

**DATE:** April 3, 2015

**TO:** Jerry Jung, Chairman  
State Transportation Commission

**FROM:** Kirk T. Steudle  
Director

**SUBJECT: Waiver of Commission Approval**

The projects and descriptions documented in Exhibit A-2, attached, were let by the Michigan Department of Transportation on March 6, 2015. These projects required pre-approval as the engineers' estimates were over \$500,000, however the low bids received were more than 10% over the engineers' estimates and therefore require approval by the State Transportation Commission. The approximate four week delay resulting if Commission approval were deferred to the next waiver (near April 30, 2015), would delay the transmittal of the contract documents to the low bidders, and jeopardize the construction schedules. The scheduling of these projects is critical as the contractors go into the construction season and MDOT continues to let additional projects (88 in the April 3, 2015, bid letting).

Thus, a waiver of the required Commission approval is requested, as provided in Commission Resolution 79-3, as amended, footnote F:

“If, in the opinion of the Director, the public interest requires that a certain contract be awarded or an agreement be executed prior to approval by the Commission, hereunder, the Director shall seek a waiver of the required approval from the Chairman of the Transportation Commission. If the request of the approval is verbal, the waiver shall be confirmed, in writing, within fourteen (14) days.”

If the waiver is granted, the Department will proceed to execute the item noted above.

*Signed Original on File*

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Director

The request for waiver of Commission approval of the above mentioned item is approved.

*Signed Original on File*

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Jerrold M. Jung, Chairman

*signed April 3, 2015*

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Date

**DATE:** April 2, 2015

**TO:** State Transportation Commission

**FROM:** Jack Cotter, CPA, CGMA  
Commission Auditor  
Office of Commission Audits

**SUBJECT:** Justification Memorandums

Attached for your information are the department's justification memorandums for Exhibit A-2 items where the low bid exceeded the engineer's estimate by more than ten percent.

*Signed Original on File*

Jack Cotter, CPA, CGMA  
Commission Auditor

Attachments



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# OFFICE MEMORANDUM

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**DATE:** March 31, 2015

**TO:** Myron G. Frierson, Director  
Bureau of Finance and Administration

**FROM:** Mark A. Van Port Fleet, Director  
Bureau of Development

**SUBJECT:** Justification Memo for Bid Acceptance in Excess of 10 Percent of Engineer's Estimate

Letting Date: March 6, 2015

Project Description: 0.77 mi of hot mix asphalt cold milling and resurfacing, pavement removal, drainage, guardrail, concrete curb and gutter, deep concrete overlay, railing, substructure repair, and pavement marking on I-75BL from south of Mackinac Trail northerly to north of the Castle Rock interchange, Mackinac County. This project includes a 5 year materials and workmanship pavement warranty.

Project Number: 49025-113189

Item Number: 1503 017

Low Bidder: Bacco Construction Company

Eng. Est: \$1,447,409.40 Low Bid: \$1,824,812.37 Difference: \$377,402.97 Percent: 26.07

The following shows the engineer's estimate and the proposed bids received for this project:

Engineer's Estimate	\$1,447,409.40
Bacco Construction Company	\$1,824,812.37
M & M Excavating Company	\$1,853,136.70
Elmer's Crane and Dozer, Inc.	\$1,876,557.71
Payne & Dolan Inc.	\$1,971,729.45
Hebert Construction Co.	\$2,177,673.92

## **EXPLANATION FOR DIFFERENCES**

The low bidder had unit prices that varied from the normal range. The main road items found to be higher than the engineer's estimate were excavation, subbase, aggregate base, hot mix asphalt, slope restoration, and traffic regulator control. These items were bid higher than normal because of the traffic staging requirements. The existing pavement will be removed and trenched out adjacent to live traffic and will require restrictions to be in place on the length of open trench and pavement edge drop-off, lowering production rates. Multiple stages will require more re-mobilization of traffic control devices and equipment. Furthermore, multiple ramp and road approaches must remain open during construction using part width construction, likely impacting hot mix

asphalt costs. The main bridge items found to be higher than the engineer's estimate were concrete grade D, expansion joint device, bridge deck surface construction, and concrete silica fume modified. These bridge items were bid higher than normal because of the construction schedule which requires these items to be constructed in an expedited manner thus increasing the unit prices. Other factors include pouring the bridge deck near the end of the construction season with the potential for risk of cold temperatures affecting completion schedule and the long distance the supplier has to travel to bring the overlay material to the project site. All these factors are magnified by only having one bridge, which resulted in increased unit prices because of smaller quantities of bridge items. The estimator considered these factors when estimating this project, but was unable to precisely predict the unit prices.

### **OVERALL CONCLUSION**

As indicated in the above analysis, the low bid is over the engineer's estimate because the traffic staging requirements shown in the plans lead to lower production rates and short duration of activities. The project also calls for multiple stages which leads to remobilization of traffic control devices and equipment. Also, the late season time schedule for the bridge work added to the low bid over the engineer's estimate. This project received five bids ranging from \$1,824,812.37 to \$2,177,673.92 which varied by 19.34 percent. The three lowest bids varied by 2.84 percent. We believe that rejecting these bids and re-letting this project will not result in lower bids and the low bid should be considered reasonable based on the factors discussed.

The Bureau of Development and the Newberry TSC request that this project be awarded to the low bidder based on the above conclusion.

[Signature on File]

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Director, Bureau of Development

BOHD:DD:QA:SF:st

cc: K. Steudle B. Wieferich K. Curtis H. Stinson MDOT-eProposal  
L. Strzalka J. Mullins G. Johnson K. Farlin M. Fedewa  
J. Cotter G. Frens D. Parker B. Rottiers M. Shulick  
D. Rusch C. Rupinski M. Maloney B. O'Brien R. VanPortfliet  
S. Fedders

**DATE:** March 23, 2015

**TO:** Myron G. Frierson, Director  
Bureau of Finance and Administration

**FROM:** Mark A. Van Port Fleet, Director  
Bureau of Highway Development

**SUBJECT:** Justification Memo for Bid Acceptance in Excess of 10 Percent of Engineer's Estimate

Letting Date: March 6, 2015  
Project Description: Bridge rehabilitation, cleaning and coating of structural steel, beam end repairs, bearing replacement, substructure patching, and concrete surface coating on I-94 over US-127/M-50, Jackson County. This project includes a 2 year bridge painting warranty.

Project Number: 38101-109145  
Item Number: 1503 018  
Low Bidder: Civil Coatings and Construction Inc.

Eng. Est: \$483,213.86    Low Bid: \$578,147.00    Difference: \$94,933.14    Percent: 19.65

The following shows the engineer's estimate and the proposed bids received for this project:

Engineer's Estimate	\$483,213.86
Civil Coatings and Construction Inc.	\$578,147.00
Atsalis Brothers Painting Co.	\$623,206.85
C. A. Hull Co., Inc.	\$667,176.34

### **EXPLANATION FOR DIFFERENCES**

The low bidder had unit prices that varied from the normal range. The main items found to be higher than the engineer's estimate were cleaning the structural steel, hot mix asphalt approach, pressure relief joints, and minor traffic devices. These items were bid higher than normal because of multiple stage construction, maintaining traffic restrictions, and possible liquidated damages. There are four stages of construction required and most of the work is to be conducted during night hours. Due to the high traffic volumes, numerous maintaining traffic restrictions must be imposed. For example, all I-94 work associated with S06 of 38101 (I-94 over US-127/West Avenue) can only take place Monday through Thursday from 10:00 PM to 5:00 AM. The concrete surface coating work on the piers requiring a temporary lane closure on US-127 can only take place Monday through Friday from 9:00 PM to 5:00 AM. This will lower production and increase costs due to the additional time and labor required to effectively maintain traffic. In addition, there are interim completion dates on the

different stages of construction that must be met, or else liquidated damages will be accessed. The estimator considered these factors when estimating this project, but was unable to precisely predict the unit prices.

### **OVERALL CONCLUSION**

As indicated in the above analysis, the low bid is over the engineer's estimate because of high traffic volumes, multiple stage construction, maintaining traffic restrictions, and possible liquidated damages. This project received three bids ranging from \$578,147.00 to \$667,176.34 which varied by 15.40 percent. The two lowest bids varied by 7.79 percent. We believe that rejecting these bids and re-letting this project will not result in lower bids and the low bid should be considered reasonable based on the factors discussed.

The Bureau of Highway Development and the Jackson TSC request that this project be awarded to the low bidder based on the above conclusion.

[Signature on File]

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Director, Bureau of Highway Development

BOHD:DD:QA:MAS:st

cc: K. Steudle B. Wieferich K. Curtis H. Stinson MDOT-eProposal  
L. Strzalka J. Mullins G. Johnson K. Farlin M. Fedewa  
J. Cotter G. Frens D. Parker B. Rottiers M. Shulick  
C. Occhiuto R. Welch J. Reid P. Ajegba B. O'Brien

**DATE:** March 19, 2015

**TO:** Myron G. Frierson, Director  
Bureau of Finance and Administration

**FROM:** Mark A. Van Port Fleet, Director  
Bureau of Highway Development

**SUBJECT:** Justification Memo for Bid Acceptance in Excess of 10 Percent of Engineer's Estimate

Letting Date: March 6, 2015

Project Description: 0.83 mi of hot mix asphalt cold milling, widening and resurfacing, slip ramp removal and shared-use path, modernize traffic signal, pedestrian crossing, and drainage on M-19 at New Haven Road, Gratiot Avenue, and Main Street in the village of New Haven, Macomb County. This project includes a 5 year materials and workmanship pavement warranty.

Project Number: 50092-116508-2

Item Number: 1503 021

Low Bidder: Cadillac Asphalt, L.L.C.

Eng. Est: \$1,576,324.37 Low Bid: \$1,797,453.77 Difference: \$221,129.40 Percent: 14.03

The following shows the engineer's estimate and the proposed bids received for this project:

Engineer's Estimate	\$1,576,324.37
Cadillac Asphalt, L.L.C.	\$1,797,453.77
Ajax Paving Industries, Inc.	\$1,864,299.77
Ace-Saginaw Paving Company	\$1,915,078.16
Pamar Enterprises, Inc.	\$1,942,711.05
Pavex Corporation	\$2,325,101.60

**EXPLANATION FOR DIFFERENCES**

The low bidder had unit prices that varied from the normal range. The main items found to be higher than the engineer's estimate were the hot mix asphalt, earth work, and slope restoration. These items were bid higher than normal because of the expedited construction schedule, multiple stage construction, and maintaining traffic restrictions. This project is comprised of four sections of a major intersection with varying work lengths for each. The work will be non-productive in nature due in part to the short length of the project, and restricted staging and flagging times specified in the maintaining traffic special provision. This project is adjacent to New Haven High School. The progress clause states that the majority of work must be complete when

school is not in session and all work must be completed by August 30, 2015. Furthermore, the signal modernization must be completed prior to stage work beginning on M-19 due to split phasing required during stage work. On-going utility coordination with DTE Energy and others may not be completed by the time of award as noted in the Utility Coordination Clause, adding potential scheduling pressures. The estimator considered these factors when estimating this project, but was unable to precisely predict the unit prices.

### **OVERALL CONCLUSION**

As indicated in the above analysis, the low bid is over the engineer's estimate expedited construction schedule, multiple stage construction, and maintaining traffic restrictions. This project received five bids ranging from \$1,797,453.77 to \$2,325,101.60 which varied by 29.36 percent. The three lowest bids varied by 6.54 percent. We believe that rejecting these bids and re-letting this project will not result in lower bids and the low bid should be considered reasonable based on the factors discussed.

The Bureau of Highway Development and the Macomb/St. Clair TSC request that this project be awarded to the low bidder based on the above conclusion.

[Signature on File]

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Director, Bureau of Highway Development

BOHD:DD:QA:MAS:st

cc: K. Steudle B. Wieferich K. Curtis H. Stinson MDOT-eProposal  
L. Strzalka J. Mullins G. Johnson K. Farlin M. Fedewa  
J. Cotter G. Frens D. Parker B. Rottiers M. Shulick  
S. Minton C. Forbes P. Williams T. Kratofil B. O'Brien

**DATE:** March 26, 2015

**TO:** Myron G. Frierson, Director  
Bureau of Finance and Administration

**FROM:** Mark A. Van Port Fleet, Director  
Bureau of Highway Development

**SUBJECT:** Justification Memo for Bid Acceptance in Excess of 10 Percent of Engineer's Estimate

Letting Date: March 6, 2015

Project Description: 2.97 mi of hot mix asphalt cold milling and resurfacing, full-depth concrete patches, extension of turn lanes and sidewalk, lane additions, single-face barrier, permanent pavement markings, and signing on M-153 from west of Haggerty Road to west of Lotz Road, on the I-275 southbound exit ramp to M-153, on M-153 from Marlowe Street to Lotz Road, and on the M-153/I-275 interchange ramps, Wayne County. This project includes a 3 year materials and workmanship pavement warranty and a 5 year materials and workmanship pavement warranty.

Project Number: 82081-116524  
Item Number: 1503 038  
Low Bidder: Ajax Paving Industries, Inc.

Eng. Est: \$3,710,565.67 Low Bid: \$4,805,725.95 Difference: \$1,095,160.28 Percent: 29.51

The following shows the engineer's estimate and the proposed bids received for this project:

Engineer's Estimate	\$3,710,565.67
Ajax Paving Industries, Inc.	\$4,805,725.95
Barrett Paving Materials Inc.	\$4,930,102.30
Cadillac Asphalt, L.L.C.	\$5,077,538.15

### **EXPLANATION FOR DIFFERENCES**

The low bidder had unit prices that varied from the normal range. The main items found to be higher than the engineer's estimate were traffic control lump sum items, hot mix asphalt items, and various removal items. These items were bid higher than normal because traffic control is set up into sixteen separate stages with varying traffic configurations (shoulder closure, lane closure, ramp detour, etc.), and hourly restrictions (weekend only, only nights, only Sunday early morning, etc.), creating small/restricted work windows for the contractor. With the multiple stage requirements, the contractor's ability to obtain production is very difficult. Additional liquidated damages will be

assessed on a daily basis for each and every 15 minute interval for the first hour and every 1 hour interval thereafter when restrictions are not met. Furthermore, there are five different hot mix asphalt mixes on this project which creates additional challenges for the contractor to achieve production work. The estimator considered these factors when estimating this project, but was unable to precisely predict the unit prices.

### **OVERALL CONCLUSION**

As indicated in the above analysis, the low bid is over the engineer's estimate because of the maintaining traffic restrictions, multiple stages, additional liquidated damages, and limited production opportunities. This project received three bids ranging from \$4,805,725.95 to \$5,077,538.15 which varied by 5.66 percent. The two lowest bids varied by 2.59 percent. We believe that rejecting these bids and re-letting this project will not result in lower bids and the low bid should be considered reasonable based on the factors discussed.

The Bureau of Highway Development and the Taylor TSC request that this project be awarded to the low bidder based on the above conclusion.

[Signature on File]

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Director, Bureau of Highway Development

BOHD:DD:QA:SF:st

cc: K. Steudle B. Wieferich K. Curtis H. Stinson MDOT-eProposal  
L. Strzalka J. Mullins G. Johnson K. Farlin M. Fedewa  
J. Cotter G. Frens D. Parker B. Rottiers M. Shulick  
S. Fedders M. Bellini W. Erben P. Williams T. Kratofil  
B. O'Brien



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# OFFICE MEMORANDUM

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**DATE:** March 23, 2015

**TO:** Myron G. Frierson, Director  
Bureau of Finance and Administration

**FROM:** Mark A. Van Port Fleet, Director  
Bureau of Highway Development

**SUBJECT:** Justification Memo for Bid Acceptance in Excess of 10 Percent of Engineer's Estimate

Letting Date: March 6, 2015  
Project Description: Bridge replacement with prestressed, concrete box beam and approach work on M-38 over the Silver River, Houghton County.  
Project Number: 31041-118767  
Item Number: 1503 041  
Low Bidder: Hebert Construction Co.

Eng. Est: \$1,754,193.13 Low Bid: \$1,940,799.44 Difference: \$186,606.31 Percent: 10.64

The following shows the engineer's estimate and the proposed bids received for this project:

Engineer's Estimate	\$1,754,193.13
Hebert Construction Co.	\$1,940,799.44
A. Lindberg & Sons, Inc.	\$2,618,399.25

## **EXPLANATION FOR DIFFERENCES**

The low bidder had unit prices that varied from the normal range. The main item found to be higher than the engineer's estimate was the prestressed concrete box beam. This item was bid higher than normal because of the remote location. The nearest certified manufacturer for the beam is located approximately 175 miles from the project site. The remote location also contributed to other minor items being generally higher. The estimator considered this factor when estimating this project, but was unable to precisely predict the unit prices.

## **OVERALL CONCLUSION**

As indicated in the above analysis, the low bid is over the engineer's estimate because of few approved manufacturer of the prestressed box beam. This project received two bids of \$1,940,799.44 and \$2,618,399.25 which varied by 34.91 percent. We believe that rejecting these bids and re-letting this project will not result in lower bids and the low bid should be considered reasonable based on the factors discussed.

The Bureau of Highway Development and the Ishpeming TSC request that this project be awarded to the low bidder based on the above conclusion.

[Signature on File]

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Director, Bureau of Highway Development

BOHD:DD:QA:MAS:st

cc: K. Steudle B. Wieferich K. Curtis H. Stinson MDOT-eProposal  
L. Strzalka J. Mullins G. Johnson K. Farlin M. Fedewa  
J. Cotter G. Frens D. Parker B. Rottiers M. Shulick  
R. Jildeh A. Anderson M. Maloney B. O'Brien R. VanPortfliet



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# OFFICE MEMORANDUM

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**DATE:** March 24, 2015

**TO:** Myron G. Frierson, Director  
Bureau of Finance and Administration

**FROM:** Mark A. Van Port Fleet, Director  
Bureau of Highway Development

**SUBJECT:** Justification Memo for Bid Acceptance in Excess of 10 Percent of Engineer's Estimate

Letting Date: March 6, 2015  
Project Description: 6.58 mi of landscaping and slope restoration on I-275 Metro Trail from the Huron River bridge to south of I-94 in the city of Romulus, Wayne County.  
Project Number: 82291-124727-2  
Item Number: 1503 046  
Low Bidder: W. H. Canon, Inc.

Eng. Est: \$443,272.97    Low Bid: \$630,960.95    Difference: \$187,687.98    Percent: 42.34

The following shows the engineer's estimate and the proposed bids received for this project:

Engineer's Estimate	\$443,272.97
W. H. Canon, Inc.	\$630,960.95
Anderson-Fischer & Associates, Inc.	\$696,786.50
Erie Construction, LLC	\$739,796.00

## **EXPLANATION FOR DIFFERENCES**

The low bidder had unit prices that varied from the normal range. The main item found to be higher than the engineer's estimate was the slope restoration, non-phosphorus fertilizer. This item was bid higher than normal because of the unique item of work and timeline for completion. The slope restoration, non-phosphorus fertilizer item has a time restriction in place where the contractor must begin work within five days after final grading. Also, the trail portion was split into multiple projects and must be completed by August 10, 2015 and the landscaping portion must be completed by October 10, 2015. Coordination between contractors and corresponding access issues to the job site accounted for a large part of the overage. The estimator considered these factors when estimating this project, but was unable to precisely predict the unit prices.

**OVERALL CONCLUSION**

As indicated in the above analysis, the low bid is over the engineer's estimate because of the unique item of work and the timeline associated with the item. This project received three bids ranging from \$630,960.95 to \$739,796.00 which varied by 17.25 percent. The two lowest bids varied by 10.43 percent. We believe that rejecting these bids and re-letting this project will not result in lower bids and the low bid should be considered reasonable based on the factors discussed.

The Bureau of Highway Development and the Taylor TSC request that this project be awarded to the low bidder based on the above conclusion.

[Signature on File]

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Director, Bureau of Highway Development

BOHD:DD:QA:SF:st

cc: K. Steudle B. Wieferich K. Curtis H. Stinson MDOT-eProposal  
L. Strzalka J. Mullins G. Johnson K. Farlin M. Fedewa  
J. Cotter G. Frens D. Parker B. Rottiers M. Shulick  
S. Fedders M. Bellini W. Erben P. Williams T. Kratofil  
B. O'Brien



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# OFFICE MEMORANDUM

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**DATE:** March 23, 2015

**TO:** Myron G. Frierson, Director  
Bureau of Finance and Administration

**FROM:** Mark A. Van Port Fleet, Director  
Bureau of Highway Development

**SUBJECT:** Justification Memo for Bid Acceptance in Excess of 10 Percent of Engineer's Estimate

Letting Date: March 6, 2015  
Project Description: 1.38 miles of hot mix asphalt cold milling and resurfacing with sidewalk ramp upgrades in Berrien and Cass Counties. This project includes a 3 year material and workmanship pavement warranty.

Project Number: 14062-124018  
Item Number: 1503 071  
Low Bidder: Rieth-Riley Construction Co., Inc.

Eng. Est: \$459,858.19    Low Bid: \$515,457.38    Difference: \$55,599.19    Percent: 12.09

The following shows the engineer's estimate and the proposed bids received for this project:

Engineer's Estimate	\$459,858.19
Rieth-Riley Construction Co., Inc.	\$515,457.38
Michigan Paving and Materials Company	\$515,858.45

## **EXPLANATION FOR DIFFERENCES**

The low bidder had unit prices that varied from the normal range. The main items found to be higher than the engineer's estimate were for the traffic control items and contractor staking. The traffic control items were bid higher than normal because this project consists of two relatively short urban locations which intensify the traffic control effort compared to longer road paving projects. Traffic must be controlled at three signalized intersections, a railroad crossing, and numerous cross streets. Also, sidewalk work at 27 intersection corners will require traffic control be erected multiple times at each location to complete removals, curb construction, and sidewalk construction steps. Furthermore, contractor staking was bid higher than expected with an increase effort by the contractor to develop sidewalk grades compliant with Americans with Disability Act requirements. The estimator considered these factors when estimating this project, but was unable to precisely predict the unit prices.

**OVERALL CONCLUSION**

As indicated in the above analysis, the low bid is over the engineer's estimate because extensive traffic control required and numerous sidewalk ramps that require staking. This project received two bids of \$515,457.38 and \$515,858.45 which varied by 0.08 percent. We believe that rejecting these bids and re-letting this project will not result in lower bids and the low bid should be considered reasonable based on the factors discussed.

The Bureau of Highway Development and the Coloma TSC request that this project be awarded to the low bidder based on the above conclusion.

[Signature on File]

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Director, Bureau of Highway Development

BOHD:DD:QA:LFS:st

cc: K. Steudle B. Wieferich K. Curtis H. Stinson MDOT-eProposal  
L. Strzalka J. Mullins G. Johnson K. Farlin M. Fedewa  
J. Cotter G. Frens D. Parker B. Rottiers M. Shulick  
K. Rudlaff C. Jacobs K. Rothwell K. Avery B. O'Brien



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# OFFICE MEMORANDUM

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**DATE:** March 23, 2015

**TO:** Myron G. Frierson, Director  
Bureau of Finance and Administration

**FROM:** Mark A. Van Port Fleet, Director  
Bureau of Highway Development

**SUBJECT:** Justification Memo for Bid Acceptance in Excess of 10 Percent of Engineer's Estimate

Letting Date: March 6, 2015  
Project Description: 2.00 mi of full depth concrete pavement repairs, centerline repairs, crack sealing, joint re-sealing and permanent pavement markings on I-75 from Springwells Street to Clark Street in the city of Detroit, Wayne County.  
Project Number: 82194-123927  
Item Number: 1503 079  
Low Bidder: Major Cement Co.

Eng. Est: \$1,762,404.37 Low Bid: \$1,975,479.78 Difference: \$213,075.41 Percent: 12.09

The following shows the engineer's estimate and the proposed bids received for this project:

Engineer's Estimate	\$1,762,404.37
Major Cement Co.	\$1,975,479.78
C & D Hughes, Inc.	\$2,122,003.07
Florence Cement Company	\$2,303,007.66

## EXPLANATION FOR DIFFERENCES

The low bidder had unit prices that varied from the normal range. The main item found to be higher than the engineer's estimate was the thirteen inch, non-reinforced, concrete pavement repair. This item was bid higher than normal because of non-production construction practices, multiple stage construction, and maintaining traffic restrictions. The high volumes of commercial truck traffic will require strict lane closures. Double lane closures will only be allowed on weekends and during non-peak hours, and only two weekends will be allowed to have triple lane closures. Furthermore, there are very strict construction staging requirements. For example, all consecutive on and off ramps shall not be closed to traffic at the same time. Also, Clark Road and Livernois Road on ramps to SB I-75 shall not be closed simultaneously. This will lower the overall production of the project and increase costs due to the additional time and labor required to set-up, take-down, and effectively maintain traffic throughout this very busy

corridor. The estimator considered these factors when estimating this project, but was unable to precisely predict the unit prices.

**OVERALL CONCLUSION**

As indicated in the above analysis, the low bid is over the engineer's estimate because of non-production construction practices, multiple stage construction, and maintaining traffic restrictions. This project received three bids ranging from \$1,975,479.78 to \$2,303,007.66 which varied by 16.58 percent. The two lowest bids varied by 7.42 percent. We believe that rejecting these bids and re-letting this project will not result in lower bids and the low bid should be considered reasonable based on the factors discussed.

The Bureau of Highway Development and the Detroit TSC request that this project be awarded to the low bidder based on the above conclusion.

[Signature on File]

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Director, Bureau of Highway Development

BOHD:DD:QA:MAS:st

cc:	K. Steudle	B. Wieferich	K. Curtis	H. Stinson	MDOT-eProposal
	L. Strzalka	J. Mullins	G. Johnson	K. Farlin	M. Fedewa
	J. Cotter	G. Frens	D. Parker	B. Rottiers	M. Shulick
	I. Jahan	R. Teale	P. Williams	T. Kratofil	B. O'Brien



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# OFFICE MEMORANDUM

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**DATE:** March 25, 2015

**TO:** Myron G. Frierson, Director  
Bureau of Finance and Administration

**FROM:** Mark A. Van Port Fleet, Director  
Bureau of Highway Development

**SUBJECT:** Justification Memo for Bid Acceptance in Excess of 10 Percent of Engineer's Estimate

Letting Date: March 6, 2015  
Project Description: Deck replacement, shallow overlay, hot mix asphalt cold milling and resurfacing, concrete curb, gutter and bridge railing replacement, cleaning and coating structural steel, placing scour countermeasures, and pavement markings on Columbia Road over Doan Creek, on Meech Road over Doan Creek, and on Clark Road over Deer Creek, Ingham County.

Project Number: 33005-118675  
Item Number: 1503 010  
Low Bidder: Nashville Construction Company

Eng. Est: \$577,000.00    Low Bid: \$717,632.32    Difference: \$140,632.32    Percent: 24.37

The following shows the engineer's estimate and the proposed bids received for this project:

Engineer's Estimate	\$ 577,000.00
Nashville Construction Company	\$ 717,632.32
C.A. Hull Co., Inc.	\$ 844,607.38
Atsalis Brothers Painting Co.	\$1,026,155.24

## **EXPLANATION FOR DIFFERENCES**

The low bidder had unit prices that varied from the normal range. The main items found to be bid higher than the engineer's estimate are: structures, rem portions; superstructure conc, form, finish, and cure; fascia form, finish, and cure; scarify; hydrodemolition, first pass; and shear developers. These items were bid higher than normal because of the expedited construction schedule, multiple stage construction, and maintaining traffic restrictions. Work within the water will not be permitted for either Meech Road or Clark Road bridges from March 1, 2015 through June 30, 2015 due to critical spawning, migration, and/or recreational use as specified in the Michigan Department of Environmental Quality permit. Meech, Columbia and Clark roads will be closed to through traffic and must utilize detour routes. The contractor will be required to set-up, take-down, and maintain the various detour routes throughout the various

stages of construction. Furthermore, all construction work requiring full lane closures or detours can only be performed on one structure at a time in order to effectively maintain traffic. These restrictions will lower productivity and increase overall costs. The local agency estimator considered these factors when estimating this project but was unable to precisely predict the unit prices.

### **OVERALL CONCLUSION**

As indicated in the above analysis, the low bid is over the engineer's estimate because of the expedited construction schedule, multiple stage construction, and maintaining traffic restrictions. This project received three bids ranging from \$717,632.32 to \$1,026,155.24 which varied by 42.99 percent. The two lowest bids varied by 17.69 percent. We believe that rejecting these bids and re-letting this project will not result in lower bids and the low bid should be considered reasonable based on the factors discussed.

The Bureau of Highway Development and the Ingham County Road Commission request that this project be awarded to the low bidder based on the above conclusion.

[Signature on File]

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Director, Bureau of Highway Development

BOHD:DD:QA:SF:st

cc: K. Steudle B. Wieferich K. Curtis H. Stinson MDOT-eProposal  
L. Strzalka J. Mullins G. Johnson K. Farlin M. Fedewa  
J. Cotter G. Frens D. Parker B. Rottiers M. Shulick  
S. Fedders P. Rojas G. Losch J. Reid P. Ajegba  
B. O'Brien

**DATE:** March 31, 2015

**TO:** Myron G. Frierson, Director  
Bureau of Finance and Administration

**FROM:** Mark A. Van Port Fleet, Director  
Bureau of Development

**SUBJECT:** Justification Memo for Bid Acceptance in Excess of 10 Percent of Engineer's Estimate

Letting Date: March 6, 2015  
Project Description: 0.33 mi of hot mix asphalt shared-use path including boardwalk, concrete substructure, curb, gutter, sidewalk and ramps, piles, and slope restoration on River Rouge Gateway Trail from Brady Street easterly to Elm Street in the city of Dearborn, Wayne County.

Project Number: 82457-118189-2  
Item Number: 1503 023  
Low Bidder: Dan's Excavating, Inc.

Eng. Est: \$682,905.52    Low Bid: \$1,077,657.47    Difference: \$394,751.95    Percent: 57.80

The following shows the engineer's estimate and the proposed bids received for this project:

Engineer's Estimate	\$ 682,905.52
Dan's Excavating, Inc.	\$1,077,657.47

### **EXPLANATION FOR DIFFERENCES**

The low bidder had unit prices that varied from the normal range. The main items found to be higher than the engineer's estimate were pile driving, micropile, structural steel, and modified timber structure. These items were bid higher than normal because of the special items of work with limited bid history, less than suitable soils, and environmental constraints which limit access to the contractor at the proposed boardwalk structure site. The micropile and timber structure are special items of work. These items of work are very specific to the project characteristics and lacked previous bid history to effectively compare unit prices. Less than suitable soils make it difficult to determine the depth necessary to install the micropiles for stability. In addition, construction must commence and be completed during the dry period of the wetland and from the upland side. Also, the topography dictates that construction must be mobilized from each end of the proposed boardwalk structure, and more care will be required during construction because of the close proximity of an existing building to the proposed boardwalk structure.

This is the second time bids were received for this work. For the first letting in September 2014 there were three bidders, with the low bid at \$1.2 million. The local agency removed work from the project in an attempt to bring the scope into alignment with the project budget. However, the estimator had limited experience with this unique type of work and was unable to precisely predict the unit prices.

### **OVERALL CONCLUSION**

As indicated in the above analysis, the low bid is over the engineer's estimate because unique items of work and constraints that limit access to the site were not accurately assessed. This project received one bid of \$1,077,657.47. We believe that rejecting this bid and re-letting this project will not result in lower bids and the low bid should be considered reasonable based on the factors discussed.

The Bureau of Development and the city of Dearborn request that this project be awarded to the low bidder based on the above conclusion.

[Signature on File]

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Director, Bureau of Development

BOHD:DD:QA:DLP:st

cc: K. Steudle B. Wieferich K. Curtis H. Stinson MDOT-eProposal  
L. Strzalka J. Mullins G. Johnson K. Farlin M. Fedewa  
J. Cotter G. Frens D. Parker B. Rottiers M. Shulick  
D. Potvin L. Johnson P. Williams T. Kratofil T. Muhammad  
B. O'Brien A. Penzenstadler

**DATE:** March 31, 2015

**TO:** Myron G. Frierson, Director  
Bureau of Finance and Administration

**FROM:** Mark A. Van Port Fleet, Director  
Bureau of Development

**SUBJECT:** Justification Memo for Bid Acceptance in Excess of 10 Percent of Engineer's Estimate

Letting Date: March 6, 2015  
Project Description: 0.39 mi of hot mix asphalt shared-use path, concrete curb, gutter, sidewalk and ramps, pedestrian bridge, retaining wall, signing, and fencing on Joyce Street from Cannonsburg Road north to Townsend Park, Kent County.

Project Number: 41401-122963-3  
Item Number: 1503 032  
Low Bidder: J. E. Kloote Contracting, Inc.

Eng. Est: \$675,426.00    Low Bid: \$777,777.77    Difference: \$102,351.77    Percent: 15.15

The following shows the engineer's estimate and the proposed bids received for this project:

Engineer's Estimate	\$675,426.00
J. E. Kloote Contracting, Inc.	\$777,777.77
Anlaan Corporation	\$779,834.12
Dean's Landscaping & Excavating, Inc.	\$806,515.12
John Henry Excavating Inc.	\$818,515.00
Al's Excavating, Inc.	\$848,053.70
Kamminga & Roodvoets, Inc.	\$896,701.50

### **EXPLANATION FOR DIFFERENCES**

The low bidder had unit prices that varied from the normal range. The main items found to be bid higher than the engineer's estimate were modular concrete block retaining wall, prefabricated bridge, shared use path grading, and slope restoration. These items were bid higher than normal because of the expedited construction schedule, unique items of work with limited price history, and limited access to the site. All project work, except watering and cultivating, must be completed on or before July 17, 2015. Also, the tree removal work must be completed by April 30, 2015. The prefabricated bridge is custom designed based on the characteristics of the project site and has limited price history. The share use path is located within hilly terrain and through forested areas

where there is limited access for materials and equipment. As such, additional time and labor will be required to load and unload materials and deliver them to necessary locations. The local agency estimator considered these factors when estimating this project but was unable to precisely predict the unit prices.

### **OVERALL CONCLUSION**

As indicated in the above analysis, the low bid is over the engineer's estimate because of an expedited construction schedule and limited site access. This project received six bids ranging from \$777,777.77 to \$896,701.50 which varied by 15.29 percent. The two lowest bids varied by 0.26 percent. We believe that rejecting these bids and re-letting this project will not result in lower bids and the low bid should be considered reasonable based on the factors discussed.

The Bureau of Development and the Kent County Road Commission request that this project be awarded to the low bidder based on the above conclusion.

[Signature on File]

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Director, Bureau of Development

BOHD:DD:QA:DLP:st

cc: K. Steudle B. Wieferich K. Curtis H. Stinson MDOT-eProposal  
L. Strzalka J. Mullins G. Johnson K. Farlin M. Fedewa  
J. Cotter G. Frens D. Parker B. Rottiers M. Shulick  
D. Potvin L. Johnson T. Tellier V. Weerstra R. Safford  
B. O'Brien



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# OFFICE MEMORANDUM

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**DATE:** March 24, 2015

**TO:** Myron G. Frierson, Director  
Bureau of Finance and Administration

**FROM:** Mark A. Van Port Fleet, Director  
Bureau of Highway Development

**SUBJECT:** Justification Memo for Bid Acceptance in Excess of 10 Percent of Engineer's Estimate

Letting Date: March 6, 2015  
Project Description: 0.71 miles of hot mix asphalt crushing, shaping and resurfacing, aggregate base, bridge rehabilitation with hydrodemolition, concrete deck overlay, concrete patching, bridge railing, joints, guardrail, and pavement markings on Federal Forest Highway 13 over Sturgeon River, Delta County.

Project Number: 21012-124258-2  
Item Number: 1503 034  
Low Bidder: Hebert Construction Co.

Eng. Est: \$621,680.10    Low Bid: \$746,946.42    Difference: \$125,266.32    Percent: 20.15

The following shows the engineer's estimate and the proposed bids received for this project:

Engineer's Estimate	\$ 621,680.10
Hebert Construction Co.	\$ 746,946.42
Anlaan Corporation	\$1,190,375.75

## **EXPLANATION FOR DIFFERENCES**

The low bidder had unit prices that varied from the normal range. The main items found to be higher than the engineer's estimate were temporary supports, structure rehabilitation remove portions, deck joint removal, hydrodemolition first pass, and railing preservation. These items were bid higher than normal because the bridge is located in a remote section of the Upper Peninsula, making the distance for delivery of material excessive. Also, there is no electricity at the job site, so generators must be used during construction. There is a historic railing that will require removal, painting and replacement, with little or no bid history available to effectively care prices to. Furthermore, the contractor will use an off-site location to perform railing work and must proceed with caution because of the age, condition, and uncommon deck replacement on variable depth concrete t-beams. The local agency estimator considered these factors when estimating this project but was unable to precisely predict the unit prices.

**OVERALL CONCLUSION**

As indicated in the above analysis, the low bid is over the engineer's estimate because the remote location of the bridge, the historic requirements, and the added risks for the contractor. This project received two bids ranging from \$746,946.42 to \$1,190,375.75 which varied by 59.37 percent. We believe that rejecting these bids and re-letting this project will not result in lower bids and the low bid should be considered reasonable based on the factors discussed.

The Bureau of Highway Development and the Delta County Road Commission request that this project be awarded to the low bidder based on the above conclusion.

[Signature on File]

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Director, Bureau of Highway Development

BOHD:DD:QA:SF:st

cc: K. Steudle B. Wieferich K. Curtis H. Stinson MDOT-eProposal  
L. Strzalka J. Mullins G. Johnson K. Farlin M. Fedewa  
J. Cotter G. Frens D. Parker B. Rottiers M. Shulick  
C. Tennes D. Kari M. Maloney B. O'Brien R. VanPortfliet  
S. Fedders

REQUEST FOR MICHIGAN STATE  
TRANSPORTATION COMMISSION APPROVAL  
  
LETTING EXCEPTIONS AGENDA

April 3, 2015

The following projects have been pre-approved, and are being returned for re-approval after meeting the exception criteria by the State Transportation Commission.

**STATE PROJECTS**

1. Letting Of March 6, 2015  
 Letting Call: 1503 017 Low Bid: **\$1,824,812.37**  
 Project: ST 49025-113189, ETC Engineers Estimate: \$1,447,409.40  
 Local Agreement: Pct Over/Under Estimate: 26.07 %  
 Start Date: 10 days after award  
 Completion Date: October 30, 2015

0.77 mi of hot mix asphalt cold milling and resurfacing, pavement removal, drainage, guardrail, concrete curb and gutter, deep concrete overlay, railing, substructure repair, and pavement marking on I-75BL from south of Mackinac Trail northerly to north of the Castle Rock interchange, Mackinac County. This project includes a 5 year materials and workmanship pavement warranty.

3.00 % DBE participation required

Bidder	As-Submitted	As-Checked	
<b>Bacco Construction Company</b>	<b>\$1,824,812.37</b>	<b>Same</b>	<b>1 **</b>
M & M Excavating Company	\$1,853,136.70	Same	2
Elmer's Crane and Dozer, Inc.	\$1,876,557.71	Same	3
Payne & Dolan Inc.	\$1,971,729.45	Same	4
Hebert Construction Co.	\$2,177,673.92	Same	5

Total Number of Bidders: 5

2. Letting Of March 6, 2015  
 Letting Call: 1503 018 Low Bid: **\$578,147.00**  
 Project: BHI 38101-109145 Engineers Estimate: \$483,213.86  
 Local Agreement: Pct Over/Under Estimate: 19.65 %  
 Start Date: 10 days after award  
 Completion Date: October 2, 2015

Bridge rehabilitation, cleaning and coating of structural steel, beam end repairs, bearing replacement, substructure patching, and concrete surface coating on I-94 over US-127/M-50, Jackson County. This project includes a 2 year bridge painting warranty.

No DBE participation required

Bidder	As-Submitted	As-Checked	
<b>Civil Coatings and Construction Inc.</b>	<b>\$578,147.00</b>	<b>Same</b>	<b>1 **</b>
Atsalis Brothers Painting Co.	\$623,206.85	Same	2
C. A. Hull Co., Inc.	\$667,176.34	Same	3

Total Number of Bidders: 3

3. Letting Of March 6, 2015  
 Letting Call: 1503 021  
 Project: RRRF 50092-116508-2  
 Local Agreement: 14-5453  
 14-5452  
 Start Date: 10 days after award  
 Completion Date: August 30, 2015
- Low Bid: **\$1,797,453.77**  
 Engineers Estimate: \$1,576,324.37  
 Pct Over/Under Estimate: 14.03 %

0.83 mi of hot mix asphalt cold milling, widening and resurfacing, slip ramp removal and shared-use path, modernize traffic signal, pedestrian crossing, and drainage on M-19 at New Haven Road, Gratiot Avenue, and Main Street in the village of New Haven, Macomb County. This project includes a 5 year materials and workmanship pavement warranty.

No DBE participation required

Bidder	As-Submitted	As-Checked	
<b>Cadillac Asphalt, L.L.C.</b>	<b>\$1,797,453.77</b>	<b>Same</b>	<b>1 **</b>
Ajax Paving Industries, Inc.	\$1,864,299.77	Same	2
Ace-Saginaw Paving Company	\$1,915,078.16	Same	3
Pamar Enterprises, Inc.	\$1,942,711.05	Same	4
Pavex Corporation	\$2,325,101.60	Same	5

Total Number of Bidders: 5

4. Letting Of March 6, 2015  
 Letting Call: 1503 038  
 Project: HSIP 82081-116524, ETC  
 Local Agreement: 14-5625  
 Start Date: 10 days after award  
 Completion Date: August 1, 2015
- Low Bid: **\$4,805,725.95**  
 Engineers Estimate: \$3,710,565.67  
 Pct Over/Under Estimate: 29.51 %

2.97 mi of hot mix asphalt cold milling and resurfacing, full-depth concrete patches, extension of turn lanes and sidewalk, lane additions, single-face barrier, permanent pavement markings, and signing on M-153 from west of Haggerty Road to west of Lotz Road, on the I-275 southbound exit ramp to M-153, on M-153 from Marlowe Street to Lotz Road, and on the M-153/I-275 interchange ramps, Wayne County. This project includes a 3 year materials and workmanship pavement warranty and a 5 year materials and workmanship pavement warranty.

7.00 % DBE participation required

Bidder	As-Submitted	As-Checked	
<b>Ajax Paving Industries, Inc.</b>	<b>\$4,805,725.95</b>	<b>Same</b>	<b>1 **</b>
Barrett Paving Materials Inc.	\$4,930,102.30	Same	2
Cadillac Asphalt, L.L.C.	\$5,077,538.15	Same	3

Total Number of Bidders: 3

5. Letting Of March 6, 2015  
 Letting Call: 1503 041 Low Bid: **\$1,940,799.44**  
 Project: ST 31041-118767 Engineers Estimate: \$1,754,193.13  
 Local Agreement: Pct Over/Under Estimate: 10.64 %  
 Start Date: May 18, 2015  
 Completion Date: October 16, 2015

Bridge replacement with prestressed, concrete box beam and approach work on M-38 over the Silver River, Houghton County.

3.00 % DBE participation required

Bidder	As-Submitted	As-Checked	
<b>Hebert Construction Co.</b>	<b>\$1,940,799.44</b>	<b>Same</b>	<b>1 **</b>
A. Lindberg & Sons, Inc.	\$2,618,399.25	Same	2

Total Number of Bidders: 2

6. Letting Of March 6, 2015  
 Letting Call: 1503 046 Low Bid: **\$630,960.95**  
 Project: ST 82291-124727-2 Engineers Estimate: \$443,272.97  
 Local Agreement: Pct Over/Under Estimate: 42.34 %  
 Start Date: 10 days after award  
 Completion Date: September 19, 2017

6.58 mi of landscaping and slope restoration on I-275 Metro Trail from the Huron River bridge to south of I-94 in the city of Romulus, Wayne County.

3.00 % DBE participation required

Bidder	As-Submitted	As-Checked	
<b>W. H. Canon, Inc.</b>	<b>\$630,960.95</b>	<b>Same</b>	<b>1 **</b>
Anderson-Fischer & Associates, Inc.	\$696,786.50	Same	2
Erie Construction, LLC	\$739,796.00	Same	3

Total Number of Bidders: 3

7. Letting Of March 6, 2015  
 Letting Call: 1503 071 Low Bid: **\$515,457.38**  
 Project: ST 14062-124018 Engineers Estimate: \$459,858.19  
 Local Agreement: Pct Over/Under Estimate: 12.09 %  
 Start Date: August 17, 2015  
 Completion Date: October 19, 2015

1.38 miles of hot mix asphalt cold milling and resurfacing with sidewalk ramp upgrades in Berrien and Cass Counties. This project includes a 3 year material and workmanship pavement warranty.

3.00 % DBE participation required

Bidder	As-Submitted	As-Checked	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$515,457.38</b>	<b>Same</b>	<b>1 **</b>
Michigan Paving and Materials	\$515,858.45	Same	2

Total Number of Bidders: 2

8. Letting Of March 6, 2015  
 Letting Call: 1503 079  
 Project: IM 82194-123927  
 Local Agreement:  
 Start Date: April 15, 2015  
 Completion Date: November 1, 2015

Low Bid: **\$1,975,479.78**  
 Engineers Estimate: \$1,762,404.37  
 Pct Over/Under Estimate: 12.09 %

2.00 mi of full depth concrete pavement repairs, centerline repairs, crack sealing, joint re-sealing and permanent pavement markings on I-75 from Springwells Street to Clark Street in the city of Detroit, Wayne County.

5.00 % DBE participation required

Bidder	As-Submitted	As-Checked	
<b>Major Cement Co.</b>	<b>\$1,975,479.78</b>	<b>Same</b>	<b>1 **</b>
C & D Hughes, Inc.	\$2,122,003.07	Same	2
Florence Cement Company	\$2,303,007.66	Same	3

Total Number of Bidders: 3

### LOCAL PROJECTS

9. Letting Of March 6, 2015  
 Letting Call: 1503 010  
 Project: MCS 33005-118675  
 Local Agreement: 15-5001  
 Start Date: 10 days after award  
 Completion Date: November 30, 2015

Low Bid: **\$717,632.32**  
 Engineers Estimate: \$577,000.00  
 Pct Over/Under Estimate: 24.37 %

Deck replacement, shallow overlay, hot mix asphalt cold milling and resurfacing, concrete curb, gutter and bridge railing replacement, cleaning and coating structural steel, placing scour countermeasures, and pavement markings on Columbia Road over Doan Creek, on Meech Road over Doan Creek, and on Clark Road over Deer Creek, Ingham County.

No DBE participation required

Bidder	As-Submitted	As-Checked	
<b>Nashville Construction Company</b>	<b>\$717,632.32</b>	<b>Same</b>	<b>1 **</b>
C. A. Hull Co., Inc.	\$844,607.38	Same	2
Atsalis Brothers Painting Co.	\$1,026,155.24	Same	3

Total Number of Bidders: 3

10. Letting Of March 6, 2015  
 Letting Call: 1503 023 Low Bid: **\$1,077,657.47**  
 Project: TAU 82457-118189-2 Engineers Estimate: \$682,905.52  
 Local Agreement: 14-5499 Pct Over/Under Estimate: 57.80 %  
 Start Date: April 20, 2015  
 Completion Date: November 14, 2015

0.33 mi of hot mix asphalt shared-use path including boardwalk, concrete substructure, curb, gutter, sidewalk and ramps, piles, and slope restoration on River Rouge Gateway Trail from Brady Street easterly to Elm Street in the city of Dearborn, Wayne County.

5.00 % DBE participation required

Bidder	As-Submitted	As-Checked	
<b>Dan's Excavating, Inc.</b>	<b>\$1,077,657.47</b>	<b>Same</b>	<b>1 **</b>

Total Number of Bidders: 1

11. Letting Of March 6, 2015  
 Letting Call: 1503 032 Low Bid: **\$777,777.77**  
 Project: TAU 41401-122963-3 Engineers Estimate: \$675,426.00  
 Local Agreement: 14-5445 Pct Over/Under Estimate: 15.15 %  
 Start Date: 10 days after award  
 Completion Date: October 1, 2017

0.39 mi of hot mix asphalt shared-use path, concrete curb, gutter, sidewalk and ramps, pedestrian bridge, retaining wall, signing, and fencing on Joyce Street from Cannonsburg Road north to Townsend Park, Kent County.

3.00 % DBE participation required

Bidder	As-Submitted	As-Checked	
<b>J. E. Kloote Contracting, Inc.</b>	<b>\$777,777.77</b>	<b>Same</b>	<b>1 **</b>
Anlaan Corporation	\$779,834.12	Same	2
Dean's Landscaping & Excavating, Inc.	\$806,515.12	Same	3
John Henry Excavating Inc.	\$819,515.00	\$818,515.00	4
Al's Excavating, Inc.	\$848,053.70	Same	5
Kamminga & Roodvoets, Inc.	\$896,701.50	Same	6

Total Number of Bidders: 6

12. Letting Of March 6, 2015  
 Letting Call: 1503 034  
 Project: FLH 21012-124258-2  
 Local Agreement: 14-5531  
 Start Date: 10 days after award  
 Completion Date: September 30, 2015

Low Bid: **\$746,946.42**  
 Engineers Estimate: \$621,680.10  
 Pct Over/Under Estimate: 20.15 %

0.71 mi of hot mix asphalt crushing, shaping and resurfacing, aggregate base, bridge rehabilitation with hydrodemolition, concrete deck overlay, concrete patching, bridge railing, joints, guardrail, and pavement markings on Federal Forest Highway 13 over the Sturgeon River, Delta County.

2.00 % DBE participation required

Bidder	As-Submitted	As-Checked	
<b>Hebert Construction Co.</b>	<b>\$746,946.42</b>	<b>Same</b>	<b>1 **</b>
Anlaan Corporation	\$1,190,375.75	Same	2

Total Number of Bidders: 2

On receipt of your approval, projects will, at the Director's discretion, be processed and awarded to the low bidder. I approve the projects described in this agenda and authorize the 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 June 17, 2014.

Respectfully submitted,

Kirk T. Steudle  
 Director