewalk removal and replacement, sidewalk ADA ramps, drainage improvements, concrete curb and gutter, crack repair, temporary and permanent signing, pavement marking, and restoration.

Spalding DeDecker Associates, Inc. (SDA) was responsible for complete construction engineering services including:

- Contract Administration
- Construction Observation
- Material Testing Coordination
- Construction Staking

SDA provided full oversight, construction engineering, and contract administration Services for this 0.32 mile resurfacing project.



Certified technicians worked closely with the contractors to ensure proper materials, placement, and procedures were observed and that all work was completed in accordance with the City of Pontiac, American Association of State Highway and Transportation Officials (AASHTO), and Michigan Department of Transportation (MDOT) standards and requirements. The contract documentation was kept using FieldManager, according to

MDOT guidelines. SDA reviewed daily construction reports, verified quantities against design requirements, processed pay certifications, and negotiated contract modifications. Prevailing wage interviews were conducted, and certified payrolls were checked for Davis-Bacon compliance. The SDA Project Manager communicated regularly with the City of Pontiac Engineering Staff and MDOT Project Engineer. All interested parties were kept abreast of the contract status.

SPECIAL CHALLENGES

Whereas the resurfacing was hot-mix asphalt, the removal was a combination of concrete

OWNER / CLIENT

City of Pontiac Engineering

PROJECT START - END

May 2010 - July 2010

SDA PROJECT No.

CE10-003

pavement, asphalt paving, and brick. This impacted both the removal and the stability of the pavement base.

This construction was also limited to very tight constraints due to the urban setting with little or no right-of-way in areas. Fenced lots and store fronts lined both sides of the street. Even with this additional challenge, the project was completed on time and under the contract budget.

FUNDING

This project was funded with American Recovery and Reinvestment Act (ARRA) funds and followed strict ARRA documentation guidelines. This program received full review by the MDOT Oakland Transportation Service Center (TSC).