

## Construction Engineering and Inspection % Guidance

Groups	Projects less than \$1 Million	Projects greater than \$1 Million
<b>A (Table 1)</b>	<b>4%</b>	<b>3%</b>
<b>B (All other work-types)</b>	<b>10%</b>	<b>7%</b>
<b>Natural Resource Projects</b>	<b>12%</b>	<b>12%</b>
<b>Metro Park</b>	<b>6%</b>	<b>6%</b>

Table 1: Group A – Ellis Primary Work Categories

Ellis Primary Work Type Categories	
<b>1003</b>	Roadway Minor Rehab (Rural**)
<b>1010</b>	Bridge Expansion
<b>1011</b>	Intersection Expansion
<b>1012</b>	Interchange Expansion
<b>1013</b>	New Roadway
<b>1014</b>	Add Through Lane(s)
<b>1070</b>	Bridge / Culvert Maintenance
<b>1073</b>	Guardrail / Roadside Maintenance
<b>1075</b>	Pavement Maintenance
<b>1077</b>	Traffic Control Maintenance
<b>1078</b>	Vegetative Maintenance

\*\* For Roadway Minor Rehab, the intent of the urban/rural distinction pertains to road characteristics rather than functional class. Urban paving was one of the areas where there was a high incidence of invoicing the locals at closeout because the lower % was being used for resurfacing. If a minor rehab is primarily rural based on cost and/or lane miles, use the lower %. If the work is primarily within corporation limits, even if the functional class is rural, the higher % should be applied.

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