

A New Freestanding Bus Garage For
Benzie Bus
Beulah, MI
Environment Architects Job # 24-01

INVITATION TO BID

PROJECT IDENTIFICATION

Owner: **BENZIE TRANSPORTATION AUTHORITY**
14150 US-31
Beulah, MI 49617

Project Location: **BENZIE BUS**
14150 US-31
Beulah, MI 49617

PROJECT DESCRIPTION

Notice is hereby given that Benzie Bus will be accepting sealed bids for construction of a freestanding bus garage located at 14150 US-31, Beulah, MI 49617.

Project Areas:
Approximately 4,999 enclosed SF and 2,374 SF of covered exterior spaces. Note the covered exterior space is separated from the interior enclosed spaces with a 3-Hour fire wall.

It is the intent of the Owner after receipt of bids to review available funding and proceed with construction pending approval of the MDOT and Benzie Bus.

TYPES OF BIDS REQUIRED

This project will be constructed under a single phase and single prime General Contract with Bids received on a lump sum basis. THIS PROJECT IS PREVAILING WAGE UNDER DAVIS BACON REQUIREMENTS.

RECEIPT OF BIDS

Bids shall be submitted to:

BENZIE BUS
14150 US-31
Beulah, MI 49617

Envelope should be clearly marked **"Construction Bid for Benzie Bus; Freestanding Bus Garage"**

DATE: **Thursday July 30, 2026**
TIME: **4:00 p.m., local time**

All Bids received at such place, date and time will then be publicly tabulated. Bids received after such time will be returned to the respective Bidder, unopened. Bidders submitting Bids will be informed of the results of all the Bid proposals following award of all contracts.

EXAMINATION AND PROCUREMENT OF DOCUMENTS

A New Freestanding Bus Garage For
Benzie Bus
Beulah, MI
Environment Architects Job # 24-01

Complete sets of Bidding Documents may be obtained by Bidders after **Wednesday July 8, 2026** from Traverse Reproduction & Supply, 1373 Barlow St., Traverse City, MI, for actual cost of printing and shipping as required.

Complete and detailed Bidding Documents will be on file, and may be examined by prospective Bidders at:

Office of the Architect

Environment Architects Inc.
10241 E. Cherry Bend Rd.
Traverse City, Michigan 49684
Telephone: (231) 946-1234
Project Manager: Ray Kendra, AIA
e-mail: ray@env-arch.com

Plan Room: Builders Exchange of Northwest Michigan
3175 Continental Dr.
Traverse City, MI 49686

BID SECURITY

Each Bid must be accompanied by a bid security, which shall not be less than five percent (5%) of the amount of the highest combination of the Base Bid plus all requested ADD Alternates, in the required form and submitted in accordance with the INSTRUCTIONS TO BIDDERS.

BOND REQUIREMENTS

Bidders to whom award of a Contract is under consideration shall furnish and pay for an acceptable Performance Bond, Labor and Material Payment Bond and Supply Bond in a penal sum of 100% of the total amount payable by the terms of the Contract in accord with the AIA INSTRUCTIONS TO BIDDERS. Cost of bonds to be provided on bid form.

MODIFICATION OR WITHDRAWAL OF BID

A bid may not be modified, withdrawn or canceled for a period of ninety (90) calendar days after the time and date designated for receipt of Bids.

PRE-BID SITE VISIT

Monday July 13 from 2-4pm and Tuesday July 14 from 8-10am are designated times for contractors to tour the site with owner's representative Chad Hollenbeck. Otherwise Contractors must visit the project site at 14150 US-31, Beulah, MI 49617 prior to submitting a bid.

PROTEST PROCEDURES

Respondents must send protests about specifications or solicitation procedures to (agency and agency address) by 10 business days before the bid's due date. Post-award protests must be received no later than 5 business days after award notification. The agency's Director will provide a written response to the protestor within 10 business days of receiving the protest.

The Benzie Transportation Authority (agency) reserves the right to cancel the solicitation or reject all bid proposals for sound, documentable, business reasons.

ADDENDUM #1

July 15, 2026

Owner: **BENZIE TRANSPORTATION AUTHORITY**
14150 US-31
Beulah, MI 49617

Project: **FREESTANDING BUS GARAGE**
BENZIE BUS
14150 US-31
Beulah, MI 49617

Architect's Commission No.: 24-01

The original drawings and specifications, dated July 8, 2026 for the above referenced project are amended as described in this addendum.

SPECIAL NOTE

is the responsibility of the Prime General Contractors to confirm Sub-Contractors included in their bid include all addenda.

SCOPE OF WORK

The following items are changes, additions, deletions, clarifications, and/or errors, and omissions in plans and specifications, and shall be considered by each Bidder in making and submitting his proposal. All of these items shall be considered a part of the Contract Documents. *Please note that Change Description may not capture all changes on the re-issued sheets and it is the contractor's responsibility to thoroughly review re-issued sheets for all changes.*

CIVIL ITEMS

C-1 Drawings Issued: none
Change Description:

- a. The DS structures are to be in accordance with the downspout connector detail on sheet C500. Disregard reference that being a 1' structure. Refer to Item A1 of this addendum for additional clarification.

C-2 Drawings Issued: none
Change Description:

- a. The well drilling contractor shall design, furnish, and install a complete Type III well and water-service system based on those criteria.
 - i. The well contractor's base-bid scope shall include the well, casing, grout, pitless adapter, submersible pump, motor, conventional pump controls, pressure tank, buried water service from the well to and including the pressure tank, testing, disinfection, permitting, and all fittings and appurtenances required for a complete operational system.
 - ii. Final well depth, casing size, pump size, pump setting, pressure-tank size, and water-service pipe size shall be determined by the licensed well contractor based on the MEP design criteria, applicable regulatory requirements, and actual drilling conditions. No separate allowance shall be included.
 - iii. **Add Alternate – VFD Well Control System:** Provide the additive cost to replace the conventional pump-control and pressure-tank system with a manufacturer-approved variable-frequency-drive constant-pressure system. The alternate shall include a compatible pump and motor, VFD controller, pressure sensor, appropriately sized pressure tank, surge protection, controls, wiring integral to the well system, startup, programming, and all associated appurtenances required for a complete operational system.
 - iv. The base bid and alternate shall both satisfy the same required design flow and pressure criteria. Nealis Engineering will provide the required building design flow and pressure criteria as part of Addendum 2.

C-3 Specification Issued: none
Change Description:

Revised spec section 32 17 00 Paving Specialties now includes information on bollard sleeves.

C-4 Drawing Issued: none

Clarification: "At Grade Stone Drain Detail" references "3' Wide Stone Maintenance Strip" called out on C102.

C-5 Issued: Geotechnical Report dated 8-14-24

Clarification: Attached Geotechnical Report dated 8-14-24

ARCHITECTURAL ITEMS:

A-1 Drawings Issued: None
Change Description:

- a. Refer to Sheet A3.2; Change Roof Plan Note 1 to be 4" dia. 22 ga. G90 Galvanized downspout outlet into DS structure indicated on Sheet C500. Provide 10 x 10 x 8 in 22ga. G90 Galvanized Leader box.
 - ☐ Hem all exposed edges
 - ☐ Fully solder or continuously weld watertight seams
 - ☐ Provide a minimum **1-inch outlet flange** into the downspout.
 - ☐ Secure the leader box with concealed cleats or heavy-duty brackets.
- b. Color as selected from manufacturers full range

A-2 Drawings Issued: None
Change Description:

- a. Refer to Sheet A3.3; Remove reference to colored concrete in Garage 100. Sealer to be applied to non-integrally colored concrete.

A-3 Drawings Issued: None
Clarification:

- a. Interior CMU walls to be painted per specification. All other surfaces are pre-finished materials unless noted otherwise.
- b. PEMB Columns and Beam (main frames) to receive Epoxy Metal Coating. Refer to specification.

- c. Miscellaneous interior steel including railings and ladder to receive Epoxy Metal Coating. Refer to specification.

A-4 Drawings Issued: None
Clarification:

- a. Mezzanine Floor to be 3/4" T+G fire treated plywood. Screw and Glue.

A-5 Drawings Issued: None
Clarification:

- a. Thermax indicated to be DuPont Thermax Heavy Duty; 4 mil embossed white thermoset-coated aluminum front facer and 1.25 mil embossed aluminum back spacer. Provide manufacturers associated trim and install per manufacturer specifications.

A-6 Drawings Issued: None
Clarification:

- a. Door Hardware Schedule to be included in Addendum 2.

A-7 Issued: None
Clarification:

- a. Attached is sign in sheet for visitors to the Site July 13 and July 14. Please note that attendance at the designated times was optional and not mandatory. MDOT requires Prime General Contractors must visit site prior to submitting bid. It is also suggested that site contractors visit the site.

A-8 Drawings Issued: None
Clarification:

- a. Reference spec section 075320 for EPDM roof edge metal.
- b. Refer to drawings for R-Value and Insulation thickness requirements.

STRUCTURAL ITEMS:

- S-1** Drawings Issued: None
Clarification:
a. 05 12 00; Section 1.6 Quality Assurance - AISC Certification is NOT a requirement for both the fabricator and erector.

PLUMBING

- P-1** Drawings Issued: None
Clarification:
a. Install water heater and well pressure tank on mezzanine/platform above Toilet 102.

MECHANICAL

No items

ELECTRICAL

- E-1** Drawings Reissued: None
Change Description:

Refer to drawing sheets E3.1 – Electrical Lighting Floor Plan and E3.2 – Light Fixture Schedule, and make the following changes:
a. Sheet E3.1 – The two (2) light fixtures identified as WM2 above the overhead doors shall be relabeled as WM1.
b. Sheet E3.2 – In the part number for fixture type AE, remove EL20WREM from the part number. The complete part number shall now be Metalux #SSLED-LD5-24-W-UNV-L850-CD2-xx-xx-WPS4-U.

END OF ADDENDUM #1

SECTION 32 17 00 PAVING SPECIALTIES

PART 1 GENERAL

1.1 REFERENCES

- A) AASHTO (American Association of State Highway Transportation Officials)
 - (1) M-248 “Standard Specification for Ready Mixed White and Yellow Traffic Paints”
- B) ASTM (ASTM International)
 - (1) A53 “Standard Specification for Pipe, Steel, Black and Hot-Dipped, Zinc-Coated, Welded and Seamless”
- C) NEMA (National Electrical Manufacturers Association)
 - (1) TC2 “Electrical Polyvinyl Chloride (PVC) Conduit”

1.2 SUBMITTALS

- A) Submit Product Data.
 - (1) Pavement marking paint.
 - (2) Wheel stops.

PART 2 PRODUCTS

2.1 MATERIALS

- A) Pavement Marking Paint: MDOT approved paints complying with AASHTO M-248.
 - (1) Color for Barrier-Free Symbols and Striping: Light blue.
 - (2) Color for Balance of Pavement Marking Paint: Safety yellow.
- B) Underground Utility Sleeves: Schedule 40 PVC piping per NEMA TC2.
 - (1) Minimum Sleeve Diameter: 4 inches, unless otherwise indicated.
 - (2) Provide pull tapes in each sleeve: mule tape or rope with a minimum tension capacity of 5,000 pounds.
 - (3) Provide tape or other sealing device suitable for preventing debris from entering sleeve ends.
 - (4) Provide marker stakes to identify the locations of buried sleeve ends.
- C) Steel Pipe Bollards: Standard, schedule 40, black steel pipe per ASTM A53, concrete filled and set in concrete footing to minimum 3 feet below grade.
 - (1) Pipe Outside Diameter: 6 inches, unless indicated otherwise.
 - (2) Crown concrete at top of pipe to shed water off bollard.
 - (3) Provide UV-resistant, high-density polyethylene (HDPE) bollard cover on each bollard. Bollard cover shall be one-piece, slip-over type, color-through Safety Yellow, sized to fit the specified bollard diameter, and secured in accordance with the manufacturer's recommendations.
 - (4) Paint finish is not required beneath plastic bollard covers. Exposed steel surfaces not covered by the bollard cover shall receive one coat of primer and two finish coats.
 - (5) Sleeves for Steel Pipe: steel pipe sized for snug fit of post outside diameter into sleeve inside diameter.
- D) Wheel stops: Precast, air-entrained concrete, 2500 pounds per square inch minimum compressive strength.
 - (1) Dimensions: 4-1/2 inches high by 9 inches wide by 72 inches long.
 - (2) Provide chamfered corners and drainage slots on underside and holes for anchoring to substrate.
 - (3) Dowels: Galvanized steel, 3/4-inch diameter, 12-inch minimum length.

PART 3 EXECUTION

Benzie Bus – Bus Storage Garage

3.1 PAVEMENT MARKING PAINT INSTALLATION

- A) Do not apply pavement-marking paint until layout, colors, and placement have been verified with the Owner and Architect.
- B) Roadway Pavement Marking Installation: Apply pavement markings in accordance with the paint manufacturer's instructions, MDOT "Standard Specifications for Construction," and MDOT Publication 060 (MMUTCD) requirements, as applicable.
 - (1) Do not apply pavement markings to damp surfaces.
 - (2) Do not apply pavement markings when the surface temperature is less than 40 degrees Fahrenheit.
 - (3) Protect newly-applied traffic markings until paint is fully cured.
- C) Parking Lot Pavement Marking Installation: Provide 4 inch wide lane and parking striping, hatching, lettering, directional arrows, barrier-free and other symbols as shown in site plan drawings and as required by local Authorities Having Jurisdiction.
 - (1) Proceed with pavement marking only on clean, dry surfaces and at minimum ambient and surface temperatures as allowable by the paint manufacturer.
 - (2) Follow paint manufacturer's application instructions.
 - (3) Apply lane marking and parking striping in straight, uniform lines.
 - (4) Use accurately-cut templates for lettering, arrows, and symbols.
 - (5) Protect newly-applied traffic markings until paint is fully cured.

3.2 WHEEL STOPS

- A) Securely attach wheel stops into pavement with not less than two galvanized steel dowels embedded at one-quarter to one-third points.
 - (1) Securely install dowels into pavement and bond to wheel stop.
 - (2) Recess head of dowel beneath top of wheel stop.

3.3 PIPE BOLLARD INSTALLATION

- A) Anchor in concrete with pipe sleeves preset and anchored into concrete.
 - (1) Fill space between bollard and sleeve solidly with non-shrink, nonmetallic grout.
- B) Anchor in place with concrete footings.
 - (1) Support and brace bollards in position in footing excavations until concrete has been placed and cured.
- C) Anchor to existing construction with post-installed anchors and bolts.
 - (1) Provide four **3/4 inch** anchors at each bollard, embedded at least **4 inches** in existing concrete.
- D) Fill bollards solidly with concrete, mounding top surface.
- E) Install plastic bollard covers after completion of painting (where applicable), concrete placement, and curing. Secure covers in accordance with the manufacturer's recommendations.

3.4 COMPLETION REQUIREMENTS

- A) Repair or replace all nonconforming Work.

END OF SECTION

Report of Geotechnical Exploration

Barn Project, 14150 S US-31

Homestead Twp., Benzie County, Michigan

August 14, 2024

Prepared by:

Gosling Czubak Engineering Sciences, Inc.

1280 Business Park Drive

Traverse City, Michigan

(231) 946-9191

www.goslingczubak.com

Gosling Czubak Project 240166



Gosling Czubak
engineering sciences, inc.



CIVIL ENGINEERING

SURVEYING

ENVIRONMENTAL SERVICES

CONSTRUCTION SERVICES

GEOTECHNICAL

DRILLING

LANDSCAPE ARCHITECTURE

WWW.GOSLINGCZUBAK.COM

TABLE OF CONTENTS

1.0	PURPOSE	1
2.0	PROJECT DESCRIPTION	1
3.0	SITE CONDITIONS.....	1
3.1	Environmental Site Conditions.....	1
4.0	FIELD EXPLORATION.....	2
4.1	General Considerations.....	2
5.0	EVALUATION METHODS.....	2
5.1	Soil Borings	2
5.2	Laboratory Testing	3
6.0	SUBSURFACE CONDITIONS	3
6.1	Soil	4
6.2	Groundwater.....	4
6.3	Laboratory Testing Results.....	4
6.4	General Considerations.....	4
7.0	CONCLUSIONS AND RECOMMENDATIONS.....	4
7.1	Geotechnical	5
8.0	SITE PREPARATION	7
9.0	LIMITATIONS.....	8

p:\240166\docs\geotechnical report_benzie bus.docx

ATTACHMENTS

- Att. 1 Site Location Map**
- Att. 2 Soil Boring Location Sketch**
- Att. 3 Boring Logs**
- Att. 4 Important Information regarding your Geotechnical Engineering Report**

1.0 PURPOSE

The purpose of this study was to evaluate subsurface conditions and develop geotechnical design criteria regarding foundations for a proposed pole barn for Benzie Bus. Gosling Czubak's scope of services included drilling two soil borings with standard penetration testing and preparation of this geotechnical report. Mr. Ray Kendra of Environment Architects authorized the work and served as Gosling Czubak's client contact.

2.0 PROJECT DESCRIPTION

The project involves the construction of a new pole barn on the north side of US-31 South near Haze Road in Homestead Township, Michigan. This property, with the address of 14150 S US-31 is in part of section 12, Township 26 North, Range 14 West, Homestead Township, Benzie County, Michigan. A site location map is included in Attachment 1.

We understand the project consists of a post and beam-framed structure over slab on grade. Although structural loads have not been provided to us, we anticipate the proposed structure will have maximum column loads are anticipated to be on the order of 25 kips. This office should be contacted to review the following foundation recommendations if the project details differ from these assumptions.

3.0 SITE CONDITIONS

The property is currently a sparsely wooded field that slopes downward from north to south. Elevations from site topographic data range from 746 to 742 in the proposed building area. The area is comprised of commercial development along US-31, surrounded by low-density residential or undeveloped woodlands.

3.1 Environmental Site Conditions

An environmental site review or wetland determination was not part of this evaluation. It is assumed that any recommendations provided within this report and wetland permit conditions, if any, will be reconciled by others and is not the responsibility of the geotechnical consultant. Any Due Care Plans completed for this site as they relate to worker health and safety should be made available for contractor

review. Furthermore, compliance with local Health Department and EGLE requirements is the responsibility of others and is not part of this geotechnical report.

4.0 FIELD EXPLORATION

The field exploration consisted of two soil borings (SB-1 and SB-2) to a depth of 20 feet below grade. The borings were located for general coverage of a potential barn footprint area. The boring locations are shown on the Soil Boring Location Sketch included as Attachment 2 of this report.

4.1 General Considerations

The observations, conclusions, and recommendations contained in this report pertain to these soil borings as they relate to the project described. The recommendations in this report should not be used if this project is altered or the structure locations changed, or if the structural information is incorrect. The borehole logs and other testing information provided for this project are intended for use with the complete report. The logs and other testing results should not be separated from the report.

The soil boring locations are shown on the Soil Boring Location Sketch included in Attachment 2 of this report. The drawing in Attachment 2 is intended to show the approximate borehole locations with respect to proposed buildings and other site features and may not include all existing or proposed site elements. The drawing(s) included in this report should not be used for site design, or to determine locations of utilities, building elements, or other proposed or existing features of the site.

5.0 EVALUATION METHODS

Soil borings and limited laboratory soil testing was completed to evaluate geotechnical conditions for this project.

5.1 Soil Borings

Soil borings were used to gather subsurface soils information. The soil borings were completed with conventional hollow stem auger drilling procedures. Soil samples were obtained at regular intervals throughout the borings by performing standard penetration tests through the center of the hollow augers. The standard penetration test (ASTM D-1586) consists of driving a two-inch outside diameter split

barrel sampler into the soil with a 140-pound hammer falling 30 inches. The sampler is driven 18 inches, with the hammer blows recorded for each six-inch increment. The number of blows for the second and third increments are summed and referred to as the standard penetration resistance (N).

Soils were removed from the sampler and described on boring logs; driving resistance values and strata depths were also recorded. Field soil classifications were made using procedures similar to ASTM, D-2488. Representative soil samples were preserved in glass jars for future reference and laboratory testing as required. Soil samples were reviewed in the laboratory and final boring logs were prepared. Unless otherwise directed, soil samples will be stored for 90 days prior to disposal.

Borings drilled at the time of the field exploration were backfilled and additional soil placed over the borings proper. Due to the impracticality of compacting soils into deep borings, subsidence of loose backfill may occur, partially reopening the borings. It is not within the scope of this exploration to maintain the borings during settlement of the loose backfill. It is the owner's responsibility to ensure that a hazard to property, person, or animals is not presented by the borings after completion. Following demobilization of the drilling crew, the borings are the property and sole responsibility of the owner.

5.2 Laboratory Testing

The laboratory testing program consisted of visual soil classification on recovered samples in general accordance with ASTM standards. Representative soil samples were returned to Gosling Czubak's soil laboratory where limited laboratory testing on select soils may be conducted to aid in identifying and describing the physical characteristics of the soils and to assist in defining the site soil stratigraphy.

6.0 SUBSURFACE CONDITIONS

Regional near-surface geology consists of glacial outwash sand and gravel. The unconsolidated drift thickness in the area is approximately 700 feet and overlies Devonian-aged Ellsworth shale bedrock, based on nearby natural gas well records. The following sections describe the soil and groundwater conditions encountered during site exploration activities.

6.1 Soil

The soil borings indicated that soils at the site are consistent and generally comprised of sandy soils. Approximately 12 inches of sandy topsoil was present at the surface. Below surficial topsoil, soils at SB-1 and SB-1 consisted of fine to medium sand to 3.5-feet, fine to medium sand with gravel to 5.5-feet, and was underlain by silty fine sand down to explored depth of 20 feet.

The relative density of the sand was very loose, and only slightly increased with depth.

6.2 Groundwater

Groundwater was not encountered in either boring. Nearby water well records indicate static water levels range from 25 to 35 feet in the vicinity of the site. It should be noted that groundwater depths will vary with time, season, lake levels, and natural climate variations.

6.3 Laboratory Testing Results

The laboratory testing program consisted of visual soil classification on recovered samples in general accordance with ASTM standards.

6.4 General Considerations

The borehole logs depict the subsurface data obtained (see Attachment 3). This information is representative of each location only; it should be understood that the soil conditions may vary between the test locations. In addition, the boreholes reflect soil and groundwater conditions at the time they were performed. The soils information was obtained for preliminary use for the project described. This information should not be used for determining earthwork quantities, construction estimating, or other purposes.

7.0 CONCLUSIONS AND RECOMMENDATIONS

This report is intended to present the geotechnical evaluation findings and construction recommendations for the proposed new foundation and other construction features.

7.1 Geotechnical

In general, the soil borings indicated that very loose sandy soil conditions are present on the site. The soils encountered are only considered suitable for the support of pavement or foundation loads using a conventional post foundation system if the site preparation and inspection recommendations below are followed. The following sections include foundation options and site preparation options to provide building support.

All site grading work should be completed in the construction area prior to building pad preparation or deep foundation work. If remnants of previous construction such as underground tanks, foundations, fill, utilities, or other items are encountered they should be completely removed and replaced with engineered fill. All topsoil, frozen soil, stumps and large roots in the construction area should be completely removed to the depth they occur. Following site grading activities, the construction area should be proof-rolled to identify areas of loose soils to be improved by compaction with a smooth drum vibratory roller.

7.1.1 Site Preparation for Post Pier Foundations

The post pier foundations should be designed to resist the lateral loads and overturning moments. At a minimum, the diameter of the drilled shafts should be large enough to accommodate the diameter of the pole structure, and may need to be larger to accommodate the design lateral loads. Post foundation excavations should be tested using a dynamic cone penetrometer. If soft or loose areas or variations in the soil density are observed, additional subgrade preparation may be required such as additional compaction or over-excavation and replacement with engineered fill. Only soils that meet MDOT Class II requirements should be used as fill directly below slabs, footings and pavement. If fill is placed, the fill should be compacted to a minimum of 95% of the maximum density as determined by the Modified Proctor or Michigan Cone Test. A representative of Gosling Czubak should observe and test the subgrades prior to footing construction.

The footings may be established directly on native soils or properly prepared engineered fill and designed in a conventional manner. Footings may be sized using a soil contact pressure of up to 1,500 pounds per square foot (psf). These recommendations are conditioned upon a representative of Gosling

Czubak observing the subgrade prior to construction. A minimum footing depth of 3.5 feet and diameter of 24 inches for the column footings should be maintained. Backfill should meet the requirements given in Section 8.0 Site Preparation, or be approved by Gosling Czubak. A passive lateral earth pressure coefficient, K_p , of 3.0 can be assumed for compacted fill.

Foundation settlements less than one inch are anticipated when footings are loaded to the recommended soil contact pressures described above and placed on properly prepared surfaces, using the compaction equipment described. Differential settlements of ½-inch may result between structural elements depending on spacing, relative footing loads, and structural rigidity of the building.

7.1.2 Recommendations for Floor Slab Subgrade Preparation

It is recommended that all topsoil, frozen or otherwise unsuitable soil be removed to the extent it occurs. The native sand soils should be thoroughly compacted at that level so that the soil density is improved to a minimum depth of 24 inches. A minimum of 6-inches of compacted clean granular soil, such as MDOT Class II material should be present below the building floor slab. Engineered fill should be placed to return the area to grade following any over-excavation, if necessary. This will help provide a suitable subgrade for the proposed floor slab.

7.1.3 Seismic Site Class

Section 1613 of the latest edition of the Michigan Building Code requires that the site shall be classified in accordance with Chapter 20 of ASCE 7. Based on the subsurface information obtained from our borings to a maximum depth of 20 feet, seismic Site Class D applies to this site.

7.1.4 Groundwater

Groundwater was not encountered within 20 feet of ground surface. It is anticipated that a dewatering system will not be necessary for proposed construction on site. Depending on the elevation, the native sand soils found at the site were fine-grained and may not drain quickly due to the silt content of the soil.

7.1.5 Site Grading

It is important that the site grading plan be properly designed for controlled surface drainage. The foundation drainage system should be separated from the surface drainage anticipated on site. In other words, the site should be designed to shed surface water in a way that will not add to the water finding its way to the drainage system of the building. In order to help achieve this, the area around the building should be graded so that surface water will flow away from the structure.

8.0 SITE PREPARATION

It is recommended that any cut and fill operations which take place on the site follow the standard procedures outlined below:

- If encountered, remove all topsoil and organic or unstable soils, roots, stumps, old footings, septic tanks, drain fields and any other unsuitable materials from the foundation areas, and construction limits including areas to be paved.
- Compact the backfill soils using a suitable compactor and method as described in Section 7.0 *Conclusions and Recommendations*. If unsuitable soils are encountered, they should be removed as required and suitable backfill should be replaced and compacted as specified below.
- Backfill should meet MDOT Class II specifications or otherwise as specified in Section 7.0 *Conclusions and Recommendations*.
- Fill should be spread in shallow lifts, six inches to eight inches maximum, and compacted to 95 percent of the modified proctor value (ASTM D-1557).
- For these recommendations to be valid, earthwork should be done under the observation of a qualified engineer or technician and density tests performed to determine if each lift is sufficiently compacted.
- In general, the construction contractor is responsible for safety during all activities on the site during construction. The contractor is obligated to observe all applicable regulations and codes regarding site safety, including the codes pertaining to open cuts and trenches in soils during excavation, site improvement activities, and foundation construction.

9.0 LIMITATIONS

This report was prepared using generally accepted geotechnical engineering practices.

Recommendations were developed based on the information gained from the soil borings performed, and the other information reviewed. No other warranty, expressed or implied, regarding the recommendations and conclusions provided in this report is offered.

Changes to the project should also be brought to the attention of this office prior to construction so that they can be reviewed to see that they are consistent with the recommendations presented in this report.

Readers of this report are encouraged to also review the advice included in Attachment 4, "Important Information Regarding Your Geotechnical Engineering Report."

Prepared by:

Reviewed by:

Adam R. Biteman, C.P.G., P.G.

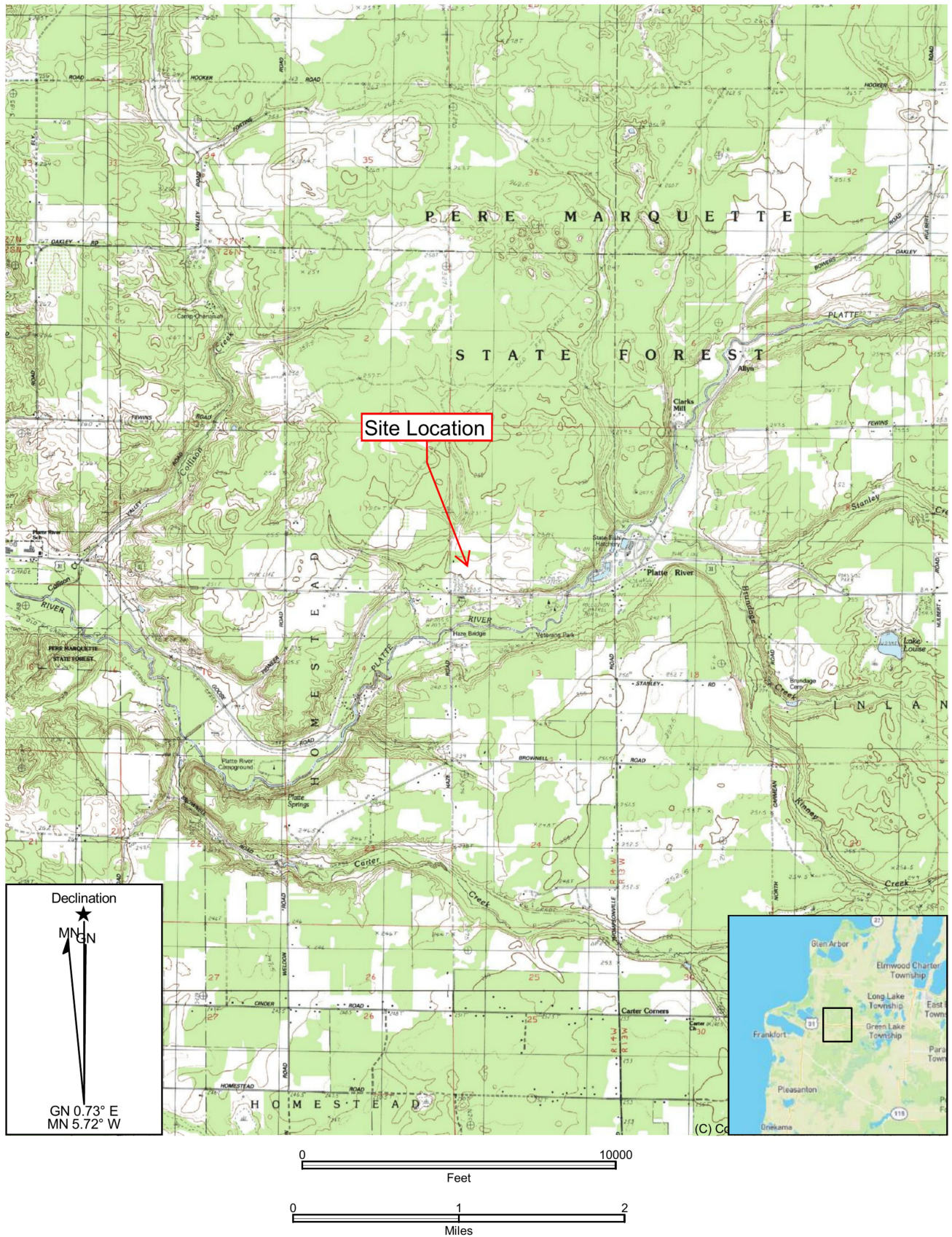
Director of Environmental & Drilling

Martin A. Graf, P.E.

Director of Construction Testing

Attachment 1

Site Location Map



SITE LOCATION MAP
14150 S US-31
Homestead Twp., Michigan
Benzie Bus

Job #: 240166
 Date: 7/15/2024
 Scale: (As Shown)
 Drawn: arb
 Chk'd: mag
 Rev:



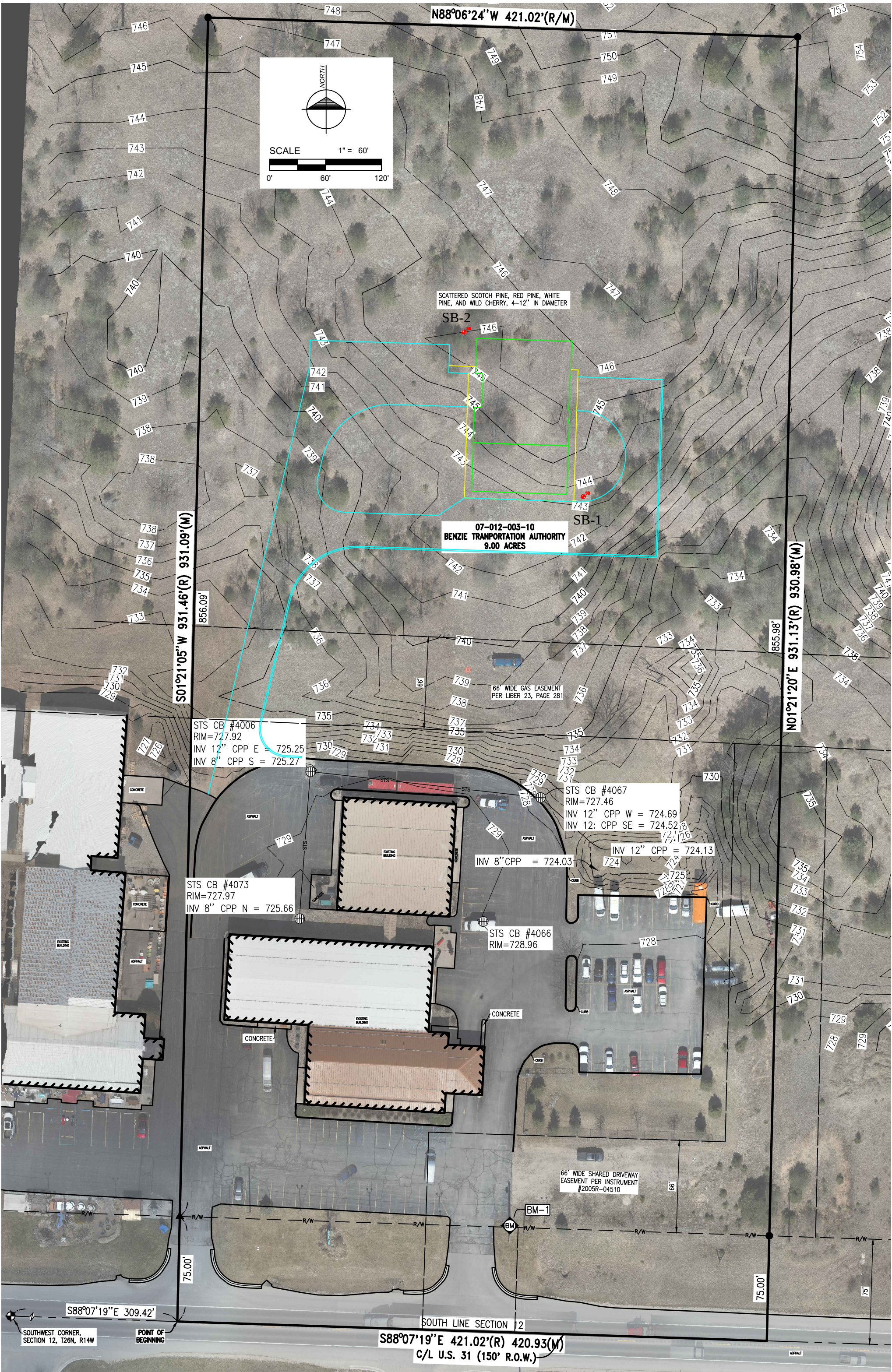
Gosling Czubak
 engineering sciences, inc.

1280 Business Park Drive, Traverse City, Michigan
 231-946-9191 800-968-1062
www.goslingczubak.com info@goslingczubak.com

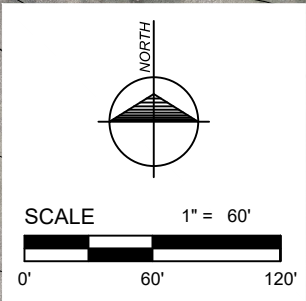
CIVIL ENGINEERING | SURVEYING | ENVIRONMENTAL SERVICES | GEOTECHNICAL
 CONSTRUCTION SERVICES | DRILLING | LANDSCAPE ARCHITECTURE

Attachment 2

Soil Boring Location Sketch



N88°06'24"W 421.02'(R/M)



SCATTERED SCOTCH PINE, RED PINE, WHITE PINE, AND WILD CHERRY, 4-12" IN DIAMETER

SB-2

07-012-003-10
BENZIE TRANSPORTATION AUTHORITY
9.00 ACRES

SB-1

S01°21'05"W 931.46'(R) 931.09'(M)

N01°21'20"E 931.13'(R) 930.98'(M)

STS CB #4006
RIM=727.92
INV 12" CPP E = 725.25
INV 8" CPP S = 725.27

STS CB #4073
RIM=727.97
INV 8" CPP N = 725.66

INV 8"CPP = 724.03

STS CB #4067
RIM=727.46
INV 12" CPP W = 724.69
INV 12: CPP SE = 724.52
INV 12" CPP = 724.13

STS CB #4066
RIM=728.96

66' WIDE SHARED DRIVEWAY
EASEMENT PER INSTRUMENT
#2005R-04510

BM-1

S88°07'19"E 309.42'

SOUTH LINE SECTION 12

S88°07'19"E 421.02'(R) 420.93(M)
C/L U.S. 31 (150' R.O.W.)

SOUTHWEST CORNER,
SECTION 12, T26N, R14W

POINT OF
BEGINNING

Attachment 3

Boring Logs

SOIL CLASSIFICATION INFORMATION

SOIL DESCRIPTIONS

- Example:** Silty fine SAND (SM) - trace clay - occasional clay seams - dense - brown/gray below 40 feet - wet
(1 - 2 - 3 - 4 - 5 - 6 - 7 - 8 - 9 - 10)
- 1a FOR COARSE GRAINED PRIMARY MATERIAL: Secondary Material of 15 to 50%, if applicable. (eg. Silty, Clayey)
 - 1b FOR FINE GRAINED PRIMARY MATERIAL: Secondary Material of 30 to 50%, if applicable (eg. Gravelly, Sandy)
 - 2 PRIMARY MATERIAL (in CAPs)- SILT, SAND, GRAVEL, or CLAY
 Note: fine, medium and/or coarse grained SAND
 fine and/or coarse grained GRAVEL
 - 3 (USCS) Unified Soil Classification System (USCS) symbol(s) is presented at the end of the soil description (in parentheses) based on ASTM gradation and plasticity testing. See attached USCS chart.
 - 4 Additional Materials (with percentage descriptors as below)

Fine Grained Material	Coarse-Grained Material
15 to 30% - "some" or "with"	5 to 15% - "little"
5 to 15% - "little"	< 5% - "trace" or "few"
< 5% - "trace" or "few"	
 - 5 Description of sorting or grading. For example, "well-sorted, or "poorly graded."
 - 6 Occurrences (with frequency descriptors as below) - cobbles, boulders, bricks, layers, seams, etc.
 Greater than one per 12-inches = "frequent"
 One per 12-inches = "occasional"
 Note: Seams = < 1-inch in thickness
 Layers = > 1-inch in thickness
 - 7 Angularity and mineral composition, if warranted
 - 8 Odor or Sheen, if applicable
 - 9 Soil Strength Description (Relative Density for gravel, sand and silt, or Consistency for clay)
 - 10 Color
 - 11 Moisture - "dry" or "wet" or "moist"
 "dry" = absence of apparent moisture
 "moist" = damp but not saturated
 "wet" = saturated

Particle Sizes	Relative Density	SPT N-Value	Consistency	SPT N-Value	Ppen, tsf
Boulders - > 12-in			"very soft"	WOH to 2	0 - 0.125
Cobbles - 12 to 3 in	"very loose"	W.O.H. to 4	"soft"	2 to 4	0.125 - 0.25
Course gravel - 3 to 3/4 in	"loose"	5 to 10	"medium stiff"	4 to 8	0.25 - 0.5
Fine gravel - 3/4 to 0.187-in	"medium dense"	11 to 30	"stiff"	8 to 15	0.5 - 1.0
Coarse sand - 4.75 to 2.0-mm	"dense"	31 to 50	"very stiff"	15 to 30	1.0 - 2.0
Medium sand - 2.0 to 0.425-mm	"very dense"	over 50	"hard"	over 30	2.0 - 4.0
Fine sand - 0.425 to 0.075-mm					
Clay/Silt - < 0.075-mm					

NOTES AND GENERAL INFORMATION

1. Drilling and sampling activities are indicative of subsurface conditions only at locations where data are taken, and when data are taken. Conditions at locations not evaluated may differ from professional interpretation.
2. Environmental boring logs present soil and groundwater data collected for resource development, depositional environment, groundwater flow and/or contaminant transport analyses and may not be suited for geotechnical or structural engineering use unless otherwise arranged.
3. Stratigraphic Contacts: Solid line denotes a sudden, observed soil transition.
 Dashed line denotes a gradual or gradational soil transition.
 Dotted line denotes an inferred transition, therefore the type and specific location of the transition is unknown / approximated.
3. Common abbreviations: WOH = Weight of (SPT) Hammer DHH = Down Hole Hammer HA = Hand Auger
 DR = Drove Rock (During SPT) NR = No Recovery
 Ppen = Pocket Penetrometer (unconfined compressive strength in tons per square foot)



Gosling Czubak

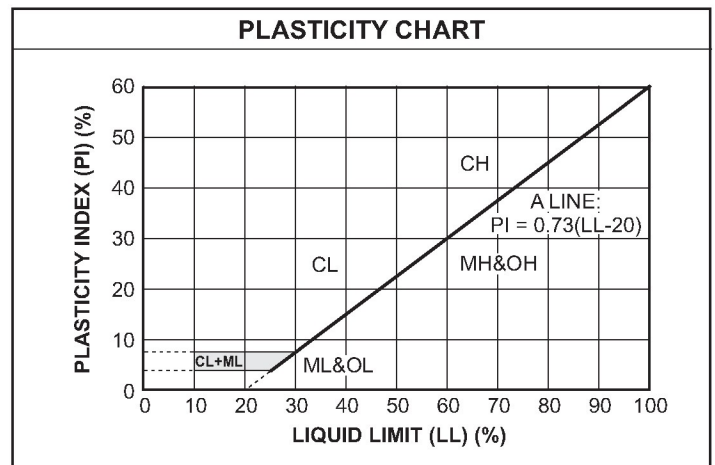
engineering sciences, inc.

UNIFIED SOIL CLASSIFICATION AND SYMBOL CHART			
COARSE-GRAINED SOILS (more than 50% of material is larger than No. 200 sieve size.)			
GRAVELS More than 50% of coarse fraction larger than No. 4 sieve size	Clean Gravels (Less than 5% fines)		
		GW	Well-graded gravels, gravel-sand mixtures, little or no fines
		GP	Poorly-graded gravels, gravel-sand mixtures, little or no fines
	Gravels with fines (More than 12% fines)		
		GM	Silty gravels, gravel-sand-silt mixtures
		GC	Clayey gravels, gravel-sand-clay mixtures
SANDS 50% or more of coarse fraction smaller than No. 4 sieve size	Clean Sands (Less than 5% fines)		
		SW	Well-graded sands, gravelly sands, little or no fines
		SP	Poorly graded sands, gravelly sands, little or no fines
	Sands with fines (More than 12% fines)		
		SM	Silty sands, sand-silt mixtures
		SC	Clayey sands, sand-clay mixtures
FINE-GRAINED SOILS (50% or more of material is smaller than No. 200 sieve size.)			
SILTS AND CLAYS Liquid limit less than 50%		ML	Inorganic silts and very fine sands, rock flour, silty of clayey fine sands or clayey silts with slight plasticity
		CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays
		OL	Organic silts and organic silty clays of low plasticity
SILTS AND CLAYS Liquid limit 50% or greater		MH	Inorganic silts, micaceous or diatomaceous fine sandy or silty soils, elastic silts
		CH	Inorganic clays of high plasticity, fat clays
		OH	Organic clays of medium to high plasticity, organic silts
HIGHLY ORGANIC SOILS		PT	Peat and other highly organic soils

LABORATORY CLASSIFICATION CRITERIA		
GW	$C_u = \frac{D_{60}}{D_{10}}$ greater than 4; $C_c = \frac{D_{30}}{D_{10} \times D_{60}}$ between 1 and 3	
GP	Not meeting all gradation requirements for GW	
GM	Atterberg limits below "A" line or P.I. less than 4	Above "A" line with P.I. between 4 and 7 are borderline cases requiring use of dual symbols
GC	Atterberg limits above "A" line with P.I. greater than 7	
SW	$C_u = \frac{D_{60}}{D_{10}}$ greater than 4; $C_c = \frac{D_{30}}{D_{10} \times D_{60}}$ between 1 and 3	
SP	Not meeting all gradation requirements for GW	
SM	Atterberg limits below "A" line or P.I. less than 4	Limits plotting in shaded zone with P.I. between 4 and 7 are borderline cases requiring use of dual symbols.
SC	Atterberg limits above "A" line with P.I. greater than 7	

Determine percentages of sand and gravel from grain-size curve. Depending on percentage of fines (fraction smaller than No. 200 sieve size), coarse-grained soils are classified as follows:

Less than 5 percent GW, GP, SW, SP
More than 12 percent GM, GC, SM, SC
5 to 12 percent Borderline cases requiring dual symbols





PROJECT: Benzie Bus

PROJECT NO.: 240166

PROJECT LOCATION: Beulah, MI

CLIENT: Environment Architects

DRILLING COMPANY: Gosling Czubak RIG: CME-55LC

DRILLER: R. Farve LOGGED BY: P. Hermstein

LOG OF BORING:

SB-1

GROUND ELEVATION: 746 DATE: 6/27/24

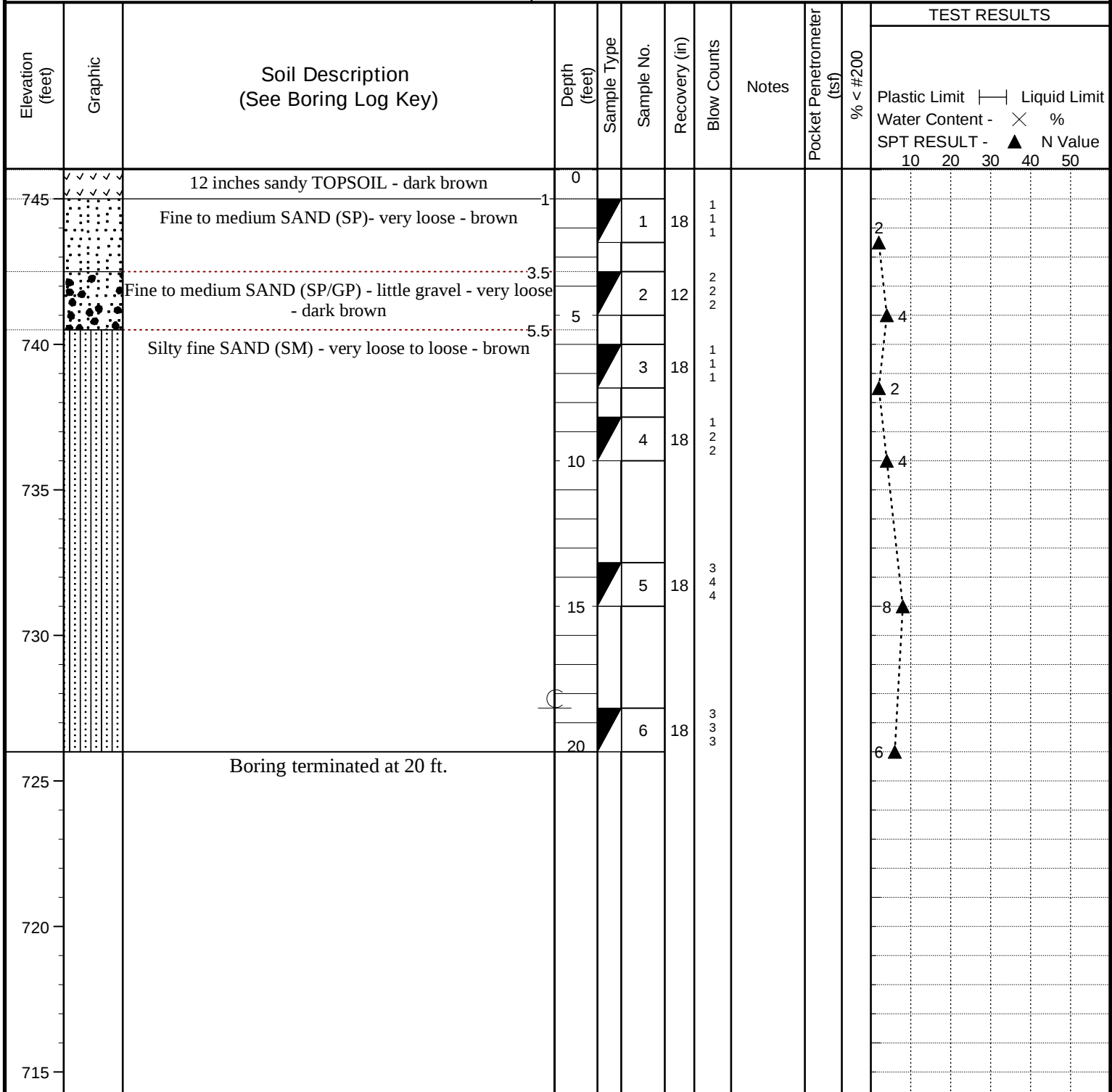
DRILLING LOCATION: As shown on Soil Boring Location Sketch

DRILLING METHOD: 3.75-Inch (I.D.) Hollow-Stem

BOREHOLE DIAMETER (IN): 8 TOTAL DEPTH (FT): 20

STATIC WATER LEVEL: NA CAVING DEPTH: 18.5

This information pertains only to this boring and should not be interpreted as being indicative of the site.



Backfilled with cuttings.

Ground surface elevation from Gosling Czubak topo drawing



PROJECT: Benzie Bus

PROJECT NO.: 240166

PROJECT LOCATION: Beulah, MI

CLIENT: Environment Architects

DRILLING COMPANY: Gosling Czubak RIG: CME-55LC

DRILLER: R. Farve LOGGED BY: P. Hermstein

LOG OF BORING:

SB-2

GROUND ELEVATION: 746 DATE: 6/27/24

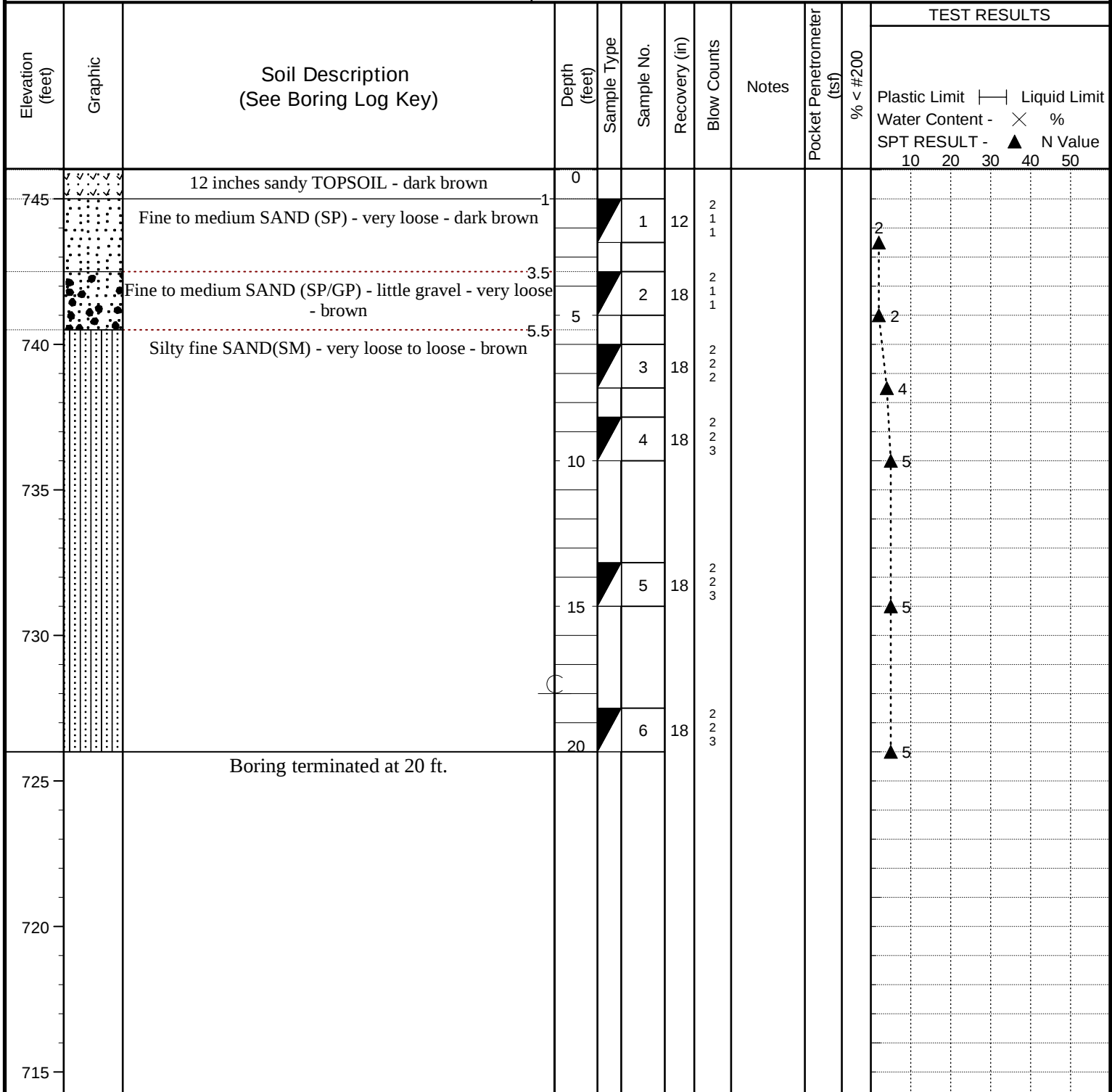
DRILLING LOCATION: As shown on Soil Boring Location Sketch

DRILLING METHOD: 3.75-Inch (I.D.) Hollow-Stem

BOREHOLE DIAMETER (IN): 8 TOTAL DEPTH (FT): 20

STATIC WATER LEVEL: NA CAVING DEPTH: 18

This information pertains only to this boring and should not be interpreted as being indicative of the site.



Backfilled with cuttings.

Ground surface elevation from Gosling Czubak topo drawing

Attachment 4

Important Information regarding your Geotechnical Engineering Report

Important Information about This Geotechnical-Engineering Report

Subsurface problems are a principal cause of construction delays, cost overruns, claims, and disputes.

While you cannot eliminate all such risks, you can manage them. The following information is provided to help.

The Geoprofessional Business Association (GBA) has prepared this advisory to help you – assumedly a client representative – interpret and apply this geotechnical-engineering report as effectively as possible. In that way, you can benefit from a lowered exposure to problems associated with subsurface conditions at project sites and development of them that, for decades, have been a principal cause of construction delays, cost overruns, claims, and disputes. If you have questions or want more information about any of the issues discussed herein, contact your GBA-member geotechnical engineer. Active engagement in GBA exposes geotechnical engineers to a wide array of risk-confrontation techniques that can be of genuine benefit for everyone involved with a construction project.

Understand the Geotechnical-Engineering Services Provided for this Report

Geotechnical-engineering services typically include the planning, collection, interpretation, and analysis of exploratory data from widely spaced borings and/or test pits. Field data are combined with results from laboratory tests of soil and rock samples obtained from field exploration (if applicable), observations made during site reconnaissance, and historical information to form one or more models of the expected subsurface conditions beneath the site. Local geology and alterations of the site surface and subsurface by previous and proposed construction are also important considerations. Geotechnical engineers apply their engineering training, experience, and judgment to adapt the requirements of the prospective project to the subsurface model(s). Estimates are made of the subsurface conditions that will likely be exposed during construction as well as the expected performance of foundations and other structures being planned and/or affected by construction activities.

The culmination of these geotechnical-engineering services is typically a geotechnical-engineering report providing the data obtained, a discussion of the subsurface model(s), the engineering and geologic engineering assessments and analyses made, and the recommendations developed to satisfy the given requirements of the project. These reports may be titled investigations, explorations, studies, assessments, or evaluations. Regardless of the title used, the geotechnical-engineering report is an engineering interpretation of the subsurface conditions within the context of the project and does not represent a close examination, systematic inquiry, or thorough investigation of all site and subsurface conditions.

Geotechnical-Engineering Services are Performed for Specific Purposes, Persons, and Projects, and At Specific Times

Geotechnical engineers structure their services to meet the specific needs, goals, and risk management preferences of their clients. A geotechnical-engineering study conducted for a given civil engineer

will not likely meet the needs of a civil-works constructor or even a different civil engineer. Because each geotechnical-engineering study is unique, each geotechnical-engineering report is unique, prepared *solely* for the client.

Likewise, geotechnical-engineering services are performed for a specific project and purpose. For example, it is unlikely that a geotechnical-engineering study for a refrigerated warehouse will be the same as one prepared for a parking garage; and a few borings drilled during a preliminary study to evaluate site feasibility will not be adequate to develop geotechnical design recommendations for the project.

Do not rely on this report if your geotechnical engineer prepared it:

- for a different client;
- for a different project or purpose;
- for a different site (that may or may not include all or a portion of the original site); or
- before important events occurred at the site or adjacent to it; e.g., man-made events like construction or environmental remediation, or natural events like floods, droughts, earthquakes, or groundwater fluctuations.

Note, too, the reliability of a geotechnical-engineering report can be affected by the passage of time, because of factors like changed subsurface conditions; new or modified codes, standards, or regulations; or new techniques or tools. *If you are the least bit uncertain about the continued reliability of this report, contact your geotechnical engineer before applying the recommendations in it. A minor amount of additional testing or analysis after the passage of time – if any is required at all – could prevent major problems.*

Read this Report in Full

Costly problems have occurred because those relying on a geotechnical-engineering report did not read the report in its entirety. Do not rely on an executive summary. Do not read selective elements only. *Read and refer to the report in full.*

You Need to Inform Your Geotechnical Engineer About Change

Your geotechnical engineer considered unique, project-specific factors when developing the scope of study behind this report and developing the confirmation-dependent recommendations the report conveys. Typical changes that could erode the reliability of this report include those that affect:

- the site's size or shape;
- the elevation, configuration, location, orientation, function or weight of the proposed structure and the desired performance criteria;
- the composition of the design team; or
- project ownership.

As a general rule, *always* inform your geotechnical engineer of project or site changes – even minor ones – and request an assessment of their impact. *The geotechnical engineer who prepared this report cannot accept*

responsibility or liability for problems that arise because the geotechnical engineer was not informed about developments the engineer otherwise would have considered.

Most of the “Findings” Related in This Report Are Professional Opinions

Before construction begins, geotechnical engineers explore a site’s subsurface using various sampling and testing procedures. *Geotechnical engineers can observe actual subsurface conditions only at those specific locations where sampling and testing is performed.* The data derived from that sampling and testing were reviewed by your geotechnical engineer, who then applied professional judgement to form opinions about subsurface conditions throughout the site. Actual site-wide subsurface conditions may differ – maybe significantly – from those indicated in this report. Confront that risk by retaining your geotechnical engineer to serve on the design team through project completion to obtain informed guidance quickly, whenever needed.

This Report’s Recommendations Are Confirmation-Dependent

The recommendations included in this report – including any options or alternatives – are confirmation-dependent. In other words, they are not final, because the geotechnical engineer who developed them relied heavily on judgement and opinion to do so. Your geotechnical engineer can finalize the recommendations *only after observing actual subsurface conditions* exposed during construction. If through observation your geotechnical engineer confirms that the conditions assumed to exist actually do exist, the recommendations can be relied upon, assuming no other changes have occurred. *The geotechnical engineer who prepared this report cannot assume responsibility or liability for confirmation-dependent recommendations if you fail to retain that engineer to perform construction observation.*

This Report Could Be Misinterpreted

Other design professionals’ misinterpretation of geotechnical-engineering reports has resulted in costly problems. Confront that risk by having your geotechnical engineer serve as a continuing member of the design team, to:

- confer with other design-team members;
- help develop specifications;
- review pertinent elements of other design professionals’ plans and specifications; and
- be available whenever geotechnical-engineering guidance is needed.

You should also confront the risk of constructors misinterpreting this report. Do so by retaining your geotechnical engineer to participate in prebid and preconstruction conferences and to perform construction-phase observations.

Give Constructors a Complete Report and Guidance

Some owners and design professionals mistakenly believe they can shift unanticipated-subsurface-conditions liability to constructors by limiting the information they provide for bid preparation. To help prevent the costly, contentious problems this practice has caused, include the complete geotechnical-engineering report, along with any attachments or appendices, with your contract documents, *but be certain to note*

conspicuously that you’ve included the material for information purposes only. To avoid misunderstanding, you may also want to note that “informational purposes” means constructors have no right to rely on the interpretations, opinions, conclusions, or recommendations in the report. Be certain that constructors know they may learn about specific project requirements, including options selected from the report, *only* from the design drawings and specifications. Remind constructors that they may perform their own studies if they want to, and *be sure to allow enough time* to permit them to do so. Only then might you be in a position to give constructors the information available to you, while requiring them to at least share some of the financial responsibilities stemming from unanticipated conditions. Conducting prebid and preconstruction conferences can also be valuable in this respect.

Read Responsibility Provisions Closely

Some client representatives, design professionals, and constructors do not realize that geotechnical engineering is far less exact than other engineering disciplines. This happens in part because soil and rock on project sites are typically heterogeneous and not manufactured materials with well-defined engineering properties like steel and concrete. That lack of understanding has nurtured unrealistic expectations that have resulted in disappointments, delays, cost overruns, claims, and disputes. To confront that risk, geotechnical engineers commonly include explanatory provisions in their reports. Sometimes labeled “limitations,” many of these provisions indicate where geotechnical engineers’ responsibilities begin and end, to help others recognize their own responsibilities and risks. *Read these provisions closely.* Ask questions. Your geotechnical engineer should respond fully and frankly.

Geoenvironmental Concerns Are Not Covered

The personnel, equipment, and techniques used to perform an environmental study – e.g., a “phase-one” or “phase-two” environmental site assessment – differ significantly from those used to perform a geotechnical-engineering study. For that reason, a geotechnical-engineering report does not usually provide environmental findings, conclusions, or recommendations; e.g., about the likelihood of encountering underground storage tanks or regulated contaminants. *Unanticipated subsurface environmental problems have led to project failures.* If you have not obtained your own environmental information about the project site, ask your geotechnical consultant for a recommendation on how to find environmental risk-management guidance.

Obtain Professional Assistance to Deal with Moisture Infiltration and Mold

While your geotechnical engineer may have addressed groundwater, water infiltration, or similar issues in this report, the engineer’s services were not designed, conducted, or intended to prevent migration of moisture – including water vapor – from the soil through building slabs and walls and into the building interior, where it can cause mold growth and material-performance deficiencies. Accordingly, *proper implementation of the geotechnical engineer’s recommendations will not of itself be sufficient to prevent moisture infiltration.* Confront the risk of moisture infiltration by including building-envelope or mold specialists on the design team. *Geotechnical engineers are not building-envelope or mold specialists.*



**GEOPROFESSIONAL
BUSINESS
ASSOCIATION**

Telephone: 301/565-2733

e-mail: info@geoprofessional.org www.geoprofessional.org

BID 7-30.
POST BID EARLY/SEO
BRBA

BENZIE BUS GARAGE GC

GTC BILL THOMPSON bthompson@grandfrancoconstruction.com 231-620-5775

Jared Gerring jgerring@johnfgreen.com 231-886-8071

TREVOR COLE tnc Cole OWEN AMES KIMBALL 517-599-9720

TREVORC@OAKMI.COM

JEFF SAXTON jeff@AJ'sexcavating.com 231-313-8260

Traoz Zennor TZennor@45Property.com 231-620-2432

Adam Rhoades Moore Mech. arhoades@mooremech.net

STEVE NAGLI STEVEN@TOPLINEELECTRIC.US 231-709-0630

Colie Wright cwright@matanexcavating.net 231-493-5839

Art Fraily afraily@zuzinindustrial.com 231-230-3216

Jordan Wilson E Hood @trc company.com 989 513-9770

A New Freestanding Bus Garage For
Benzie Bus
Beulah, MI
Environment Architects Job # 24-01

SECTION 00310 - PROPOSAL FORM

CATEGORY OF WORK: CONSTRUCTION

TO: **BENZIE BUS**
14150 US-31
Beulah, MI 49617

DATE: **Thursday July 30, 2026**
TIME: **4:00 p.m., local time**

All Bids received at date and time will then be privately tabulated. Bids received after such time will be returned to the respective Bidder, unopened. Bidders submitting Bids will be informed of the results of all the Bid proposals following award of all contracts.

FROM: _____

_____ ZIP CODE _____

Bidder's Telephone No.: _____

PROJECT:

Bids shall be submitted in sealed envelopes marked "**Construction Bid for Benzie Bus; Freestanding Bus Garage**"

TO: **BENZIE BUS**
14150 US-31
Beulah, MI 49617

Architect's Commission No.: 24-01
Project Architect: Environment Architects, Ray Kendra, AIA

MDOT Authorization No.: P27
MDOT Job No.: 226963NI

A New Freestanding Bus Garage For
Benzie Bus
Beulah, MI
Environment Architects Job # 24-01

ACKNOWLEDGEMENTS:

The undersigned acknowledges that they have received the Bidding Documents, which include the Invitation to Bid, Instructions to Bidders, the Bid Form, other Bidding and Contract forms and the proposed Contract Documents, including the Specifications titled

A New Freestanding Bus Garage For
Benzie Bus
Beulah, MI
Environment Architects Job # 24-01

As prepared by Environment Architects dated July 8, 2026 and further acknowledges that they have received the following Addenda issued thereto and have incorporated the provisions in their Bid:

ADDENDUM NO.____ Dated _____

ADDENDUM NO.____ Dated _____

ADDENDUM NO.____ Dated _____

The undersigned acknowledges that:

they have read and carefully examined the Bidding Documents and proposed Contract Documents and that he fully understands them and has made his Bid in accordance therewith.

they have visited the site, has familiarized their company with the local conditions under which the Work is to be performed and has correlated his observations with the requirements of the proposed Contract Documents.

their Bid is based upon the materials, systems and equipment required by the proposed Contract Documents without exception.

A New Freestanding Bus Garage For
Benzie Bus
Beulah, MI
Environment Architects Job # 24-01

BASE BID

The undersigned hereby proposes to furnish all labor, materials, tools, equipment and services required to construct and satisfactorily complete the **WORK** as identified in these contract documents, for the lump sum of

\$_____ (amount in words)

\$_____ (amount in figures)

THE BIDDER SHALL STATE THE AMOUNT **INCLUDED IN THE BASE BID** FOR EACH OF THE FOLLOWING PORTIONS OF THE PROJECT:

A. SITEWORK \$ _____
Entire project (amount in figures)

PERFORMANCE & LABOR AND MATERIAL PAYMENT BONDS:

The Bidder shall state the amount included in their Bid to furnish Performance & Labor and Material Payment Bonds. (See Instruction to Bidders).

_____ \$ _____
(amount in words) (amount in figures)

UNIT PRICING

- NONE REQUESTED

A New Freestanding Bus Garage For
Benzie Bus
Beulah, MI
Environment Architects Job # 24-01

SCHEDULE OF ALLOWANCES. INCLUDED IN THE BASE BID. Refer to specification section 012100

1.1 SCHEDULE OF ALLOWANCES

- A. **Allowance No. 1:** Interior Signage. Include \$1,500.00 as a lump sum allowance to provide and install interior signage. Exterior signage shall receive power only and will be purchased directly by owner.
- B. **Allowance No. 2:** Special Inspections Allowance. Include \$15,000.00 as a lump sum allowance for site and structural inspections. Materials testing indicated in specification shall be included in base bid. To be coordinated by General Contractor.
- C. **Allowance No. 3:** Miscellaneous Contingency. Include \$25,000.00 as a lump sum allowance to provide for work related to unforeseen conditions not addressed in the contract documents and revealed during construction.
- D. **Allowance No. 4.** Utility Connection Allowance. Include for fees associated with tapping or connecting to existing utilities. To be coordinated by General Contractor. Note this is strictly related to utility service fees only and all work indicated on contract drawings is still required to be included under base bid. As follows:

Phone/Cable: \$1,000.00

Sanitary Sewer: on-site

Storm Sewer: on-site

Water: on-site

Electrical: \$35,000.00. Estimated. To be confirmed with utility during construction by the design team and/or contractor.

Gas: \$25,000.00. Estimated. To be confirmed with utility.
To be confirmed with utility during construction by the design team and/or contractor.

A New Freestanding Bus Garage For
Benzie Bus
Beulah, MI
Environment Architects Job # 24-01

REQUESTED ALTERNATES. Refer to specification section 012300

1.2 SCHEDULE OF ALTERNATES

- A. **Alternate 1:** Refer to Alternate Wall Section 6 on Sheet A8.2; eliminate exposed exterior CMU wall base and run metal building wall panel to foundation.

ALTERNATE No. 1 (DEDUCT): \$ _____
(amount in figures)

- B. **Alternate 2:** Refer to Alternate Wall Section 6 on Sheet A8.2; Provide interior metal liner panel in lieu of simple saver system for walls and ceilings.

ALTERNATE No. 2 (ADD/DEDUCT): \$ _____

(amount in figures)

- C. **Alternate 3:** Refer to Alternate Wall Section 7 on Sheet A8.2; Provide fire rated insulated metal wall panel in lieu of masonry fire wall.

ALTERNATE No. 3 (ADD/DEDUCT): \$ _____
(amount in figures)

VOLUNTARY ALTERNATES:

The undersigned offers as Alternates the following substitutes of materials as specified. Voluntary Alternates are subject to the provisions of the Bidding requirements of instruction to Bidders, Section 00111, which states that acceptance of Voluntary Alternates, combined with Base Bid and selected Requested Alternates may determine the Award of Contract

		+Add or -Deduct
<u>VOL. ALT.</u>	<u>DESCRIPTION</u>	
No. 1	_____ _____	_____
No. 2	_____	

A New Freestanding Bus Garage For
Benzie Bus
Beulah, MI
Environment Architects Job # 24-01

CHANGES TO WORK:

The bidder acknowledges that the Owner may elect to make changes to the work that will be performed by the General Contractor or their subcontractors on a firm proposal basis or a cost-plus-fee basis. In the event, the bidder will perform or cause to be performed by their subcontractors, such work at net direct costs, not including premium time, the following will be added to direct costs for overhead and profit:

For additions or deletions to the contract, for work performed by the General Contractors' own forces, direct cost plus _____%

For additions or deletions to the contract, for work performed by Subcontractors, subcontractors cost to the General Contractor plus _____%

TIME OF COMPLETION:

If awarded the Contract, we estimate we will require _____ consecutive calendar days to complete the project. Based on the number of days indicated, the expected completion date shall be no later than the following date:

_____.

The above time(s) assume(s) that:

1. award of Contract allows start of construction immediately upon, but not before, receipt of Notice to Proceed.
2. we are not delayed by strikes or other causes beyond our control.
3. we are not unnecessarily delayed by work of other contractors of the Owner.

Said stated Contract Time will be used to establish the Date of Substantial Completion of the Work.

AGREEMENTS:

In submitting this Bid, the undersigned agrees:

1. to hold Bid open for 90 consecutive calendar days.

A New Freestanding Bus Garage For
Benzie Bus
Beulah, MI
Environment Architects Job # 24-01

2. to accept the provisions of the Instructions to Bidders regarding the disposition of the Bid Security.
3. to enter into and execute a Contract with the Benzie Transportation Authority, Beulah, Michigan, if awarded on the basis of this Bid, and to furnish required Bonds and other specified submittals within seven (7) days of notification of selection of award of Contract for the Work.
4. to perform the Work in accord with the proposed Contract Documents and to complete said Work within the time period stipulated in the Bid.
5. bidder understands that the Benzie Transportation Authority reserves the right to accept any or all bids in whole or in part and to waive irregularities in any bid in the best interest of the Benzie Transportation Authority. The bids will be evaluated and awarded on the basis of the best value to the Benzie Transportation Authority.
6. It is a requirement that Bidders visit the site prior to submitting a bid. Information provided during the pre-bid meeting will be documented and included by addenda to prospective bidders.

NEGOTIATION:

The Undersigned agrees that should the overall cost of this Project exceed the funds available, after designated as the successful Bidder, they will be willing to negotiate with the Owner and Architect for the purpose of making reductions in the Contract Work. The Contractor shall agree to give full credit for all such deductions in the work requested by the Owner, including full value for labor, material and subcontract work, and reasonably proportionate reductions in overhead and profit, thereby arriving at an agreed upon Contract Price.

SUPPLIERS AND SUBCONTRACTORS:

A New Freestanding Bus Garage For
Benzie Bus
Beulah, MI
Environment Architects Job # 24-01

This bid is submitted on the basis of using the following subcontractors:

Site Work _____
Concrete _____
Masonry _____
Metal Building _____
Roofing _____
Mechanical _____
Electrical _____
Plumbing _____

No change from the subcontractors listed above will be allowed after the Proposal is submitted except by mutual consent of the Contractor and Owner in writing.

Upon request the undersigned agrees to provide a complete list of proposed subcontractors and schedule of values breakdown for all work by Division within 24 hours after the time of bid opening.

LEGAL STATUS AND SIGNATURE OF BIDDER:

(Bidder shall fill out the appropriate form, and strike out the other two types of business.)

A New Freestanding Bus Garage For
Benzie Bus
Beulah, MI
Environment Architects Job # 24-01

A **corporation** duly organized and doing business under the laws of the
State of _____.

Provide the following information for individual(s) who is duly authorized to execute
Contracts.

Representative's Name: _____

Representative's Title: _____

Representative's Signature: _____

Date of Signature : _____

A **partnership**, all of the members of which, with address, are (provide attachment as
required):

Provide the following information for individual(s) who is duly authorized to execute
Contracts.

Representative's Name: _____

Representative's Title: _____

Representative's Signature: _____

Date of Signature : _____

An **individual**, doing business as _____
whose signature is affixed to this Bid Form.

A New Freestanding Bus Garage For
Benzie Bus
Beulah, MI
Environment Architects Job # 24-01

Provide the following information for individual(s) who is duly authorized to execute Contracts.

Representative's Name: _____

Representative's Title: _____

Representative's Signature: _____

Date of Signature : _____

ADDENDUM #2

July 22, 2026

Owner: **BENZIE TRANSPORTATION AUTHORITY**
 14150 US-31
 Beulah, MI 49617

Project: **FREESTANDING BUS GARAGE**
BENZIE BUS
 14150 US-31
 Beulah, MI 49617

Architect's Commission No.: 24-01

The original drawings and specifications, dated July 8, 2026 for the above referenced project are amended as described in this addendum.

SPECIAL NOTE

is the responsibility of the Prime General Contractors to confirm Sub-Contractors included in their bid include all addenda.

SCOPE OF WORK

The following items are changes, additions, deletions, clarifications, and/or errors, and omissions in plans and specifications, and shall be considered by each Bidder in making and submitting his proposal. All of these items shall be considered a part of the Contract Documents. *Please note that Change Description may not capture all changes on the re-issued sheets and it is the contractor's responsibility to thoroughly review re-issued sheets for all changes.*

CIVIL ITEMS

C-1 Issued: None
 Clarification:

- a. The building domestic water demand for the new well is 25 GPM and 40 PSI at the building.

ARCHITECTURAL ITEMS:

A-1 Issued: None
 Clarification: Refer to Door Schedule located on Sheet A4.0.

- a. Door 100-2 should be door type "C"
- b. Door 100-3 should be door type "B"
- c. Contractor shall provide 10 remote garage door openers for each overhead door.
- d. Overhead door operator shall be Jack shaft side mount style

A-2 Specification Issued: Door Hardware Sets dated 7-22-26
Change Description:

- a. Included in Addendum #2 is door hardware sets dated 7-22-26

A-4 Specification Issued: Proposal Form
Change Description:

- a. Added MDOT project numbers to Bid Form

A-5 Drawing Issued: None
Change Description:

- a. General Contractor's planning to submit a bid should send email to ray@env-arch.com indicating their desire to be added to bidders list; this will allow Environment Architect's to provide a list to be posted for potential sub-contractor bidder's to contact prospective General Contractors who intend on submitting a bid.

STRUCTURAL ITEMS:

S-1

Drawing Issued: None
Change Description:

- Clarification for Collateral Load criteria indicated in Note #2 of the Design category of the General Structural Notes found on sheet S0.1.
 - o Mech., Elect. & Fire Dead Load = 10psf (PEMB "Primary Collateral")
 - o Mech., Elect. & Fire Dead Load = 5psf (PEMB "Secondary Collateral")

S-2

Drawing Issued: S6.1A

Change Description:

- Added Drawing S6.1A to show alternate framing sections and details to be used as part of Bid Alternate #1.

PLUMBING

No items

MECHANICAL

M-1

-

Drawings Reissued: None

Change Description: Refer to specification 230010 – Mechanical Equipment and Materials and make the following changes:

- a. Section 2.01.C.1 – Add Pottorff to the list of approved manufacturers for Louvers.

ELECTRICAL

E-1

-

Drawings Reissued: None

Change Description: Refer to specification 260010 – Electrical Equipment and Materials and make the following changes:

- b. Section 2.01.G.1 & 2.01.H.1 – Add Acuity nLightAir to the list of approved manufacturers for Digital Network Lighting Controls, and Occupancy Sensor Lighting Control.
- c. Section 2.01.I.1 – Add ITOA and Evenlite to the list of approved manufacturers for Emergency Lighting Inverter.

END OF ADDENDUM #2

Hardware Set 01

Doors: 100-1, 100-4

Each to receive:

1	EA	Continuous Hinge	SL11-HD600 83" CL	Select Hinges
1	EA	Cylindrical Lock	T511 .D .DAN .626	Falcon
1	EA	Electric Strike	4500C 630	HES
1	EA	SMART Pac Bridge Rectifier	2005M3	HES
1	EA	Surface Closer	SC71A .689 .SS	Falcon
1	EA	Kick Plate	K1050 10" x 34" US32D	Rockwood
1	EA	Threshold	425 x 36"	National Guard
1	EA	Gasketing	160SA x 36" x 84"	National Guard
1	EA	Sweep	200NA x 36"	National Guard
1	EA	Card Reader by Security Contractor		By Others
1	EA	Power Supply by Security Contractor		By Others
1	EA	Position Switch	679-05HM	Schlage Electronic

Hardware Set 02

Doors: 101-1

Each to receive:

1	EA	Continuous Hinge	SL11-HD600 83" CL	Select Hinges
1	EA	Cylindrical Lock	T101 .DAN .626	Falcon
1	EA	Surface Closer	SC71A .689 .RWPA	Falcon
1	EA	Kick Plate	K1050 10" x 34" US32D	Rockwood

Hardware Set 03

Doors: 102-1

Each to receive:

1	EA	Continuous Hinge	SL11-HD600 83" CL	Select Hinges
1	EA	Cylindrical Lock	T301 .DAN .626	Falcon
1	EA	Surface Closer	SC71A .689 .RWPA	Falcon
1	EA	Kick Plate	K1050 10" x 34" US32D	Rockwood

Hardware Set 04

Doors: 100-2, 100-3

Each to receive:

1	EA	Hardware by Door Manufacturer		By Others
---	----	-------------------------------	--	-----------

