

## AGENDA

### DEPARTMENT OF TRANSPORTATION

#### TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: December 9, 2009 – Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 3:30 PM  
State Administrative Board Meeting: December 15, 2009 – Lake Superior Room,  
1st Floor, Michigan Library and Historical Center, 11:00 AM

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This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

### CONTRACTS

1. HIGHWAYS (Real Estate) – Resolution “A” (Relinquishment of Easement)  
Tract 1250, Control Section 11017, Parcel 63CC, Part A

The subject tract is located in Watervliet Township, Berrien County, Michigan, and contains approximately 10,073 square feet. The easement rights previously granted to MDOT are no longer required for highway purposes. The relinquishment processing fee of \$500 has been waived by MDOT because the relinquishment is part of an exchange in which a new easement, to be owned and maintained by the Berrien County Drain Commission, will continue to service MDOT’s drainage needs at this location. The relinquishment was approved by Patrick Scarlett, Supervisor, Program and Property Management Services Unit, Project Development Section, Real Estate Division, on November 13, 2009. The property was not offered to the local municipalities because MDOT does not own the underlying fee. The property has been declared excess by the Bureau of Highways – Development.

**Criticality:** This transaction is part of an exchange in which a new easement, to be held by the Berrien County Drain Commission, will continue to service MDOT’s drainage needs at this location. The failure to process this relinquishment would result in the larger transaction not proceeding.

**Purpose/Business Case:** The purpose of excess property relinquishments is to dispose of state-owned excess property by relinquishment to state agencies, local units of government, or private parties. The relinquishment of excess property returns revenue to the state or minimizes capital outlay.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit. Specifically, MDOT will continue to have the necessary road drainage facility, but the responsibility of ownership and maintenance of the easement area will shift to the Berrien County Drain Commission.

**Funding Source:** N/A.

**Commitment Level:** Releases of highway easements and releases of reversionary interests are processed for an established fee of \$500 or appraised value if the value of the relinquishment exceeds the \$500 processing fee. The fee may be waived if it is in the best interest of MDOT.

**Risk Assessment:** If excess property is not relinquished, the proposed property exchange will not be possible.

**Cost Reduction:** N/A.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 49098.

2. HIGHWAYS (Real Estate) – Resolution “B” (Relinquishment of Easement)  
Tract 1255, Control Section 11017, Parcel 63CC, Part B

The subject tract is located in Watervliet Township, Berrien County, Michigan, and contains approximately 8,273 square feet. The easement rights previously granted to MDOT are no longer required for highway purposes. The relinquishment processing fee of \$500 has been waived by MDOT because the relinquishment is part of an exchange in which a new easement, to be owned and maintained by the Berrien County Drain Commission, will continue to service MDOT’s drainage needs at this location. The relinquishment was approved by Patrick Scarlett, Supervisor, Program and Property Management Services Unit, Project Development Section, Real Estate Division, on November 13, 2009. The property was not offered to the local municipalities because MDOT does not own the underlying fee. The property has been declared excess by the Bureau of Highways – Development.

**Criticality:** This transaction is part of an exchange in which a new easement, to be held by the Berrien County Drain Commission, will continue to service MDOT’s drainage needs at this location. The failure to process this relinquishment would result in the larger transaction not proceeding.

**Purpose/Business Case:** The purpose of excess property relinquishments is to dispose of state-owned excess property by relinquishment to state agencies, local units of government, or private parties. The relinquishment of excess property returns revenue to the state or minimizes capital outlay.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit. Specifically, MDOT will continue to have the necessary road drainage facility, but the responsibility of ownership and maintenance of the easement area will shift to the Berrien County Drain Commission.

**Funding Source:** N/A.

**Commitment Level:** Releases of highway easements and releases of reversionary interests are processed for an established fee of \$500 or appraised value if the value of the relinquishment exceeds the \$500 processing fee. The fee may be waived if it is in the best interest of MDOT.

**Risk Assessment:** If excess property is not relinquished, the proposed property exchange will not be possible.

**Cost Reduction:** N/A.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 49098.

3. HIGHWAYS (Real Estate) – Resolution “C” (Relinquishment of Easement)  
Tract 1256, Control Section 11017, Parcel 63CC, Part C

The subject tract is located in Watervliet Township, Berrien County, Michigan, and contains approximately 3,869 square feet. The easement rights previously granted to MDOT are no longer required for highway purposes. The relinquishment processing fee of \$500 has been waived by MDOT because the relinquishment is part of an exchange in which a new easement, to be owned and maintained by the Berrien County Drain Commission, will continue to service MDOT’s drainage needs at this location. The relinquishment was approved by Patrick Scarlett, Supervisor, Program and Property Management Services Unit, Project Development Section, Real Estate Division, on November 13, 2009. The property was not offered to the local municipalities because MDOT does not own the underlying fee. The property has been declared excess by the Bureau of Highways – Development.

**Criticality:** This transaction is part of an exchange in which a new easement, to be held by the Berrien County Drain Commission, will continue to service MDOT’s drainage needs at this location. The failure to process this relinquishment would result in the larger transaction not proceeding.

**Purpose/Business Case:** The purpose of excess property relinquishments is to dispose of state-owned excess property by relinquishment to state agencies, local units of government, or private parties. The relinquishment of excess property returns revenue to the state or minimizes capital outlay.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit. Specifically, MDOT will continue to have the necessary road drainage facility, but the responsibility of ownership and maintenance of the easement area will shift to the Berrien County Drain Commission.

**Funding Source:** N/A.

**Commitment Level:** Releases of highway easements and releases of reversionary interests are processed for an established fee of \$500 or appraised value if the value of the relinquishment exceeds the \$500 processing fee. The fee may be waived if it is in the best interest of MDOT.

**Risk Assessment:** If excess property is not relinquished, the proposed property exchange will not be possible.

**Cost Reduction:** N/A.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 49098.

4. \*AERONAUTICS AND FREIGHT (Aeronautics) - Increase Amount

Amendatory Contract (2008-0458/A1) between MDOT and the Huron County Board of Commissioners will increase the contract amount by \$30,435 due to higher than anticipated costs associated with the apron strengthening work. The original contract provides for apron strengthening (phase II) at the Huron County Memorial Airport in Bad Axe, Michigan. The contract term remains unchanged, September 15, 2008, through September 14, 2028. The revised contract amount will be \$149,743. Source of Funds:

|   | <u>Previous Total</u> | <u>Total Increase</u> | <u>Revised Total</u> |
|---|-----------------------|-----------------------|----------------------|
| Federal Aviation Administration (FAA) Funds | \$113,342             | \$28,913              | \$142,255            |
| State Bond Funds                            | \$ 2,983              | \$ 761                | \$ 3,744             |
| Huron County Funds                          | \$ 2,983              | \$ 761                | \$ 3,744             |
| Total                                       | <u>\$119,308</u>      | <u>\$30,435</u>       | <u>\$149,743</u>     |

**Criticality:** The additional funding will cover the additional construction costs for strengthening the apron. This work will enhance airport safety, in accordance with FAA guidelines.

**Purpose/Business Case:** To increase the contract amount by \$30,435 to cover higher than anticipated costs associated with the construction for the apron strengthening.

**Benefit:** Will provide the additional funding needed to complete the work and close the project.

**Funding Source:** 95% FAA Funds; 2.5% State Bond Funds; 2.5% Huron County Funds.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** The risk of not approving the amendment is the loss of federal funds for the additional work items.

**Cost Reduction:** The construction was bid locally and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48413.

5. \*AERONAUTICS AND FREIGHT (Aeronautics) - Increase Amount

Amendatory Contract (2008-0494/A1) between MDOT and the Oceana County Board of Commissioners will increase the contract amount by \$506 due to higher than anticipated costs associated with the airport crack sealing and pavement marking. The original contract provides for the installation of an automated weather observation system (AWOS) and for airport crack sealing and pavement marking at the Oceana County Airport in Hart, Michigan. The contract term remains unchanged, September 15, 2008, through September 14, 2028. The revised contract amount will be \$70,506. Source of Funds:

|   | <u>Previous Total</u> | <u>Total Increase</u> | <u>Revised Total</u> |
|---|-----------------------|-----------------------|----------------------|
| Federal Aviation Administration (FAA) Funds | \$56,000              | \$404                 | \$56,404             |
| State Bond Funds                            | \$12,250              | \$ 89                 | \$12,339             |
| Oceana County Funds                         | <u>\$ 1,750</u>       | <u>\$ 13</u>          | <u>\$ 1,763</u>      |
| Total                                       | <u>\$70,000</u>       | <u>\$506</u>          | <u>\$70,506</u>      |

**Criticality:** The additional funding will cover the additional costs for airport crack sealing and paint marking. This work will enhance airport safety, in accordance with FAA guidelines.

**Purpose/Business Case:** To increase the contract amount by \$506 to cover higher than anticipated costs associated with the airport crack sealing and pavement marking.

**Benefit:** Will provide the additional funding needed to complete the work and close the project.

**Funding Source:** 80% FAA Funds; 17.5% State Bond Funds; 2.5% Oceana County Funds.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** The risk of not approving the amendment is the loss of federal funds for the additional work items.

**Cost Reduction:** The project was bid through MDOT and awarded to the lowest bidder. There were eight bidders for crack sealing and four bidders for pavement marking.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49420.

6. AERONAUTICS AND FREIGHT (Aeronautics) – Land Acquisition

Contract (2010-0071) between MDOT and the City of Grand Haven will provide federal and state grant funds for land acquisition costs for parcels E52, E53, E54, E55, E56, and E57 at the Grand Haven Memorial Airpark in Grand Haven, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$182,000. Source of Funds: FAA Funds (via block grant) - \$145,600; State Bond Funds - \$31,850; City of Grand Haven Funds - \$4,550.

**Criticality:** All land acquisitions and easements are federally mandated to meet FAA safety requirements. All airports are required to control runway protection zones. The property acquisitions will allow the airport to meet this federal requirement for safety.

**Purpose/Business Case:** To provide for the land acquisition costs for parcels E52, E53, E54, E55, E56, and E57. The costs include parcel acquisition and closing costs and consultant costs for preliminary interviews, title, appraisals and appraisal reviews, negotiations, and closings.

**Benefit:** Acquiring the easement rights will enable the airport to clear obstructions to the approach.

**Funding Source:** 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Grand Haven Funds.

\* Denotes a non-standard contract/amendment

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The consultant contract was reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49417.

7. AERONAUTICS AND FREIGHT (Aeronautics) – Construction of Terminal Building

Contract (2010-0072) between MDOT and the Kalamazoo County Aeronautics Board of Trustees (KCABT) will provide federal and state grant funds for the construction of a terminal building (phase 2) at the Kalamazoo/Battle Creek International Airport in Kalamazoo, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$4,657,737. Source of Funds: FAA Funds - \$4,007,144; State Restricted Aeronautics Funds - \$105,451; KCABT Funds - \$545,142.

**Criticality:** The new terminal building will provide a facility that is more energy efficient, will meet the Americans with Disabilities Act (ADA) requirements, and will provide a better flow for passengers.

**Purpose/Business Case:** To provide the construction of a terminal building (phase 2).

**Benefit:** Will bring the airport into compliance with current FAA standards and requirements.

**Funding Source:** 86% FAA Funds; 2.3% State Restricted Aeronautics Funds; 11.7% KCABT Funds.

**Commitment Level:** The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

**Risk Assessment:** If the contract is not approved, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

**Cost Reduction:** The project was locally let and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** This is a not a new project.

**Zip Code:** 49002.

8. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization Revision (55066-87645-2), under Master Agreement (94-1046), dated September 1, 1994, between MDOT and Wisconsin Central, Ltd. (Wisconsin Central), will provide additional funding of \$37,619 needed to complete the project. The previous authorization amount of \$314,650 was based on a Wisconsin Central estimate for the installation of flashing-light signals and half-roadway gates at the grade crossing of 19<sup>th</sup> Avenue in the City of Menominee, Menominee County, Michigan. Wisconsin Central has now provided a revised estimate that includes additional material costs that were not accounted for previously. The revised authorization amount will be \$352,269. Source of Funds: Federal Highway Administration Funds - \$176,134.50; FY 2010 State Restricted Trunkline Funds - \$176,134.50.

**Criticality:** In November 2005, members of a review team determined that flashing-light signals and half-roadway gates needed to be installed to provide appropriate warning for motorists. An Administrative Order mandated that Wisconsin Central make the safety enhancements.

**Purpose/Business Case:** The revised authorization will provide adequate funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of 19<sup>th</sup> Avenue in the City of Menominee, Menominee County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The revised authorization amount will allow the railroad to proceed with the project to enhance motorist safety.

**Funding Source:** Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and by state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660 (1)(a). Federal Highway Administration Funds - \$176,134.50; FY 2010 State Restricted Trunkline Funds - \$176,134.50.

**Commitment Level:** The revised authorization amount is based on Wisconsin Central's actual costs.

**Risk Assessment:** If this authorization is not approved, the identified safety risks will not be addressed.

**Cost Reduction:** The work is being performed by Wisconsin Central on a force account basis so MDOT reimburses only the actual costs incurred. Ongoing maintenance will be the joint responsibility of Wisconsin Central and the City of Menominee.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49858.

9. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization Revision (58004-89752-2), under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad, Inc. (GTW), will provide additional funding of \$55,000 needed to complete the project. The previous authorization amount of \$296,357 was based on GTW's estimate for the installation of half-roadway gates and upgrading flashing-light signals at the grade crossing of Meanwell Road in Monroe County, Michigan. GTW has now provided a revised estimate that includes additional labor costs primarily due to a railroad control point at the crossing making the circuitry installation more complicated than anticipated. The revised authorization amount will be \$351,357. Source of Funds: Federal Highway Administration Funds - \$210,814.20; FY 2010 State Restricted Trunkline Funds - \$140,542.80.

**Criticality:** In November 2006, members of a review team determined that flashing-light signals and half-roadway gates needed to be installed to provide appropriate warning for motorists. An Administrative Order mandated that GTW make the safety enhancements.

**Purpose/Business Case:** The revised authorization will provide adequate funding for the installation of half-roadway gates and the upgrade of flashing-light signals at the grade crossing of Meanwell Road in Monroe County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The revised authorization amount will allow the railroad to proceed with the project to enhance motorist safety.

**Funding Source:** Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and by state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660 (1)(a). Federal Highway Administration Funds - \$210,814.20; FY 2010 State Restricted Trunkline Funds - \$140,542.80.

**Commitment Level:** The revised authorization amount is based on actual costs.

**Risk Assessment:** If this authorization is not approved, the identified safety risks will not be addressed.

**Cost Reduction:** The work is being performed by GTW on a force account basis so MDOT reimburses only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Monroe County Road Commission.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48131.

\* Denotes a non-standard contract/amendment

10. HIGHWAYS – Time Extension

Amendatory Contract (2000-0060/A12) between MDOT and HNTB Michigan, Inc., will extend the contract term by one year to provide for the continuation of public involvement services for the remainder of the Ambassador Bridge Gateway Project. The additional time will also allow the consultant to complete the installation of public art on the Bagley Street Pedestrian Bridge east apron. The original contract provides for design services to be performed for the rehabilitation of I-75 and I-96 from West Grand Boulevard to the Conrail Overpass (Ambassador Bridge Gateway Project) in Wayne County. The revised contract term will be April 12, 2000, through December 31, 2010. The contract amount remains unchanged at \$23,082,672.56. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** Approval of this amendment will allow design services to continue for the remainder of the Ambassador Bridge Gateway Project. The continuation of the public involvement services and the coordination of the public art installation on the Bagley Street Pedestrian Bridge east apron are critical to the success of the project.

**Purpose/Business Case:** This amendment will allow the consultant to continue the public involvement and coordination services for the final portions of the Ambassador Gateway Project.

**Benefit:** Will allow the consultant to continue to provide needed public involvement services through project completion to maintain the collaborative spirit of the project.

**Funding Source:** 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this amendment is not approved, the design services for the project might not be completed, and federal funds could be lost.

**Cost Reduction:** Costs in professional services contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment; qualifications-based for original contract.

**New Project Identification:** This is a rehabilitation project.

**Zip Code:** 48209.

11. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z9/R2) under Contract (2008-0027) between MDOT and RS Engineering, LLC, will provide for the performance of additional design services and will increase the authorization amount by \$58,554.39. The additional services will include the update of the original design plans for a new interchange at I-96 and Latson Road. The additional work will include additional drainage design, right-of-way (ROW) revisions, and Omissions Errors and Checks (OEC) deliverables. The additional services will address changes requested by the Livingston County Road Commission and the Livingston County Drain Commission. The original authorization provides for the performance of design services for the proposed I-96/Latson Road interchange in Livingston County (CS 47065 - JN 101622C). The authorization term remains unchanged, September 2, 2008, through November 25, 2010. The revised authorization amount will be \$909,147.10. The contract term is November 26, 2007, through November 25, 2010. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** This project is included in MDOT's Five-Year Plan. In order to deliver the project on time, MDOT must revise the original authorization to allow the consultant to revise the plan documents as requested.

**Purpose/Business Case:** To provide for the update of the original design plans for a new interchange at I-96 and Latson Road. The additional services will address changes requested by the Livingston County Road Commission and the Livingston County Drain Commission.

**Benefit:** The services will improve drainage, provide a safer and more efficient roadway, and extend the service life of the roadway.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this revision is not approved, MDOT may not be able to utilize the most efficient and safe design possible, and the public may not receive the highest quality product. The strategy to improve the existing system and meet statewide condition goals could be jeopardized.

**Cost Reduction:** Costs in professional services contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 48843.

12. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z6/R1) under Contract (2008-0086) between MDOT and Professional Service Industries, Inc., will provide for the performance of additional as-needed quality assurance (QA) testing, hot mix asphalt (HMA) testing, and Traveling Mix Inspector (TMI) services for the completion of the Bay Region 2009 HMA program and will increase the authorization amount by \$24,956.62. The additional services will include finishing the testing and TMI services for the 2009 season. The Bay Region currently does not have a laboratory to do HMA testing or a person to fulfill the TMI duties to monitor the HMA program. The original authorization provides for as-needed inspection and testing services to be performed for the Bay Region for QA testing and HMA work and for the TMI at various locations throughout the Bay Region. The authorization term remains unchanged, March 18, 2009, through January 21, 2011. The revised authorization amount will be \$396,221.38. The contract term is January 22, 2008, through January 21, 2011. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** The HMA testing will ensure that the material produced meets specifications so that FHWA funding is not jeopardized. The TMI is the key person monitoring the HMA program, making sure that everything is running smoothly, and tweaking the production of material to get the best product out on the road.

**Purpose/Business Case:** To provide for additional HMA testing and TMI services for the completion of the Bay Region 2009 HMA program. The Bay Region currently does not have a laboratory to do HMA testing or a key person to fulfill the TMI duties to monitor the HMA program. The QA part of the contract involves testing and inspection of the HMA program, as required by the specifications. The TMI portion involves monitoring the product, reviewing results, and administering the program.

**Benefit:** Compliance with the required specifications, maintenance of FHWA participation, and providing motorists with a safe and long-lasting pavement surface.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Not approving this revision could result in the loss of federal participation.

**Cost Reduction:** Costs in professional services contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 48601.

13. HIGHWAYS - IDS Time Extension

Amendatory Contract (2008-0287/A1) between MDOT and Parsons Brinckerhoff Michigan, Inc., will extend the term of the indefinite delivery of services (IDS) contract by approximately six months to provide sufficient time for the consultant to complete ongoing and new projects, including work under authorization (Z23). (See following item.) The original contract provides for engineering services to be performed on an as needed/when needed basis. The revised contract term will be June 17, 2008, through December 31, 2011. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** If the IDS contract is not extended, authorizations issued under it cannot be extended as needed and new authorizations cannot be issued as needed, including authorization (Z23), for which work is scheduled to be completed in December 2010. There is currently no other IDS contract under which to authorize this work.

**Purpose/Business Case:** To extend the term of the IDS contract by six months to allow new authorizations to be issued that will not expire until December 31, 2010. This will allow the consultant to perform services for the development of the 2010 Intellidrive demonstration platform under authorization (Z23). New authorizations may be issued under this IDS contract.

**Benefit:** Will allow authorizations issued under this IDS contract to be extended and new authorizations to be issued, pending State Administrative Board approval, as applicable.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this amendment is not approved, authorizations issued under the IDS contract cannot be extended as needed and new authorizations cannot be issued as needed, including authorization (Z23).

**Cost Reduction:** Costs in professional services contracts are on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment and for original IDS contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

14. HIGHWAYS - Intelligent Transportation System Services

Authorization (Z23) under Contract (2008-0287) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for the development of the 2010 IntelliDrive demonstration platform (CS 84900 - JN 108686). The work items will include demonstration planning, simulator application and electronics design, system testing, and presentation support at the 2010 ITS Michigan Annual Meeting in Dearborn. The authorization will be in effect from the date of award through December 31, 2011. The authorization amount will be \$495,147.81. The contract term will be June 17, 2008, through December 31, 2011. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** The 2010 IntelliDrive demonstration platform is critical to the continued growth and improvement of the MDOT IntelliDrive initiative. Michigan leads the country in IntelliDrive efforts, and this demonstration platform will allow Michigan's efforts to be viewed on a national basis.

**Purpose/Business Case:** To provide for the development of the 2010 IntelliDrive demonstration platform, which will simulate how technology, vehicles, and hardware will work together in IntelliDrive applications. IntelliDrive applications provide wireless connectivity between vehicles, between vehicles and the roadway infrastructure, and among vehicles, infrastructure, and wireless devices to improve safety and mobility in surface transportation.

**Benefit:** MDOT will be able to demonstrate how technology, vehicles, and hardware will work together in IntelliDrive applications at the 2010 ITS Michigan Annual Meeting. IntelliDrive applications provide valuable infrastructure data to allow MDOT to better manage assets and reduce crashes.

\* Denotes a non-standard contract/amendment

**Funding Source:** 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.  
**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.  
**Risk Assessment:** If the authorization is not approved, the demonstration platform may not be developed and the demonstration may not be conducted. IntelliDrive applications provide valuable infrastructure data to allow MDOT to better manage assets and reduce crashes.  
**Cost Reduction:** Costs in professional services contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.  
**Selection:** Qualifications-based.  
**New Project Identification:** This is a new project.  
**Zip Code:** 48075.

15. HIGHWAYS – IDS Engineering Services

Authorization (Z12) under Contract (2008-0413) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for design services to be performed for the replacement of bridge decks on two structures carrying J Drive South over northbound and southbound I-69 in Calhoun County (CS 13073 – JN 106859D). The work will include design services for bridge deck replacement, painting, pin and hanger replacement, substructure repair work, and maintenance of traffic. The authorization will be in effect from the date of award through July 14, 2011. The authorization amount will be \$263,875.07. The contract term is July 15, 2008, through July 14, 2011. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Criticality:** The bridge decks on the two structures carrying J Drive South over northbound and southbound I-69 are deteriorating and in need of repair. The concrete has deteriorated and delaminated and started to separate from the structures. The load carrying capacity of the structures will eventually be reduced if the deterioration is allowed to continue.

**Purpose/Business Case:** To provide for design services to be performed for the replacement of bridge decks on two structures carrying J Drive South over northbound and southbound I-69 in Calhoun County. The repairs will extend the useful lives of the bridges and ensure that the structural integrity of each bridge is maintained for safe vehicular traffic.

**Benefit:** Will extend the useful lives of the bridges by at least 25 years and will ensure that the bridges are safe for vehicular travel.

**Funding Source:** 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If the bridge decks are not replaced, the bridges will continue to deteriorate and could become unsafe for vehicular travel.

**Cost Reduction:** Costs in professional services contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49092.

16. HIGHWAYS - Time Extension

Amendatory Contract (2009-0409/A1) between MDOT and Doetsch Industrial Services, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete the culvert video investigation services. The additional time is needed because of delays due to frequent inclement weather and the blockage of storm sewer pipes from debris. The original contract provides for the performance of design services for culvert video investigation, including cleaning and videotaping, along the I-196 business loop (BL) from I-196 to M-43 and from I-196 to the I-196 BL in City of South Haven and South Haven Township, along M-140 in the City of Covert, along the I-94 BL in City of St. Joseph, and along US-12 and M-60 from US-31 to Barron Lake Road, Berrien, Cass, and Van Buren Counties (CS 80032 – JN 1040130). The revised contract term will be May 26, 2009, through December 31, 2010. The contract amount remains unchanged at \$244,400. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** The additional time will allow the consultant to complete the culvert video investigation services. MDOT needs to assess if existing culverts will remain in viable condition through the design lives of future road projects or if they need to be repaired or replaced as part of or prior to those projects. This work will aid in storm sewer design work for future road projects.

**Purpose/Business Case:** To extend the contract term by one year to provide sufficient time for the consultant to complete the culvert video investigation services.

**Benefit:** The additional time will allow the consultant to complete the culvert video investigation work and make necessary culvert corrections in a timely manner and with minimal inconvenience to motorists.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** Unit price basis.

**Risk Assessment:** If this amendment is not approved and the services are not completed, culverts in poor condition could remain in place during construction and fail at later times, requiring emergency repair measures.

**Cost Reduction:** Unit price basis not to exceed the maximum contract amount.

**Selection:** N/A for amendment; best value for original contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 49090.

17. HIGHWAYS - IDS Engineering Services

Authorization (Z7) under Contract (2009-0442) between MDOT and Suveying Solutions, Inc., will provide for as-needed construction staking services to be performed for the Jackson Transportation Service Center (TSC) service area. The work items will include project administration, quality assurance, and preparation and documentation of project records. The authorization will be in effect from the date of award through May 19, 2012. The authorization amount will be \$191,931.88. The contract term is May 20, 2009, through May 19, 2012. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** Proper construction staking is critical to ensure that projects are constructed according to MDOT plans and specifications and in a timely and cost effective manner. Many of the projects requiring this service are scheduled to begin construction in early spring of 2010. It will be necessary for the consultant to begin initial layout staking prior to the start of construction.

**Purpose/Business Case:** To provide for as-needed construction staking services to be performed for the Jackson TSC service area.

**Benefit:** Will provide for timely and accurate construction staking to eliminate unnecessary delays and reduce the potential for cost overruns and will provide for project administration, as required by federal law, which will result in a high quality product.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this authorization is not approved, the project may not have adequate construction staking, which could result in increased costs due to re-staking, re-work, and contractor delays, and substandard work could result.

**Cost Reduction:** Costs in professional services contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49201.

18. \*HIGHWAYS – Design Services

Contract (2009-0758) between MDOT and Williams & Works, Inc., will provide for design services to be performed for the rehabilitation of nine structures over I-696 in the cities of Warren and Centerline, Macomb County (CS 50061 – JNs 108056D, 108057D, 106597D, 106598D, and 106599D). The work items will include deck replacement, substructure repair, and approach work design; safety reviews and crash analysis; and maintenance of traffic. The contract will be in effect from the date of award through December 1, 2010. The contract amount will be \$1,508,938.07. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Criticality:** The structures are in poor condition because the volume of traffic has increased along I-696; the structures also need to be rehabilitated to meet current structural load ratings.

**Purpose/Business Case:** This project is part of the I-696 corridor project and includes deck replacement, substructure patching, approach work, and maintaining traffic in Macomb County. The structures were constructed in the early to mid 1960s.

**Benefit:** The project will ensure that the bridges are safe for vehicular travel.

**Funding Source:** 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this contract is not approved and the project is not completed, the bridges will continue to deteriorate and could become hazardous for vehicular traffic.

**Cost Reduction:** Costs in professional services contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48066.

19. HIGHWAYS - Railroad Grade Crossing Contract  
 Contract (2009-5707) between MDOT and the St. Clair County Road Commission will provide for participation in the following improvements:

New construction work at the at-grade crossing of the tracks of the CSX Transportation, Inc., with a non-motorized pathway located approximately 15 feet north of Brown Street and 90 feet east of Range Road.

Estimated Funds:

|  |                 |
|--|-----------------|
| Federal Highway Administration Funds   | \$25,306        |
| St. Clair County Road Commission Funds | <u>\$ 6,326</u> |
| Total Funds                            | <u>\$31,632</u> |

HPSL 77147 – 108528  
 Railroad Force Account

**Criticality:** This railroad work must be done in conjunction with the related non-motorized pathway project that was let in July 2009. Delaying the railroad work would stop the non-motorized pathway work and require additional payment to the contractor for the delay.

**Purpose/Business Case:** To provide for the completion of new pedestrian and bicycle facilities crossing railroad tracks.

**Benefit:** New non-motorized pathway can be completed.

**Funding Source:** Federal High Priority Project Funds and St. Clair County Road Commission Funds.

**Commitment Level:** 80% federal, 20% St. Clair County Road Commission; based on estimate.

**Risk Assessment:** Without this contract, the non-motorized pathway project will not be able to be completed and additional costs will be incurred due to delays caused to the contractor for the non-motorized pathway project.

**Cost Reduction:** Improvements are on railroad property, and the railroad is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48079.

20. \*HIGHWAYS - Intelligent Transportation System Services  
 Contract (2010-0070) between MDOT and Audio Visual Innovations, Inc., will provide for the development of an audio-visual system at the West Michigan Traffic Management Center (TMC) in the Grand Region. The work will include the fabrication and installation of the audio-visual system and the relocation of existing liquid crystal display monitors. The system will include the following components: a video wall comprised of 50-inch digital light processing projection cubes, equipment racks and uninterruptible power supplies, video distribution and remote control equipment, and audio distribution equipment. The contract will be in effect from date of award through August 31, 2010. The contract amount will be \$424,749.91. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** This project will include the update of MDOT traffic monitoring and public information equipment and the expansion of control room operations to allow the TMC to better provide the public with real-time congestion, incident, and travel time information, which will allow travelers to make informed route decisions and will provide for safer movement around traffic incidents. The TMC can use existing MDOT-owned office space to expand control room services in conjunction with several ongoing projects that will be completed in 2009 and 2010.

**Purpose/Business Case:** Currently, the MDOT West Michigan TMC control room monitors 23 freeway traffic cameras, 11 dynamic message signs, and 42 vehicle detection units. Several federally-funded projects are currently underway in the Grand Region that will significantly expand the scope of work and increase the coverage area of the West Michigan TMC. The relocated equipment room will provide a more secure and organized environment for the Intelligent Transportation System (ITS) equipment, better protecting MDOT's investment in equipment and securing continuity of operations in emergency management situations.

**Benefit:** Improved traffic operations save time (reduced user delays), money (reduced fuel usage), and lives (fewer accidents and better emergency response times).

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** This is a fixed unit price contract.

**Risk Assessment:** If the services are not provided, MDOT will lose an opportunity to update ITS equipment and improve incident management.

**Cost Reduction:** Unit prices were part of the scoring criteria for the best value selection.

**Selection:** Best value.

**New Project Identification:** This is a new project.

**Zip Code:** 49504.

21. HIGHWAYS - IDS Engineering Services

Contract (2010-0075) between MDOT and Cardno TBE (Michigan) will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

22. \*HIGHWAYS - Design Services

Contract (2010-0076) between MDOT and URS Corporation Great Lakes will provide for as-needed design services during construction to be performed for a project in Kent County, including the full depth concrete reconstruction and realignment of the existing two lanes of the I-196 roadway and the addition of a third through lane; the addition of weave/merge lanes from Ottawa Avenue east to College Avenue and from College Avenue east to Fuller Avenue on I-196 eastbound and westbound; and the replacement of bridges along I-196 under Coit Avenue, along Lafayette Avenue under I-196 eastbound, along Lafayette Avenue under I-195 westbound, and along Eastern Avenue (CS 41027 – JN 75547A, 51883A, and 51884A). The work items will include resolving design issues to meet field conditions, attending pre- and post-construction meetings, providing timely design assistance, and reviewing shop drawings. The contract will be in effect from the date of award through December 31, 2010. The contract amount will be \$250,900.24. Source of Funds: 99.32% Federal Highway Administration Funds/American Recovery and Reinvestment Act of 2009 (ARRA) and 0.68% State Restricted Trunkline Funds.

**Criticality:** Coordination with local agencies and stake holders will be necessary for this complex project, and survey requirements for the project must be fulfilled in a timely manner before the arrival of winter weather.

**Purpose/Business Case:** To provide for as-needed design services during construction to be performed for a complex project in Kent County. The work items will include resolving design issues to meet field conditions, attending pre- and post-construction meetings, providing timely design assistance, and reviewing shop drawings.

\* Denotes a non-standard contract/amendment

**Benefit:** The consultant will provide necessary design services during construction and will resolve any unforeseen construction issues that may arise.

**Funding Source:** 99.32% Federal Highway Administration Funds (ARRA) and 0.68% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this contract is not approved, timely design assistance for problems that may arise during the construction of this complex project may not be provided.

**Cost Reduction:** Costs in professional services contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49503.

23. \*HIGHWAYS – Design Services

Contract (2010-0079) between MDOT and Materials Testing Consultants, Inc., will provide for culvert video investigation services, including cleaning and videotaping, to be performed below M-37 from M-79 to M-43 in Barry County (CS 08031 – JN 89939C). The consultant will provide MDOT with a report that summarizes culvert locations, sizes, lengths, construction materials, general conditions, and types of defects/deformities and details difficulties encountered in the work. The contract will be in effect from the date of award through June 30, 2010. The contract amount will be \$36,097.04. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** MDOT needs to assess if existing culverts will remain in viable condition through the design life of a separate project or if they need be repaired or replaced as part of or prior to the construction of that project.

**Purpose/Business Case:** To provide for design services to be performed for culvert video investigation, including cleaning and videotaping below M-37 from M-79 to M-43 in Barry County.

**Benefit:** MDOT will be able to make necessary culvert corrections in a timely manner and with minimal inconvenience to motorists.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If the services are not performed, culverts in poor condition could remain in place during construction and could fail at a later date, requiring emergency repair measures.

**Cost Reduction:** Costs in professional services contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

**Selection:** Low bid.

**New Project Identification:** This is not a new project.

**Zip Code:** 49001.

24. \*HIGHWAYS - IDS Expert Witness Services

Contract (2010-0081) between MDOT and Packer Engineering, Inc., will provide for the performance of various expert witness services, including research and investigatory services and testimony, in the defense of lawsuits filed against MDOT on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$2,000,000. The maximum amount of any authorization will be \$1,000,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, state, or local funds, depending on the particular project authorized.

25. \*TRANSPORTATION PLANNING - Novation

Amendatory Memorandum of Understanding (MOU) (2007-0429/A2) between MDOT, the Michigan Department of History, Arts, and Libraries (HAL), and the Michigan State Housing Development Authority (MSHDA) will provide for the reassignment of the MOU responsibilities from HAL to MSHDA due to the transfer of responsibility for the State Historic Preservation Office under Executive Order 2009-36. The original MOU provides for the creation and installation of a comprehensive system of 300 outdoor displays/exhibits interpreting automotive history in stewardship communities in the MotorCities National Heritage Area. The MOU term remains unchanged, March 7, 2007, through March 1, 2010. The MOU amount remains unchanged at \$109,200. Source of Funds: Federal Highway Administration Funds - \$87,360; MotorCities National Heritage Funds - \$21,840.

**Criticality:** Approval of this amendment is necessary to clearly identify the responsible party to the MOU.  
**Purpose/Business Case:** To provide for the reassignment of the MOU responsibilities from HAL to MSHDA due to the transfer of responsibility for the State Historic Preservation Office under Executive Order 2009-36.  
**Benefit:** This amendment will make it clear that compliance with the terms of MOU is now the responsibility of MSHDA and will allow payments and billings to be issued correctly.  
**Funding Source:** Federal Highway Administration Funds - \$87,360; MotorCities National Heritage Funds - \$21,840.  
**Commitment Level:** Reimbursement is on an actual cost basis.  
**Risk Assessment:** If this amendment is not approved, the transfer may not be recognized, and payments and billings may not be issued correctly.  
**Cost Reduction:** Actual cost reimbursement not to exceed the maximum MOU amount.  
**Selection:** N/A for amendment and for original MOU.  
**New Project Identification:** This is not a new project.  
**Zip Code:** 48909.

**SUBCONTRACTS**

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|-----|--|---|--|
| 26. | <b>Cordes Inc.<br/>10100 Sedroc Industrial Drive SW<br/>Byron Center, MI 49315</b> | <b>Low Bid:<br/>Eng. Estimate:<br/>% Under/Over Est.:</b> | <b>\$ 60,000<br/>\$ 60,000<br/>+0%</b> |
|-----|--|---|--|

**Description of Work: Trucking of Various Road Materials**

Approval is requested to authorize the Kent County Road Commission to award a subcontract to Cordes Inc. for the trucking of various road materials (aggregate, sand, asphalt, snow, etc.) on state trunklines in Kent County. This contract was advertised, and ten contractors bid. In order to provide a sufficient number of trucks to meet maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all contractors that bid. For each job, MDOT takes the lowest bidder based on the hourly rate and type of equipment needed. At least six different types of trailers are needed to haul various materials. These contracts are for emergency purposes, and the Region must contact the lowest bidder to provide the services with the necessary equipment. If the contractor is unable to mobilize, MDOT must go to the next lowest bidder that has the equipment needed. The subcontracts will be in effect from the dates of award through December 31, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** This work is needed to keep the ramps and bridges in the county cleared.  
**Purpose/Business Case:** To provide for the trucking of various road materials, such as asphalt, sand, aggregate, snow, etc., in Kent County.  
**Benefit:** This contract will provide for safer highways by providing materials for road maintenance.  
**Funding Source:** 100% State Restricted Trunkline Funds.  
**Commitment Level:** In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.  
**Risk Assessment:** The materials need to be trucked to be used for routine maintenance on roads.  
**Cost Reduction:** The project was competitively bid and advertised.  
**Selection:** N/A.  
**New Project Identification:** This is routine maintenance and not a new project.  
**Zip Code:** 49315.

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| 27. | <b>Griffelle Development</b><br><b>6226 Dumon Road</b><br><b>Belding, MI 48809</b> | <b>Low Bid:</b><br><b>Eng. Estimate:</b><br><b>% Under/Over Est.:</b> | <b>\$ 60,000</b><br><b>\$ 60,000</b><br><b>+0%</b> |
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**Description of Work: Trucking of Various Road Materials**

Approval is requested to authorize the Kent County Road Commission to award a subcontract to Griffelle Development for the trucking of various road materials (aggregate, sand, asphalt, snow, etc.) on state trunklines in Kent County. This contract was advertised, and ten contractors bid. In order to provide a sufficient number of trucks to meet maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all contractors that bid. For each job, MDOT takes the lowest bidder based on the hourly rate and type of equipment needed. At least six different types of trailers are needed to haul various materials. These contracts are for emergency purposes, and the Region must contact the lowest bidder to provide the services with the necessary equipment. If the contractor is unable to mobilize, MDOT must go to the next lowest bidder that has the equipment needed. The subcontracts will be in effect from the dates of award through December 31, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** This work is needed to keep the ramps and bridges in the county cleared.  
**Purpose/Business Case:** To provide for the trucking of various road materials, such as asphalt, sand, aggregate, snow, etc., in Kent County.  
**Benefit:** This contract will provide for safer highways by providing materials for road maintenance.  
**Funding Source:** 100% State Restricted Trunkline Funds.  
**Commitment Level:** In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.  
**Risk Assessment:** The materials need to be trucked to be used for routine maintenance on roads.  
**Cost Reduction:** The project was competitively bid and advertised.  
**Selection:** N/A.  
**New Project Identification:** This is routine maintenance and not a new project.  
**Zip Code:** 48809.

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| 28. | <b>L &amp; D Carey &amp; Sons Trucking Co.</b><br><b>3200 Northland Drive</b><br><b>Morley, MI 49336</b> | <b>Low Bid:</b><br><b>Eng. Estimate:</b><br><b>% Under/Over Est.:</b> | <b>\$ 60,000</b><br><b>\$ 60,000</b><br><b>+0%</b> |
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**Description of Work: Trucking of Various Road Materials**

Approval is requested to authorize the Kent County Road Commission to award a subcontract to L & D Carey & Sons Trucking Co. for the trucking of various road materials (aggregate, sand, asphalt, snow, etc.) on state trunklines in Kent County. This contract was advertised, and ten contractors bid. In order to provide a sufficient number of trucks to meet maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all contractors that bid. For each job, MDOT takes the lowest bidder based on the hourly rate and type of equipment needed. At least six different types of trailers are needed to haul various materials. These contracts are for emergency purposes, and the Region must contact the lowest bidder to provide the services with the necessary equipment. If the contractor is unable to mobilize, MDOT must go to the next lowest bidder that has the equipment needed. The subcontracts will be in effect from the dates of award through December 31, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** This work is needed to keep the ramps and bridges in the county cleared.

**Purpose/Business Case:** To provide for the trucking of various road materials, such as asphalt, sand, aggregate, snow, etc., in Kent County.

**Benefit:** This contract will provide for safer highways by providing materials for road maintenance.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

**Risk Assessment:** The materials need to be trucked to be used for routine maintenance on roads.

**Cost Reduction:** The project was competitively bid and advertised.

**Selection:** N/A.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 49336.

\* Denotes a non-standard contract/amendment

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|-----|---|---|--|
| 29. | <b>MarJo Construction Services, Inc.</b><br><b>2635 Wilson Avenue SW</b><br><b>Grand Rapids, MI 49534</b> | <b>Low Bid:</b><br><b>Eng. Estimate:</b><br><b>% Under/Over Est.:</b> | <b>\$ 60,000</b><br><b>\$ 60,000</b><br><b>+0%</b> |
|-----|---|---|--|

**Description of Work: Trucking of Various Road Materials**

Approval is requested to authorize the Kent County Road Commission to award a subcontract to MarJo Construction Services, Inc., for the trucking of various road materials (aggregate, sand, asphalt, snow, etc.) on state trunklines in Kent County. This contract was advertised, and ten contractors bid. In order to provide a sufficient number of trucks to meet maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all contractors that bid. For each job, MDOT takes the lowest bidder based on the hourly rate and type of equipment needed. At least six different types of trailers are needed to haul various materials. These contracts are for emergency purposes, and the Region must contact the lowest bidder to provide the services with the necessary equipment. If the contractor is unable to mobilize, MDOT must go to the next lowest bidder that has the equipment needed. The subcontracts will be in effect from the dates of award through December 31, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** This work is needed to keep the ramps and bridges in the county cleared.

**Purpose/Business Case:** To provide for the trucking of various road materials, such as asphalt, sand, aggregate, snow, etc., in Kent County.

**Benefit:** This contract will provide for safer highways by providing materials for road maintenance.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

**Risk Assessment:** The materials need to be trucked to be used for routine maintenance on roads.

**Cost Reduction:** The project was competitively bid and advertised.

**Selection:** N/A.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 49534.

\* Denotes a non-standard contract/amendment

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| 30. | <b>Mokma Excavating, Inc./<br/>J.J. Trucking, Inc.<br/>5975 Sierra Ridge Drive<br/>Caledonia, MI 49316</b> | <b>Low Bid:<br/>Eng. Estimate:<br/>% Under/Over Est.:</b> | <b>\$ 60,000<br/>\$ 60,000<br/>+0%</b> |
|-----|--|---|--|

**Description of Work: Trucking of Various Road Materials**

Approval is requested to authorize the Kent County Road Commission to award a subcontract to Mokma Excavating, Inc./J.J. Trucking, Inc., for the trucking of various road materials (aggregate, sand, asphalt, snow, etc.) on state trunklines in Kent County. This contract was advertised, and ten contractors bid. In order to provide a sufficient number of trucks to meet maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all contractors that bid. For each job, MDOT takes the lowest bidder based on the hourly rate and type of equipment needed. At least six different types of trailers are needed to haul various materials. These contracts are for emergency purposes, and the Region must contact the lowest bidder to provide the services with the necessary equipment. If the contractor is unable to mobilize, MDOT must go to the next lowest bidder that has the equipment needed. The subcontracts will be in effect from the dates of award through December 31, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** This work is needed to keep the ramps and bridges in the county cleared.

**Purpose/Business Case:** To provide for the trucking of various road materials, such as asphalt, sand, aggregate, snow, etc., in Kent County.

**Benefit:** This contract will provide for safer highways by providing materials for road maintenance.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

**Risk Assessment:** The materials need to be trucked to be used for routine maintenance on roads.

**Cost Reduction:** The project was competitively bid and advertised.

**Selection:** N/A.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 49316.

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| 31. | <b>Myles Excavating, Inc.</b><br><b>13707 Woodlawn Hills Drive</b><br><b>Cedar Springs, MI 49319</b> | <b>Low Bid:</b><br><b>Eng. Estimate:</b><br><b>% Under/Over Est.:</b> | <b>\$ 60,000</b><br><b>\$ 60,000</b><br><b>+0%</b> |
|-----|--|---|--|

**Description of Work: Trucking of Various Road Materials**

Approval is requested to authorize the Kent County Road Commission to award a subcontract to Myles Excavating, Inc., for the trucking of various road materials (aggregate, sand, asphalt, snow, etc.) on state trunklines in Kent County. This contract was advertised, and ten contractors bid. In order to provide a sufficient number of trucks to meet maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all contractors that bid. For each job, MDOT takes the lowest bidder based on the hourly rate and type of equipment needed. At least six different types of trailers are needed to haul various materials. These contracts are for emergency purposes, and the Region must contact the lowest bidder to provide the services with the necessary equipment. If the contractor is unable to mobilize, MDOT must go to the next lowest bidder that has the equipment needed. The subcontracts will be in effect from the dates of award through December 31, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** This work is needed to keep the ramps and bridges in the county cleared.

**Purpose/Business Case:** To provide for the trucking of various road materials, such as asphalt, sand, aggregate, snow, etc., in Kent County.

**Benefit:** This contract will provide for safer highways by providing materials for road maintenance.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

**Risk Assessment:** The materials need to be trucked to be used for routine maintenance on roads.

**Cost Reduction:** The project was competitively bid and advertised.

**Selection:** N/A.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 49319.

\* Denotes a non-standard contract/amendment

|     |                                    |                           |                  |
|-----|------------------------------------|---------------------------|------------------|
| 32. | <b>River City Excavating, Inc.</b> | <b>Low Bid:</b>           | <b>\$ 60,000</b> |
|     | <b>1225 Randolph SW</b>            | <b>Eng. Estimate:</b>     | <b>\$ 60,000</b> |
|     | <b>Grand Rapids, MI 49507</b>      | <b>% Under/Over Est.:</b> | <b>+0%</b>       |

**Description of Work: Trucking of Various Road Materials**

Approval is requested to authorize the Kent County Road Commission to award a subcontract to River City Excavating, Inc., for the trucking of various road materials (aggregate, sand, asphalt, snow, etc.) on state trunklines in Kent County. This contract was advertised, and ten contractors bid. In order to provide a sufficient number of trucks to meet maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all contractors that bid. For each job, MDOT takes the lowest bidder based on the hourly rate and type of equipment needed. At least six different types of trailers are needed to haul various materials. These contracts are for emergency purposes, and the Region must contact the lowest bidder to provide the services with the necessary equipment. If the contractor is unable to mobilize, MDOT must go to the next lowest bidder that has the equipment needed. The subcontracts will be in effect from the dates of award through December 31, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** This work is needed to keep the ramps and bridges in the county cleared.

**Purpose/Business Case:** To provide for the trucking of various road materials, such as asphalt, sand, aggregate, snow, etc., in Kent County.

**Benefit:** This contract will provide for safer highways by providing materials for road maintenance.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

**Risk Assessment:** The materials need to be trucked to be used for routine maintenance on roads.

**Cost Reduction:** The project was competitively bid and advertised.

**Selection:** N/A.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 49507.

|     |                                |                           |                  |
|-----|--------------------------------|---------------------------|------------------|
| 33. | <b>Rusche's Trucking, Inc.</b> | <b>Low Bid:</b>           | <b>\$ 60,000</b> |
|     | <b>4457 Alpine NW</b>          | <b>Eng. Estimate:</b>     | <b>\$ 60,000</b> |
|     | <b>Comstock Park, MI 49321</b> | <b>% Under/Over Est.:</b> | <b>+0%</b>       |

**Description of Work: Trucking of Various Road Materials**

Approval is requested to authorize the Kent County Road Commission to award a subcontract to Rusche's Trucking, Inc., for the trucking of various road materials (aggregate, sand, asphalt, snow, etc.) on state trunklines in Kent County. This contract was advertised, and ten contractors bid. In order to provide a sufficient number of trucks to meet maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all contractors that bid. For each job, MDOT takes the lowest bidder based on the hourly rate and type of equipment needed. At least six different types of trailers are needed to haul various materials. These contracts are for emergency purposes, and the Region must contact the lowest bidder to provide the services with the necessary equipment. If the contractor is unable to mobilize, MDOT must go to the next lowest bidder that has the equipment needed. The subcontracts will be in effect from the dates of award through December 31, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** This work is needed to keep the ramps and bridges in the county cleared.

**Purpose/Business Case:** To provide for the trucking of various road materials, such as asphalt, sand, aggregate, snow, etc., in Kent County.

**Benefit:** This contract will provide for safer highways by providing materials for road maintenance.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

**Risk Assessment:** The materials need to be trucked to be used for routine maintenance on roads.

**Cost Reduction:** The project was competitively bid and advertised.

**Selection:** N/A.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 49321.

|     |  |   |  |
|-----|--|---|--|
| 34. | <b>Verplank Trucking Company</b><br><b>P.O. Box 8</b><br><b>Ferrysburg, MI 49409</b> | <b>Low Bid:</b><br><b>Eng. Estimate:</b><br><b>% Under/Over Est.:</b> | <b>\$ 60,000</b><br><b>\$ 60,000</b><br><b>+0%</b> |
|-----|--|---|--|

**Description of Work: Trucking of Various Road Materials**

Approval is requested to authorize the Kent County Road Commission to award a subcontract to Verplank Trucking Company for the trucking of various road materials (aggregate, sand, asphalt, snow, etc.) on state trunklines in Kent County. This contract was advertised, and ten contractors bid. In order to provide a sufficient number of trucks to meet maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all contractors that bid. For each job, MDOT takes the lowest bidder based on the hourly rate and type of equipment needed. At least six different types of trailers are needed to haul various materials. These contracts are for emergency purposes, and the Region must contact the lowest bidder to provide the services with the necessary equipment. If the contractor is unable to mobilize, MDOT must go to the next lowest bidder that has the equipment needed. The subcontracts will be in effect from the dates of award through December 31, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** This work is needed to keep the ramps and bridges in the county cleared.

**Purpose/Business Case:** To provide for the trucking of various road materials, such as asphalt, sand, aggregate, snow, etc., in Kent County.

**Benefit:** This contract will provide for safer highways by providing materials for road maintenance.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

**Risk Assessment:** The materials need to be trucked to be used for routine maintenance on roads.

**Cost Reduction:** The project was competitively bid and advertised.

**Selection:** N/A.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 49409.

\* Denotes a non-standard contract/amendment

|     |  |   |  |
|-----|--|---|--|
| 35. | <b>Yellow Rose Transport</b><br><b>3531 Busch Drive</b><br><b>Grandville, MI 49418</b> | <b>Low Bid:</b><br><b>Eng. Estimate:</b><br><b>% Under/Over Est.:</b> | <b>\$ 60,000</b><br><b>\$ 60,000</b><br><b>+0%</b> |
|-----|--|---|--|

**Description of Work: Trucking of Various Road Materials**

Approval is requested to authorize the Kent County Road Commission to award a subcontract to Yellow Rose Transport for the trucking of various road materials (aggregate, sand, asphalt, snow, etc.) on state trunklines in Kent County. This contract was advertised, and ten contractors bid. In order to provide a sufficient number of trucks to meet maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all contractors that bid. For each job, MDOT takes the lowest bidder based on the hourly rate and type of equipment needed. At least six different types of trailers are needed to haul various materials. These contracts are for emergency purposes, and the Region must contact the lowest bidder to provide the services with the necessary equipment. If the contractor is unable to mobilize, MDOT must go to the next lowest bidder that has the equipment needed. The subcontracts will be in effect from the dates of award through December 31, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** This work is needed to keep the ramps and bridges in the county cleared.

**Purpose/Business Case:** To provide for the trucking of various road materials, such as asphalt, sand, aggregate, snow, etc., in Kent County.

**Benefit:** This contract will provide for safer highways by providing materials for road maintenance.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

**Risk Assessment:** The materials need to be trucked to be used for routine maintenance on roads.

**Cost Reduction:** The project was competitively bid and advertised.

**Selection:** N/A.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 49418.



39. LETTING OF JANUARY 08, 2010 ENGINEER ESTIMATE  
PROPOSAL 1001020 \$ 853,294.30  
PROJECT ARUL 38409-106188  
LOCAL AGRMT. 09-5611  
START DATE - MAY 03, 2010  
COMPLETION DATE - 50 calendar days

1.25 mi of hot mix asphalt cold milling and resurfacing, rubblized pavement, concrete curb and gutter, and pavement marking on Springport Road from Shirley Drive to Airport Road, Jackson County.

This project is funded with American Recovery and Reinvestment Act funds.

0.00 % DBE participation required

40. LETTING OF JANUARY 08, 2010 ENGINEER ESTIMATE  
PROPOSAL 1001022 \$ 585,422.05  
PROJECT ARL 76155-106564  
LOCAL AGRMT. 09-5705  
START DATE - APRIL 05, 2010  
COMPLETION DATE - MAY 29, 2010

2.65 mi of hot mix asphalt resurfacing, aggregate shoulders, slope restoration, and pavement marking on Delaney Road from M-52 northerly to M-21, Shiawassee County.

This project is funded with American Recovery and Reinvestment Act funds.

4.00 % DBE participation required

41. LETTING OF JANUARY 08, 2010 ENGINEER ESTIMATE  
PROPOSAL 1001023 \$ 579,870.80  
PROJECT ARU 82400-106827  
LOCAL AGRMT. 09-5728  
START DATE - APRIL 15, 2010  
COMPLETION DATE - SEPTEMBER 15, 2010

1.05 mi of hot mix asphalt road resurfacing including cold milling, hot mix asphalt paving, concrete curb, gutter, and sidewalk ramps, guardrail, and pavement markings on Huron River Drive from Hannan Road to Goddard Road in the city of Romulus, Wayne County.

This project is funded with American Recovery and Reinvestment Act funds.

3.00 % DBE participation required

42. LETTING OF JANUARY 08, 2010 ENGINEER ESTIMATE  
PROPOSAL 1001025 \$ 397,861.57  
PROJECT ARL 79157-106266  
LOCAL AGRMT. 09-5685  
START DATE - 10 days after award  
COMPLETION DATE - AUGUST 28, 2010

Bridge removal and replacement along with approach work including guardrail placement on Cass City Road over Allen Drain east of Kirk Road, Tuscola County.

This project is funded with American Recovery and Reinvestment Act funds.

0.00 % DBE participation required

43. LETTING OF JANUARY 08, 2010 ENGINEER ESTIMATE  
PROPOSAL 1001026 \$ 361,584.00  
PROJECT ARL 16031-51725  
LOCAL AGRMT. 09-5691  
START DATE - APRIL 26, 2010  
COMPLETION DATE - MAY 27, 2010

0.35 mi of hot mix asphalt resurfacing, cold milling, concrete curb, gutter, and sidewalks, and pavement markings on Central Avenue from Nicolet Street easterly to Huron Avenue in the village of Mackinaw City, Cheboygan County.

This project is funded with American Recovery and Reinvestment Act funds.

0.00 % DBE participation required

44. LETTING OF JANUARY 08, 2010 ENGINEER ESTIMATE  
PROPOSAL 1001027 \$ 304,821.00  
PROJECT ARUL 61407-106704  
LOCAL AGRMT. 09-5659  
START DATE - APRIL 22, 2010  
COMPLETION DATE - MAY 28, 2010

0.59 mi of hot mix asphalt surfacing including cold milling, pavement interlayer, concrete curb and gutter, sidewalk ramps, and pavement markings on Ruddiman Drive from Center Street northeasterly to Whitehall Road in the city of North Muskegon, Muskegon County.

This project is funded with American Recovery and Reinvestment Act funds.

0.00 % DBE participation required

45. LETTING OF JANUARY 08, 2010 ENGINEER ESTIMATE  
PROPOSAL 1001028 \$ 286,541.75  
PROJECT ARUL 70407-106753  
LOCAL AGRMT. 09-5620  
START DATE - APRIL 12, 2010  
COMPLETION DATE - JUNE 25, 2010

0.27 mi of road resurfacing including concrete curb, gutter, sidewalk, and ramps, cold milling, hot mix asphalt paving, and pavement markings on Jackson Street from Savidge Street to Exchange Street and on Exchange Street from Jackson Street to Division Street in the village of Spring Lake, Ottawa County.

This project is funded with American Recovery and Reinvestment Act funds.

0.00 % DBE participation required

46. LETTING OF JANUARY 08, 2010 ENGINEER ESTIMATE  
PROPOSAL 1001029 \$ 260,193.16  
PROJECT ARL 10019-106506, ETC  
LOCAL AGRMT. 09-5704  
START DATE - JULY 06, 2010  
COMPLETION DATE - JULY 30, 2010

8.36 mi of single chip seal, guardrail approach terminals, permanent traffic signs, and pavement marking on River Road from M-22 easterly to the Benzonia west village limit and on Lake Michigan Road from Platte River easterly to M-22, Benzie County.

This project is funded with American Recovery and Reinvestment Act funds.

0.00 % DBE participation required

47. LETTING OF JANUARY 08, 2010 ENGINEER ESTIMATE  
PROPOSAL 1001036 \$ 587,722.00  
PROJECT ARU 82457-106822, ETC  
LOCAL AGRMT. 09-5729  
START DATE - JUNE 15, 2010  
COMPLETION DATE - AUGUST 31, 2010

0.67 mi of hot mix asphalt road resurfacing including cold milling, concrete curb, gutter, and sidewalk ramps, hot mix asphalt paving, and pavement markings on Fisher Road from Lakeshore Drive to Grosse Pointe Boulevard and on Jefferson Avenue from Fisher Road to Lakeshore Drive in the city of Grosse Pointe Farms, Wayne County.

This project is funded with American Recovery and Reinvestment Act funds.

3.00 % DBE participation required

48. LETTING OF JANUARY 08, 2010 ENGINEER ESTIMATE  
PROPOSAL 1001037 \$ 455,438.75  
PROJECT ARU 82400-106829  
LOCAL AGRMT. 09-5678  
START DATE - APRIL 19, 2010  
COMPLETION DATE - JULY 01, 2010

0.54 mi of hot mix asphalt road rehabilitation including cold milling, concrete base repairs, concrete pavement and sidewalk, hot mix asphalt paving, guardrail replacement, and pavement markings on Newburgh Road from Michigan Avenue (US-12) to Glenwood Road in the city of Wayne, Wayne County.

This project is funded with American Recovery and Reinvestment Act funds.

0.00 % DBE participation required

49. LETTING OF JANUARY 08, 2010 ENGINEER ESTIMATE  
PROPOSAL 1001047 \$ 4,438,024.64  
PROJECT ARU 82400-107132  
LOCAL AGRMT. 09-5739  
START DATE - APRIL 15, 2010  
COMPLETION DATE - NOVEMBER 02, 2010

9.57 mi of hot mix asphalt resurfacing including cold milling hot mix asphalt surface, drainage structures, concrete curb, sidewalk, and sidewalk ramps, and pavement markings at 14 locations throughout the city of Detroit, Wayne County.

This project is funded with American Recovery and Reinvestment Act funds.

5.00 % DBE participation required

50. LETTING OF JANUARY 08, 2010 ENGINEER ESTIMATE  
PROPOSAL 1001057 \$ 325,019.61  
PROJECT ARL 55109-105938  
LOCAL AGRMT. 09-5732  
START DATE - 10 days after award  
COMPLETION DATE - SEPTEMBER 03, 2010

1.80 mi of hot mix asphalt crushing and shaping, shoulders, hot mix asphalt paving, pavement markings, and traffic control on County Road 352 from County Road 577 to Hallfrisch Road, Menominee County.

This project is funded with American Recovery and Reinvestment Act funds.

0.00 % DBE participation required











**Funding Source:**

100282A

Federal Highway Administration Funds 90.00 %  
State Restricted Trunkline Funds 10.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**New Project Identification:** Reconstruction.

**Selection:** Low Bid.

**Zip Code:** 49261.

|     |                                   |               |                   |
|-----|-----------------------------------|---------------|-------------------|
| 56. | LETTING OF DECEMBER 04, 2009      | ENG. EST.     | LOW BID           |
|     | PROPOSAL 0912024                  | \$ 516,657.42 | \$ 479,479.16     |
|     | PROJECT NH 51012-106238           |               |                   |
|     | LOCAL AGRMT.                      |               | % OVER/UNDER EST. |
|     | START DATE - SEPTEMBER 07, 2010   |               |                   |
|     | COMPLETION DATE - 12 working days |               | -7.20 %           |

4.35 mi of overband crack filling, microsurfacing, centerline and shoulder corrugations, and pavement markings on US-31 from north of US-10 to south of Hansen Road and from north of M-55 to south of M-22, Mason and Manistee Counties. This project includes a 2 year pavement performance warranty.

A 2010 highway preventive maintenance project.

0.00 % DBE participation required

| BIDDER                                   | AS-SUBMITTED  | AS-CHECKED |      |
|--|---------------|------------|------|
| <b>Pavement Maintenance Systems, LLC</b> | \$ 479,479.16 | Same       | 1 ** |
| Strawser Construction Inc.               | \$ 496,250.68 | Same       | 2    |

2 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

106238A

Federal Highway Administration Funds 81.85 %  
State Restricted Trunkline Funds 18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 49454.

|     |                                 |               |                   |
|-----|---------------------------------|---------------|-------------------|
| 57. | LETTING OF DECEMBER 04, 2009    | ENG. EST.     | LOW BID           |
|     | PROPOSAL 0912025                | \$ 394,612.88 | \$ 393,302.50     |
|     | PROJECT ST 84914-106842         |               |                   |
|     | LOCAL AGRMT.                    |               | % OVER/UNDER EST. |
|     | START DATE - MAY 10, 2010       |               |                   |
|     | COMPLETION DATE - JUNE 18, 2010 |               | -0.33 %           |

73.20 mi of hot mix asphalt crack treatment at various locations, Bay, Clare, Gladwin, Gratiot, Isabella, Midland, and Saginaw Counties. This project includes a 2 year pavement performance warranty.

A 2010 highway preventive maintenance project.

0.00 % DBE participation required

| BIDDER                              | AS-SUBMITTED  | AS-CHECKED |      |
|-------------------------------------|---------------|------------|------|
| <b>Scodeller Construction, Inc.</b> | \$ 393,302.50 | Same       | 1 ** |
| Interstate Sealant & Concrete, Inc. | \$ 413,113.00 | Same       | 2    |
| Causie Contracting, Inc.            | \$ 427,593.00 | Same       | 3    |
| Michigan Joint Sealing, Inc.        | \$ 525,988.00 | Same       | 4    |
| Fahrner Asphalt Sealers, L.L.C.     | \$ 550,896.83 | Same       | 5    |

5 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

106842A

Federal Highway Administration Funds 81.85 %  
State Restricted Trunkline Funds 18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 48858 Region-wide.

|     |                                   |               |                   |
|-----|-----------------------------------|---------------|-------------------|
| 58. | LETTING OF DECEMBER 04, 2009      | ENG. EST.     | LOW BID           |
|     | PROPOSAL 0912026                  | \$ 176,182.14 | \$ 207,327.37     |
|     | PROJECT NH 84912-106231           |               |                   |
|     | LOCAL AGRMT.                      |               | % OVER/UNDER EST. |
|     | START DATE - JULY 06, 2010        |               |                   |
|     | COMPLETION DATE - 16 working days |               | 17.68 %           |

29.22 mi of hot mix asphalt crack treatment on various routes, Mason, Lake, Osceola, Wexford, and Missaukee Counties. This project includes a 2 year pavement performance warranty.

A 2010 highway preventive maintenance project.

0.00 % DBE participation required

| BIDDER                                 | AS-SUBMITTED  | AS-CHECKED |      |
|--|---------------|------------|------|
| <b>Fahrner Asphalt Sealers, L.L.C.</b> | \$ 207,327.37 | Same       | 1 ** |
| Scodeller Construction, Inc.           | \$ 207,434.50 | Same       | 2    |
| C & D Hughes, Inc.                     | \$ 222,816.00 | Same       | 3    |
| Interstate Sealant & Concrete, Inc.    |               |            |      |
| Michigan Joint Sealing, Inc.           |               |            |      |

3 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

106231A

Federal Highway Administration Funds 81.85 %  
State Restricted Trunkline Funds 18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 49601.

|     |                                   |               |                   |
|-----|-----------------------------------|---------------|-------------------|
| 59. | LETTING OF DECEMBER 04, 2009      | ENG. EST.     | LOW BID           |
|     | PROPOSAL 0912027                  | \$ 167,725.07 | \$ 163,001.50     |
|     | PROJECT NH 31051-107011           |               |                   |
|     | LOCAL AGRMT.                      |               | % OVER/UNDER EST. |
|     | START DATE - MAY 10, 2010         |               |                   |
|     | COMPLETION DATE - 13 working days |               | -2.82 %           |

0.29 mi of hot mix asphalt cold milling, overlay joint repair, and sidewalk upgrades on US-41 from west of Pearl Street to west of Prospect Street in the city of Houghton, Houghton County. This project includes a 3 year materials and workmanship pavement warranty.

A 2010 highway preventive maintenance project.

0.00 % DBE participation required

| BIDDER                            | AS-SUBMITTED  | AS-CHECKED |      |
|-----------------------------------|---------------|------------|------|
| <b>Bacco Construction Company</b> | \$ 163,001.50 | Same       | 1 ** |
| Payne & Dolan Inc.                | \$ 177,542.50 | Same       | 2    |

2 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

107011A

Federal Highway Administration Funds 81.85 %  
State Restricted Trunkline Funds 18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 49931.

|     |                                |               |                   |
|-----|--------------------------------|---------------|-------------------|
| 60. | LETTING OF DECEMBER 04, 2009   | ENG. EST.     | LOW BID           |
|     | PROPOSAL 0912028               | \$ 110,668.22 | \$ 85,604.80      |
|     | PROJECT NH 82052-106644        |               |                   |
|     | LOCAL AGRMT.                   |               | % OVER/UNDER EST. |
|     | START DATE - APRIL 01, 2010    |               |                   |
|     | COMPLETION DATE - MAY 01, 2010 |               | -22.65 %          |

0.88 mi of concrete joint resealing on US-24 from Oxford Street to Fordson Drive in the city of Dearborn, Wayne County.

A 2010 highway preventive maintenance project.

0.00 % DBE participation required

| BIDDER                              | AS-SUBMITTED  | AS-CHECKED |      |
|-------------------------------------|---------------|------------|------|
| Michigan Joint Sealing, Inc.        | \$ 85,604.80  | Same       | 1 ** |
| Scodeller Construction, Inc.        | \$ 90,073.00  | Same       | 2    |
| C & D Hughes, Inc.                  | \$ 129,505.75 | Same       | 3    |
| JMA Contracting, LLC                |               |            |      |
| Snowden, Inc.                       |               |            |      |
| John Carlo, Inc.                    |               |            |      |
| Interstate Sealant & Concrete, Inc. |               |            |      |

3 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.



**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

106703A  
 Federal Highway Administration Funds 81.85 %  
 State Restricted Trunkline Funds 18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 48180.

62. LETTING OF DECEMBER 04, 2009 ENG. EST. LOW BID  
 PROPOSAL 0912034 \$ 13,980,644.79 \$ 12,766,740.86  
 PROJECT BHI 58171-84892, ETC  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 15, 2011 -8.68 %

20.13 mi of concrete pavement repair, bridge rehabilitation on 13 structures, and freeway sign upgrading on I-75 and I-275 in the city of Monroe, Monroe County. This project includes a 2 year bridge painting warranty.

5.00 % DBE participation required

| BIDDER                            | AS-SUBMITTED            | AS-CHECKED  |             |
|-----------------------------------|-------------------------|-------------|-------------|
| <b>Posen Construction, Inc.</b>   | <b>\$ 12,766,740.86</b> | <b>Same</b> | <b>1 **</b> |
| C. A. Hull Co., Inc.              | \$ 13,215,577.19        | Same        | 2           |
| J. Slagter & Son Construction Co. | \$ 15,372,871.38        | Same        | 3           |
| Walter Toebe Construction Company | \$ 15,518,866.05        | Same        | 4           |
| Midwest Bridge Company            |                         |             |             |
| John Carlo, Inc.                  |                         |             |             |
| E. C. Korneffel Co.               |                         |             |             |
| Abhe & Svoboda, Inc.              |                         |             |             |
| Anlaan Corporation                |                         |             |             |

4 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is a combination of programs: MDOT's Bridge Preservation Program, Traffic and Safety Program, and the Capital Preventive Maintenance Program.

MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition. The Traffic and Safety Program and the Capital Preventive Maintenance Programs preserve the integrity of MDOT's safety assets and structural integrity, and extend the service life of the state trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** The treatments to be applied will retard future deterioration, maintain or improve the functional condition of the system. In addition, the treatments will reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency and capacity of the trunkline system resulting in longer pavement surface life. MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

|         |                                      |         |
|---------|--------------------------------------|---------|
| 102741A |                                      |         |
|         | Federal Highway Administration Funds | 90.00 % |
|         | State Restricted Trunkline Funds     | 10.00 % |
| 103021A |                                      |         |
|         | Federal Highway Administration Funds | 90.00 % |
|         | State Restricted Trunkline Funds     | 10.00 % |
| 105947A |                                      |         |
|         | Federal Highway Administration Funds | 90.00 % |
|         | State Restricted Trunkline Funds     | 10.00 % |
| 84892A  |                                      |         |
|         | Federal Highway Administration Funds | 100 %   |
| 87160A  |                                      |         |
|         | Federal Highway Administration Funds | 90.00 % |
|         | State Restricted Trunkline Funds     | 10.00 % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public. There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced roadway maintenance and operating costs with safety, efficiency and capacity.



**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 49829.

64. LETTING OF DECEMBER 04, 2009  
 PROPOSAL 0912036 \$ ENG. EST. \$ LOW BID  
 PROJECT NH 52043-106973 \$ 552,578.36 \$ 494,211.93  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - AUGUST 16, 2010  
 COMPLETION DATE - 11 working days -10.56 %

2.92 mi of hot mix asphalt cold milling and resurfacing from north of Kunde Road northerly to Big Creek Road, Marquette County. This project includes a 3 year materials and workmanship pavement warranty.

A 2010 highway preventive maintenance project.

3.00 % DBE participation required

| BIDDER                            | AS-SUBMITTED  | AS-CHECKED |      |
|-----------------------------------|---------------|------------|------|
| <b>Bacco Construction Company</b> | \$ 494,211.93 | Same       | 1 ** |
| Payne & Dolan Inc.                | \$ 543,392.08 | Same       | 2    |

2 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

|                                      |         |
|--------------------------------------|---------|
| 106973A                              |         |
| Federal Highway Administration Funds | 81.85 % |
| State Restricted Trunkline Funds     | 18.15 % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 49855.

65. LETTING OF DECEMBER 04, 2009  
 PROPOSAL 0912037 \$ ENG. EST. 369,897.85 \$ LOW BID 353,702.00  
 PROJECT NH 66022-106896  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - MAY 17, 2010  
 COMPLETION DATE - JUNE 25, 2010 -4.38 %

2.10 mi of hot mix asphalt cold milling and resurfacing on M-28 from Willow Street easterly to East Shore Road, Ontonagon County. This project includes a 3 year materials and workmanship pavement warranty.

A 2010 highway preventive maintenance project.

0.00 % DBE participation required

| BIDDER                        | AS-SUBMITTED  | AS-CHECKED |      |
|-------------------------------|---------------|------------|------|
| <b>Payne &amp; Dolan Inc.</b> | \$ 353,702.00 | Same       | 1 ** |
| Mathy Construction Company    | \$ 356,910.82 | Same       | 2    |
| Bacco Construction Company    | \$ 423,684.08 | Same       | 3    |

3 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

|                                      |         |
|--------------------------------------|---------|
| 106896A                              |         |
| Federal Highway Administration Funds | 81.85 % |
| State Restricted Trunkline Funds     | 18.15 % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 49910.

66. LETTING OF DECEMBER 04, 2009  
 PROPOSAL 0912038 \$ ENG. EST. \$ LOW BID  
 PROJECT ST 45011-105854 \$ 215,014.00 \$ 217,024.00  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - MAY 10, 2010  
 COMPLETION DATE - 5 working days 0.93 %

2.78 mi of overband crack filling and microsurfacing on M-22 from west of County Road 677 northeasterly to north of State Street in the village of Glen Arbor, Leelanau County. This project includes a 2 year pavement performance warranty.

A 2010 highway preventive maintenance project.

0.00 % DBE participation required

| BIDDER                            | AS-SUBMITTED  | AS-CHECKED |      |
|-----------------------------------|---------------|------------|------|
| <b>Strawser Construction Inc.</b> | \$ 217,024.00 | Same       | 1 ** |
| Pavement Maintenance Systems, LLC | \$ 223,136.50 | Same       | 2    |

2 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

|                                      |         |
|--------------------------------------|---------|
| 105854A                              |         |
| Federal Highway Administration Funds | 81.85 % |
| State Restricted Trunkline Funds     | 18.15 % |





**Funding Source:**

102278A

|                                      |         |
|--------------------------------------|---------|
| City of Battle Creek                 | 0.38 %  |
| Federal Highway Administration Funds | 90.00 % |
| State Restricted Trunkline Funds     | 9.62 %  |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**New Project Identification:** Reconstruction.

**Selection:** Low Bid.

**Zip Code:** 49015.

|     |                                |                 |                   |
|-----|--------------------------------|-----------------|-------------------|
| 69. | LETTING OF DECEMBER 04, 2009   | ENG. EST.       | LOW BID           |
|     | PROPOSAL 0912047               | \$ 1,475,558.58 | \$ 1,363,700.24   |
|     | PROJECT STT 03112-106648       |                 |                   |
|     | LOCAL AGRMT.                   |                 | % OVER/UNDER EST. |
|     | START DATE - APRIL 15, 2010    |                 |                   |
|     | COMPLETION DATE - MAY 14, 2010 |                 | -7.58 %           |

6.83 mi of hot mix asphalt cold milling and overlay on US-131 southbound from 120th Avenue northerly to south of 135th Avenue including ramps at 124th Avenue and 129th Avenue in the city of Wayland, Allegan County. This project includes a 3 year materials and workmanship pavement warranty.

A 2010 highway preventive maintenance project.

4.00 % DBE participation required

| BIDDER                               | AS-SUBMITTED           | AS-CHECKED  |             |
|--------------------------------------|------------------------|-------------|-------------|
| <b>Michigan Paving and Materials</b> | <b>\$ 1,363,700.24</b> | <b>Same</b> | <b>1 **</b> |
| Rieth-Riley Construction Co., Inc.   | \$ 1,404,043.52        | Same        | 2           |

2 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.



**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

57107A  
 Federal Highway Administration Funds 81.85 %  
 State Restricted Trunkline Funds 18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 49451.

71. LETTING OF DECEMBER 04, 2009 ENG. EST. LOW BID  
 PROPOSAL 0912050 \$ 185,115.22 \$ 168,663.36  
 PROJECT STT 68012-106292  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - JULY 06, 2010  
 COMPLETION DATE - JULY 16, 2010 -8.89 %

1.67 mi of hot mix asphalt surfacing and centerline corrugations on M-33 from Island Drive northerly to north of Delano/Weaver Road, Oscoda County. This project includes a 3 year materials and workmanship pavement warranty.

A 2010 highway preventive maintenance project.

0.00 % DBE participation required

| BIDDER                             | AS-SUBMITTED  | AS-CHECKED |      |
|------------------------------------|---------------|------------|------|
| <b>Bolen Asphalt Paving, Inc.</b>  | \$ 168,663.36 | Same       | 1 ** |
| Rieth-Riley Construction Co., Inc. | \$ 173,881.80 | Same       | 2    |
| Pyramid Paving and Contracting Co. | \$ 192,462.85 | Same       | 3    |

3 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

106292A  
 Federal Highway Administration Funds 81.85 %  
 State Restricted Trunkline Funds 18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 48619.

72. LETTING OF DECEMBER 04, 2009 ENG. EST. LOW BID  
 PROPOSAL 0912051 \$ 139,278.77 \$ **96,280.25**  
 PROJECT NH 25042-105656  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 19, 2010 -30.87 %

0.50 mi of landscaping on I-69 eastbound at the Swartz Creek rest area, Genesee County.

0.00 % DBE participation required

| BIDDER                              | AS-SUBMITTED        | AS-CHECKED  |             |
|-------------------------------------|---------------------|-------------|-------------|
| <b>Landscape Services, Inc.</b>     | <b>\$ 96,280.25</b> | <b>Same</b> | <b>1 **</b> |
| D.O.F., Inc.                        | \$ 105,384.87       | Same        | 2           |
| H T A Companies, Inc.               | \$ 112,498.00       | Same        | 3           |
| Michigan Lawn Maintenance, Inc.     | \$ 114,151.95       | Same        | 4           |
| Anderson-Fischer & Associates, Inc. | \$ 120,307.00       | Same        | 5           |
| Expo Landscaping, Inc.              | \$ 124,046.00       | Same        | 6           |
| Diane Dukes, Inc.                   | \$ 130,862.00       | Same        | 7           |
| Marine City Nursery Company         | \$ 130,910.75       | Same        | 8           |
| Tranquility Springs LLC             | \$ 132,480.14       | Same        | 9           |
| United Lawnscape, Inc.              | \$ 139,918.65       | Same        | 10          |
| McDowell Construction , L.L.C.      | \$ 145,307.85       | Same        | 11          |
| Tri-Valley Landscaping, Inc.        | \$ 151,025.00       | Same        | 12          |
| Zito Construction                   | \$ 165,382.60       | Same        | 13          |
| Capozzo & Sons Excavating, Inc.     |                     |             |             |
| Michigan Highway Contracting, Inc.  |                     |             |             |
| Snowden, Inc.                       |                     |             |             |

13 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** Roadside landscaping is done to provide slope protection, screening, noise buffering, and visual enhancement of the roadside, streetscape, interchanges, wetland mitigation, and along MDOT right-of-way. It is done to replace vegetation and dead plant material that was eliminated due to construction of new roadways. The program also mitigates the loss of wetlands or replaces vegetation that was damaged due to improvement projects. Landscaping is also performed in partnership with local units of government to enhance streetscapes and improve the quality of life.

**Benefit:** The benefit of this project will provide stabilization and prevent future deterioration of the roadside. The enhancements of this project will create visual and economic benefit in the surrounding area. Not only will the improvements add color and texture, the roadside landscape will provide noise buffering, physiological barriers, and decrease pollution odor levels.

**Funding Source:**

105656A

|                                      |         |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 81.85 % |
| State Restricted Trunkline Funds     | 18.15 % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Projects such as wetland mitigation, visual screening, and noise abatement are requirements from other regulating agencies and mandated that MDOT perform these acts as part of our environmental review process. Failure to perform some projects may prevent other projects from moving forward.

**Cost Reduction:** Specific projects, such as evergreen planting to slow blowing snow across roadways in specific areas, can reduce maintenance.

**Selection:** Low bid.

**New Project Identification:** Roadside landscaping.

**Zip Code:** 48473.











**Funding Source:**

89658A

|                                      |         |
|--------------------------------------|---------|
| Macomb County                        | 7.63 %  |
| Federal Highway Administration Funds | 77.79 % |
| State Restricted Trunkline Funds     | 14.58 % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 48093.

|     |                                 |                 |                   |
|-----|---------------------------------|-----------------|-------------------|
| 78. | LETTING OF DECEMBER 04, 2009    | ENG. EST.       | LOW BID           |
|     | PROPOSAL 0912005                | \$ 1,424,226.30 | \$ 1,372,231.06   |
|     | PROJECT STUL 73404-106588       |                 |                   |
|     | LOCAL AGRMT. 09-5658            |                 | % OVER/UNDER EST. |
|     | START DATE - APRIL 05, 2010     |                 |                   |
|     | COMPLETION DATE - JUNE 25, 2010 |                 | -3.65 %           |

0.95 mi of concrete reconstruction, hot mix asphalt cold milling and resurfacing, storm sewer, and earthwork on Dixie Highway from I-75 to State Road, Saginaw County.

4.00 % DBE participation required

| BIDDER                                     | AS-SUBMITTED           | AS-CHECKED  |             |
|--|------------------------|-------------|-------------|
| <b>Tony Angelo Cement Construction Co.</b> | <b>\$ 1,372,231.06</b> | <b>Same</b> | <b>1 **</b> |
| Angelo Iafrate Construction Company        | \$ 1,496,517.45        | Same        | 2           |
| Florence Cement Company                    | \$ 1,569,484.30        | Same        | 3           |
| Walter Toebe Construction Company          | \$ 1,685,391.40        | Same        | 4           |
| Eastlund Concrete Construction             | \$ 1,692,546.57        | Same        | 5           |
| Kamminga & Roodvoets, Inc.                 | \$ 1,801,086.98        | Same        | 6           |
| Interstate Highway Construction            |                        |             |             |
| Ajax Paving Industries, Inc.               |                        |             |             |
| John Carlo, Inc.                           |                        |             |             |

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

106588A

|                                      |         |
|--------------------------------------|---------|
| Saginaw County                       | 18.15 % |
| Federal Highway Administration Funds | 81.85 % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Road rehabilitation.

**Selection:** Low bid.

**Zip Code:** 48722.

79. LETTING OF DECEMBER 04, 2009  
 PROPOSAL 0912007  
 PROJECT STH 25609-105002, ETC  
 LOCAL AGRMT. 09-5654  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 01, 2010

ENG. EST.  
\$ 907,022.10

LOW BID  
\$ 759,934.57

% OVER/UNDER EST.  
-16.22 %

1.10 mi of hot mix asphalt cold milling, resurfacing, and widening, concrete curb and gutter, earthwork, signal work, and pavement marking on Pasadena Avenue from Race Street to Martin Luther King Avenue and from Fleming Road to Race Street in the city of Flint, Genesee County.

5.00 % DBE participation required

| BIDDER                              | AS-SUBMITTED         | AS-CHECKED  |             |
|-------------------------------------|----------------------|-------------|-------------|
| <b>Zito Construction</b>            | <b>\$ 759,934.57</b> | <b>Same</b> | <b>1 **</b> |
| Barrett Paving Materials Inc.       | \$ 782,416.35        | Same        | 2           |
| Cadillac Asphalt, L.L.C.            | \$ 798,119.63        | Same        | 3           |
| Dean Holmes Excavating, Ltd./L & M  | \$ 815,029.42        | Same        | 4           |
| Novak Construction                  | \$ 835,617.40        | Same        | 5           |
| C & D Hughes, Inc.                  | \$ 844,995.35        | Same        | 6           |
| Florence Cement Company             | \$ 845,100.97        | Same        | 7           |
| C L Trucking & Excavating, LLC      | \$ 853,569.22        | Same        | 8           |
| Pro-Line Asphalt Paving Corp.       | \$ 879,388.25        | Same        | 9           |
| C & G Myers Construction, LLC       | \$ 888,118.85        | Same        | 10          |
| Champagne and Marx Excavating, Inc. | \$ 890,286.17        | Same        | 11          |
| Nashville Construction Company      | \$ 899,879.78        | Same        | 12          |
| Angelo Iafrate Construction Company |                      |             |             |
| Lois Kay Contracting Co.            |                      |             |             |
| Ace Asphalt & Paving Company        |                      |             |             |
| Milbocker and Sons, Inc.            |                      |             |             |
| DiPonio Contracting, Inc.           |                      |             |             |
| Fisher Contracting Company          |                      |             |             |

12 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

**Funding Source:**

|                                      |       |   |
|--------------------------------------|-------|---|
| 105002A                              |       |   |
| Federal Highway Administration Funds | 80.00 | % |
| City of Flint                        | 20.00 | % |
| 105003A                              |       |   |
| Federal Highway Administration Funds | 80.00 | % |
| City of Flint                        | 20.00 | % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Infrastructure-related upgrade.

**Selection:** Low bid.

**Zip Code:** 48502.

|     |                                      |               |                   |
|-----|--------------------------------------|---------------|-------------------|
| 80. | LETTING OF DECEMBER 04, 2009         | ENG. EST.     | LOW BID           |
|     | PROPOSAL 0912008                     | \$ 775,514.63 | \$ 713,504.26     |
|     | PROJECT STH 28609-105005             |               |                   |
|     | LOCAL AGRMT. 09-5674                 |               | % OVER/UNDER EST. |
|     | START DATE - JULY 12, 2010           |               |                   |
|     | COMPLETION DATE - SEPTEMBER 24, 2010 |               | -8.00 %           |

3.65 mi of shoulder trenching, aggregate base, hot mix asphalt surfacing, tree removal, culvert replacement, and safety item upgrades on South Long Lake Road from north of Mud Lake Road northerly to Secor Road, Grand Traverse County.

0.00 % DBE participation required

| BIDDER                               | AS-SUBMITTED  | AS-CHECKED |      |
|--------------------------------------|---------------|------------|------|
| <b>Elmer's Crane and Dozer, Inc.</b> | \$ 713,504.26 | Same       | 1 ** |
| Rieth-Riley Construction Co., Inc.   | \$ 718,234.60 | Same       | 2    |

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

**Funding Source:**

105005A

|                                      |         |
|--------------------------------------|---------|
| Grand Traverse County                | 20.00 % |
| Federal Highway Administration Funds | 80.00 % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Infrastructure-related upgrade.

**Selection:** Low bid.

**Zip Code:** 49684.

|                                  |               |                   |
|----------------------------------|---------------|-------------------|
| 81. LETTING OF DECEMBER 04, 2009 | ENG. EST.     | LOW BID           |
| PROPOSAL 0912011                 | \$ 520,090.09 | \$ 402,584.89     |
| PROJECT STUL 77412-108016        |               |                   |
| LOCAL AGRMT. 09-5636             |               | % OVER/UNDER EST. |
| START DATE - APRIL 15, 2010      |               |                   |
| COMPLETION DATE - JULY 02, 2010  |               | -22.59 %          |

0.23 mi of concrete pavement removal and replacement, curb and gutter, and earthwork on Dove Street from 24<sup>th</sup> Street to the Port Huron city limits, St. Clair County.

0.00 % DBE participation required

| BIDDER                                     | AS-SUBMITTED         | AS-CHECKED  |             |
|--|----------------------|-------------|-------------|
| <b>Angelo Iafrate Construction Company</b> | <b>\$ 402,584.89</b> | <b>Same</b> | <b>1 **</b> |
| Di Lisio Contracting, Inc.                 | \$ 417,110.27        | Same        | 2           |
| Florence Cement Company                    | \$ 419,065.89        | Same        | 3           |
| Doan Construction Co.                      | \$ 426,957.20        | Same        | 4           |
| Pamar Enterprises, Inc.                    | \$ 431,392.00        | Same        | 5           |
| Snowden, Inc.                              | \$ 438,576.13        | Same        | 6           |
| Tony Angelo Cement Construction Co.        | \$ 475,894.25        | Same        | 7           |
| Eastlund Concrete Construction             | \$ 483,377.17        | Same        | 8           |
| Lacaria Concrete Construction Inc.         | \$ 507,928.96        | Same        | 9           |
| Kelcris Corporation                        | \$ 512,177.86        | Same        | 10          |
| John Carlo, Inc.                           |                      |             |             |
| Major Cement Co.                           |                      |             |             |
| Walter Toebe Construction Company          |                      |             |             |
| C & D Hughes, Inc.                         |                      |             |             |

10 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

108016A

|                                      |         |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 81.85 % |
| City of Port Huron                   | 18.15 % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Road rehabilitation.

**Selection:** Low bid.

**Zip Code:** 48060.









**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for improving air quality and/or abating congestion on a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

**Benefit** By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

**Funding Source:**

107585A

|                                      |         |
|--------------------------------------|---------|
| Cass County                          | 20.00 % |
| Federal Highway Administration Funds | 80.00 % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Infrastructure-related upgrades.

**Selection:** Low bid.

**Zip Code:** 49031.













| BIDDER                              | AS-SUBMITTED           | AS-CHECKED  |             |
|-------------------------------------|------------------------|-------------|-------------|
| <b>Zito Construction</b>            | <b>\$ 2,280,992.70</b> | <b>Same</b> | <b>1 **</b> |
| DiPonio Contracting, Inc.           | \$ 2,361,158.45        | Same        | 2           |
| C & G Myers Construction, LLC       | \$ 2,480,412.79        | Same        | 3           |
| Dan's Excavating, Inc.              | \$ 2,504,467.35        | Same        | 4           |
| L. A. Construction, Corp.           | \$ 2,524,172.20        | Same        | 5           |
| C & D Hughes, Inc.                  | \$ 2,558,943.75        | Same        | 6           |
| Champagne and Marx Excavating, Inc. | \$ 2,648,926.72        | Same        | 7           |
| Pamar Enterprises, Inc.             | \$ 2,656,502.80        | Same        | 8           |
| Angelo Iafrate Construction Company | \$ 2,706,741.97        | Same        | 9           |
| Rohde Bros. Excavating, Inc.        | \$ 2,776,870.00        | Same        | 10          |
| Stante Excavating Co., Inc.         | \$ 2,933,286.75        | Same        | 11          |
| Cadillac Asphalt, L.L.C.            | \$ 3,057,425.51        | Same        | 12          |
| Nashville Construction Company      | \$ 3,099,963.23        | Same        | 13          |
| ABC Paving Company                  |                        |             |             |
| Pro-Line Asphalt Paving Corp.       |                        |             |             |
| Milbocker and Sons, Inc.            |                        |             |             |
| L.J. Construction, Inc.             |                        |             |             |
| C L Trucking & Excavating, LLC      |                        |             |             |
| Novak Construction                  |                        |             |             |
| Ace Asphalt & Paving Company        |                        |             |             |
| Fisher Contracting Company          |                        |             |             |
| RMD Holdings, Ltd.                  |                        |             |             |
| Wooten Contracting Co.              |                        |             |             |

13 Bidders

**EXTRAS**

94. **Extra 2009 - 162**

Control Section/Job Number: 41401-100297 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Diversco Construction Company, Inc.  
570 Market Ave.  
Grand Rapids, MI 49503

Designed By: Black & Veatch  
Fishbeck, Thompson, Carr & Huber

Engineer's Estimate: \$5,934,569.40

Description of Project:

0.32 mi of road reconstruction including concrete curb and gutter, sidewalk, drainage structures, storm and sanitary sewer, water main, transmission water main, hot mix asphalt pavement, landscaping and pavement markings on Wealthy Street from Division Avenue to Lafayette Avenue in the city of Grand Rapids, Kent County.

|   |                              |                       |
|---|------------------------------|-----------------------|
| Administrative Board Approval Date:               | August 7, 2007               |                       |
| Contract Date:                                    | September 10, 2007           |                       |
| Original Contract Amount:                         | \$4,875,130.60               |                       |
| Total of Overruns/Changes (Approved to Date):     | (6,822.09)                   | - 0.14%               |
| Total of Extras/Adjustments (Approved to Date):   | 278,782.39                   | + 5.72%               |
| Total of Negative Adjustments (Approved to Date): | (8,056.13)                   | - 0.17%               |
| <b>THIS REQUEST</b>                               | <b><u>25,745.56</u></b>      | <b><u>+ 0.53%</u></b> |
| <b>Revised Total</b>                              | <b><u>\$5,164,780.33</u></b> | <b>+ 5.94%</b>        |

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.41% over the original budget for an **Authorized to Date Amount** of \$5,139,034.77.

Approval of this extra will place the authorized status of the contract 5.94% or \$289,649.73 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 13 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 13**

|   |                          |                           |
|---|--------------------------|---------------------------|
| Irrigation System Adjustment            |                          | \$4,675.00                |
| Rigid Galvanized Conduits, 1”-4”        | 355.000 Ft @ \$58.00/Ft  | 20,590.00                 |
| Sidewalk Ramp, ADA, Modified Adjustment | 20.000 Sft @ \$18.00/Sft | 360.00                    |
| Sidewalk, Conc, 4” Adjustment           | 137.000 Sft @ \$0.88/Sft | <u>120.56</u>             |
| <b>Total</b>                            |                          | <b><u>\$25,745.56</u></b> |

**Reason(s) for Extra(s)/Adjustment(s):**

**CM 13**

The price of the Irrigation System was adjusted to include battery operated control. This price includes three battery operated controllers and appurtenances. The extra cost of this new item was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and determined by the invoice cost and is 100% funded by the City of Grand Rapids.

The extensions of 6x6 primary riser conduits were added to the contract in contract modification #4 in four locations. These riser conduits, which are owned by the City, Comcast, and Verizon were placed so the aerial facilities on Wealthy could be relocated in new underground Street Lighting conduit. This is necessary to allow proper clearance for new 35’ Street Lights on Wealthy and avoid NESC (National Electrical Safety Code) violations. The extra cost for Rigid Galvanized Conduits, 1”-4” was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and is reasonable when considering the time, equipment and materials necessary to complete the work. The costs were based on certified payrolls, the Blue Book equipment rental rates and actual costs for materials. The extra cost to complete the extensions is 100% funded by the City of Grand Rapids.

The Sidewalk Ramp, ADA, Modified was placed in the SE corner of Lafayette and Wealthy Street. The ramp could not be placed during the other sidewalk restoration due to a guy wire that was incorrectly placed by a private utility in the ramp area prior to reconstruction. The adjusted price for Sidewalk Ramp, ADA, Modified Adjustment was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and is reasonable when considering the time, equipment, materials and costs necessary to complete the work. The costs were deemed reasonable based on comparison to certified payrolls, the Blue Book equipment rental rates, and actual costs for materials. The extra cost is partially offset by a reduction in quantities of the original ramp item and is 100% funded by the City of Grand Rapids.

Four inch concrete sidewalks were placed in various locations throughout the site. Some of concrete sidewalk was not able to be placed with the rest of the sidewalk because temporary guy wires were in the way. Once the guy wires were removed the sidewalk could be placed. This work required addition mobilization and differing placement conditions than the original sidewalk. The adjusted price for Sidewalk, Conc, 4” Adjustment was negotiated with the Contractor per Section 103.04 of the 2003 Standard Specifications for Construction and is reasonable when considering the time, equipment, materials and costs necessary to complete the work. The costs were deemed reasonable based on comparison to certified payrolls, the Blue Book equipment rental rates, and actual costs for materials. The extra cost is partially offset by a reduction in quantities of the original sidewalk item and is 100% funded by the City of Grand Rapids.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Transportation Commission at its December 15, 2009.

**Criticality:** This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** This extra item is essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 39.31%; State Restricted Trunkline, 9.82%; City of Grand Rapids, 50.87%, unless otherwise noted.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** This item is required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 49503.

95. **Extra 2009 - 163**

Control Section/Job Number: 50111-55420 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: John Carlo, Inc.  
45000 River Ridge Drive, Suite 200  
Clinton Twp., MI 48038

Designed By: MDOT  
Engineer's Estimate: \$37,447,018.13

Description of Project:

11.68 mi of hot mix asphalt cold milling, resurfacing, patching, guardrail replacement, along with 2.76 mi of median barrier wall construction on I-94 from Joy Road to M-29, Masonic Boulevard to Joy Road, and North River Road to M-59, and 10 structure rehabilitations on I-94, in the city of St. Clair Shores, Macomb County. This project includes a 5 year materials and workmanship pavement warranty and a 2 year bridge painting warranty.

|   |                               |                       |
|---|-------------------------------|-----------------------|
| Administrative Board Approval Date:               | November 8, 2006              |                       |
| Contract Date:                                    | December 19, 2006             |                       |
| Original Contract Amount:                         | \$37,180,041.06               |                       |
| Total of Overruns/Changes (Approved to Date):     | (231,275.90)                  | - 0.62%               |
| Total of Extras/Adjustments (Approved to Date):   | 2,645,733.55                  | + 7.12%               |
| Total of Negative Adjustments (Approved to Date): | (4,505.80)                    | - 0.01%               |
| <b>THIS REQUEST</b>                               | <b><u>98,403.80</u></b>       | <b><u>+ 0.26%</u></b> |
| <b>Revised Total</b>                              | <b><u>\$39,688,396.71</u></b> | <b>+ 6.75%</b>        |

**Offset Information**

|                            |               |         |
|----------------------------|---------------|---------|
| Total Offsets This Request | (\$97,903.90) | - 0.26% |
| Net Revised Request        | \$499.90      | + 0.00% |

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.48% over the original budget for an **Authorized to Date Amount** of \$39,589,992.91.

Approval of this extra will place the authorized status of the contract 6.75% or \$2,508,355.65 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

| Item Number | Contract Modification Number          | Amount       | SAB Date |
|-------------|---------------------------------------|--------------|----------|
| 2009-153    | 49 r. 1, 50, 55, 56, 59 r. 1, 63 r. 1 | \$489,541.97 | 09/30/09 |

Contract Modification Number(s): 60 r. 1, 64

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 60**

**55656A**

|  |                        |                        |
|--|------------------------|------------------------|
| Masonry and Conc. Structures Rem., Special | 1.000 LS @ \$499.90/LS | \$499.90               |
| <b>Total</b>                               |                        | <b><u>\$499.90</u></b> |

**CM 64**

**55656A**

|                             |                           |                           |
|-----------------------------|---------------------------|---------------------------|
| Force Account Extra Patches | 1.000 LS @ \$97,903.90/LS | \$97,903.90               |
| <b>Total</b>                |                           | <b><u>\$97,903.90</u></b> |

**CM 64 Offset Information**

|                              |                             |
|------------------------------|-----------------------------|
| Force Account, Extra Patches | (\$97,903.90)               |
| <b>Total</b>                 | <b><u>(\$97,903.90)</u></b> |

**Grand Total**

**\$98,403.80**

**Reason(s) for Extra(s)/Adjustment(s):**

**CM 60**

A masonry and concrete structure was encountered during excavation and needed to be removed to properly complete the project. The extra cost for Masonry and Conc. Structures Rem., Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and deemed reasonable when compared to the Average Unit Price index for this region.

## CM 64

The item Force Account Extra Patches was incorrectly processed as an adjustment on the previously approved contract mod #49 instead of as an extra. This modification will offset the \$97,903.90 adjustment on Contract mod. #49 and add \$97,903.90 as an extra item. This force account work was for extra patching on the existing concrete approaches at E.B. I-94 over the Clinton River, E.B. I-94 over Joy Blvd. and under E.B. 21 Mile Road. The patching was not originally set up on the plans but the approaches had deteriorated to the extent that made it necessary to do the patches. Also include in the force account is work on two culverts that were plugged with debris and not draining properly.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on December 15, 2009.

**Criticality:** This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** This extra item is essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:**

**55420A:** FHWA, 89.89%; State Restricted Trunkline, 9.98%; AT&T, 0.13%;

**55421A:** FHWA; 90%; State Restricted Trunkline, 10%;

**55656A:** State Restricted Trunkline, 100%;

**72401A:** FHWA, 90%; State Restricted Trunkline, 9.87%, City of St. Clair Shores, 0.15%;

**80294A:** FHWA, 90%; State Restricted Trunkline, 10%; unless otherwise noted.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** This item is required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48047.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

*Authorized Signature on File*  
*December 8, 2009*

Kirk T. Steudle  
Director