

# Michigan State Transportation Commission Meeting Agenda

**Date:** July 26, 2012

**Time:** 9:00 a.m.

**Location:** Midland Center for the Arts  
1801 W. St. Andrews Rd.  
Midland, Michigan 48640-2695

## Welcome

## Director's Report

## Bay Region Update

## Commission Minutes

- Minutes of June 28, 2012 Commission Meeting (**motion to approve**)

## Oversight

- Exhibit A - Commission Agreements....Myron Frierson (**motion required**)
- Exhibit A-1 - Bid Letting Pre-Approvals....Myron Frierson (**motion required**)
- Exhibit A-2 - Letting Exceptions Agenda....Mark VanPortFleet (**motion required**)
- Exhibit A-3 – Informational Items....Myron Frierson (**no motion required**)
- Exhibit B - Contract Adjustments....Brenda O'Brien (**no motion required**)

## Policy

- Complete Streets Policy – Frank Raha and Polly Kent (**motion, roll call required**)

## Public Comments

**The August 23, 2012 meeting will be held in the University Region, at the Washtenaw Community College, beginning promptly at 9:00 a.m.**

The Commission may, at its discretion, revise this agenda or take up any other issues as need and time allow. If you have any questions regarding this meeting or need special accommodations, call the State Transportation Commission Office at 517-373-2110.

**Agendas/Minutes/Materials can be found on our website at: [www.michigan.gov/transcommission](http://www.michigan.gov/transcommission)**

July 16, 2012

**MINUTES**  
**MICHIGAN STATE TRANSPORTATION COMMISSION MEETING**  
**June 28, 2012**  
**Sault Ste. Marie, Michigan**

Meeting noticed in accordance with Open Meetings Act, Public Act 267 of 1976.

**Present:**               Jerrold M. Jung, Chair  
                          Todd A. Wyett, Vice Chair  
                          Mike Hayes, Commissioner  
                          Charles Moser, Commissioner  
                          Sharon Rothwell, Commissioner

**Also Present:**       Kirk Steudle, Director  
                          Frank E. Raha, Commission Advisor  
                          Amy Dickenson, Commission Executive Assistant  
                          Jack Cotter, Commission Auditor, Office of Commission Audit  
                          David Brickey, Attorney General's Office, Transportation Division  
                          Laura Mester, Chief Administrative Officer  
                          Greg Johnson, Chief Operations Officer  
                          Randy VanPortfliet, Superior Region Engineer  
                          Phil Becker, International Bridge Manager  
                          Mark VanPortFleet, Director, Bureau of Highway Development  
                          Brenda O'Brien, Engineer of Construction & Technology  
                          Polly Kent, Administrator, Policy Division  
                          Kelley Bartlett, Director, Office of Governmental Affairs  
                          Jeff Cranson, Director of the Office of Communications  
                          James Lake, Superior Region Communications Specialist  
                          Russ Jorgensen, Federal Highway Administration  
                          Bill Hamilton, House Fiscal Agency  
                          Spencer Nebel, Sault Ste. Marie City Manager

**Absent:**               Linda Miller Atkinson, Commissioner

A complete list of those people who attended the meeting is attached to the official minutes.

Chair Jung called the meeting to order at 9:00 a.m. in the Ramada Ojibway Plaza Hotel, Sault Ste. Marie, Michigan.

Chairman Jung welcomed those that were present at the meeting and thanked the City of Sault Ste. Marie and Phil Becker, International Bridge Manager, for the hospitality extended to the Commission during their stay.

Spencer Nebel, City Manager of Sault Ste. Marie, welcomed the Commission and provided a brief overview of transportation related projects within the city. He also discussed the 50<sup>th</sup> Anniversary of the International Bridge and some of the local celebration events.

I. **COMMISSION BUSINESS**

Commission Minutes

Chairman Jung entertained a motion for approval of the minutes from the State Transportation Commission meeting of June 28, 2012.

Moved by Commissioner Hayes, with support from Commissioner Rothwell, to approve the minutes from the State Transportation Commission meeting of June 28, 2012. Motion carried.

II. **DIRECTOR'S REPORT**

Director Steudle thanked Mr. Nebel for his welcome and service as a member of the Asset Management Council.

***Wounded Veterans Program***

Director Steudle discussed the Wounded Veterans Program. This is a new program and Michigan is one of the first states to implement the program. It is funded through grants provided by the Federal Highway Administration to pay for wages, training, and any necessary accommodations. MDOT has hired a staff specialist to network with veteran representatives, service organizations, and other sources in contact with wounded veterans for recruitment purposes.

The department has hired a wounded veteran to run this program and is working to identify positions that can be filled with program participants and will track, monitor, and support veteran interns and participating MDOT work areas. Positions will be for 720 to 1040 hours per year and can last up to two years, transitioning veterans from active military life into a civilian life.

***Federal Reauthorization Activity***

Director Steudle stated that a deal has been reached with the House and Senate on a Transportation Bill. The bill will go through 2014, with the gas tax going through 2016. It appears as though there is not a provision dealing with freight and railroad titles.

There were a few big controversial issues such as the Keystone Pipeline Issue and the Coal Ash Provisions. They worked through the processes and in the end these were dropped in exchange for speeding in project delivery. Each chamber had different provisions, but the keystone and coal provision will not be in the bill.

There is another important piece about the Harbor Trust Fund. MDOT's position has always been to spend this funding for the purposes intended because it just keeps building up. There is no planned dredging in Michigan for this year. Director Steudle discussed the Harbor Trust Fund and dredging. The department has pushed to spend the dredging funds to dredge harbors. Commissioner Rothwell asked if the funding comes, will it go through MDOT or the DNR. Director Steudle stated that it would probably go through the DNR. It is great news that they want to use the fund for its intended purposes.

To pay for this, it appears that they will be moving general fund money from the underground leaking storage tank fund and from pension savings into the highway trust fund in the amount of approximately 21 billion dollars.

***New International Trade Crossing***

Director Steudle discussed the New International Trade Crossing. He stated that since it is the anniversary of the International Bridge, it is a good time to talk about expansion of international trade and how we open Michigan up to larger global markets. He said that “Reinventing Michigan to become a world trading center means developing infrastructure that will meet the modern day demands of an international economy.”

Canada is Michigan’s largest trading partner, with over \$70 billion in two-way trade in 2011. 34 states rely on Canada as their largest trading partner, with more than \$597 billion passed between two countries in 2011. Based on trade volume, Detroit is the busiest crossing and serves as the biggest bottleneck in the entire Pan-American freeway system with not free-way-to-freeway connection. As we look forward, the demand is only going to go up.

One of the most important things is that Canada has committed to pay \$550 million for the Michigan portion of the crossing. Michigan will have no financial responsibility for the project. The bridge will be built, financed, and eventually managed by private business through a public/private partnership. This is a 40 to 50 year deal; it will be repaid out of tolls. After the bridge has been paid, Canada and Michigan will then split contributions. It is the same conversation that took place 50 years ago relative to the International Bridge. It took 38 years to pay back the bonds on the International Bridge.

The \$550 million Canadian investment rolls into our budget to match up to \$2.2 billion in federal aid. The New International Trade Crossing project will create 10,000 jobs immediately, add more than 30,000 associated jobs, and retain 25,000 long-term jobs. It is a unique opportunity that will support trade, create new jobs, and provide additional funds for our roads without costing Michigan taxpayers money.

Director Steudle opened the floor for questions.

Chairman Jung asked about the ballot initiative and the potential impact on the NITC.

Director Steudle stated that we need to get the word out by talking. We need all of the supporters to talk to friends and neighbors to get the facts out. If it gets on the ballot, by the time it gets to an election there will be a federal permit in place and at that point federal law would trump state law so the project would still move forward. There is a lot of work that needs to be done to ensure those pieces are completed.

Commissioner Hayes asked if there is any discussion with the Governor’s office and people like Bill Ford to fund a counter campaign through the city chamber or some other avenue.

Director Steudle stated that he suspects that is happening, but he has not been part of those discussions.

#### Superior Region Update

Randy VanPortfliet, Superior Region Engineer, provided an update on superior region projects and operations. Mr. VanPortfliet stated that the region's reinvention included the closure of the Escanaba TSC and reassignment of that facility's personnel to Region functions or the remaining three TSCs. The Ishpeming TSC added Ontonagon County to the previous Baraga, Houghton, Keweenaw and Marquette counties. The Crystal Falls TSC no longer has Ontonagon County, but added Menominee and Delta County to Iron, Dickinson and Gogebic counties. The Newberry TSC added Alger and Schoolcraft counties to Luce, Mackinac and Chippewa.

Prior to the reinvention Superior Region had 211 FTEs, ending with 161 employees that is a 24 percent reduction in its workforce. There are some vacancies, but the Region will only end up with 171 employees resulting in an overall reduction of 19 percent of its workforce.

In addition to the 3 TSCs and Region office, Superior Region has four maintenance garages, a bit lab/sign shop, and the Portage Lake Lift Bridge in Houghton. We contract with 26 municipalities and 13 county road commissions.

Mr. VanPortfliet stated that there are 4,396 lane miles in the Superior Region. There are 302 bridges, 6 welcome centers, 4 rest areas, 31 roadside parks, 29 scenic turnouts, 13 RWIS stations, and 52 passing relief lanes.

He discussed the Adopt-A-Welcome Center program, stating that Marquette Welcome Center was the first "adopted" in the program. The Marquette County Convention and Visitor's Bureau has a volunteer supplementing MDOT staff at the center, allowing the center to stay open 7 days a week.

Project Updates were provided by Mr. Pete Paramski from the Newberry TSC and included:

- The Easterday Bridge Project, which included bridge widening, rehabilitation, and a non-motorized path. Partners included Sault Ste. Marie, International Bridge, and MDOT. The total project cost was \$2,054,933: \$139,061 Sault Ste. Marie, \$999,304 IBA, and \$1,166,053 MDOT enhancement grand and region bridge funds.
- The I-75 Spur Project, with total project costs of \$2,528,442. Partners included Sault Ste. Marie and MDOT, which included communication with the public and business owners. The Pseudo Value Engineering Proposal reduced the duration of the project, and the impact on the tourist season.
- I-75 Emerging Technology Project, which included a crack relief layer with one-course overlay. He provided an overview of crack relief layer placement and explained it has a service life of 6 to 12 years compared to 4 to 9 years for overlay without a crack relief layer. The total project cost is \$2,543,948. He stated that I-75 is

- part of the Great Lakes Regional Transportation Operations Coalition. Outreach efforts include press releases and weekly project meetings the include the city, county, and IBA.
- The region provided wildfire assistance to the DNR for the Duck Lake Wildfire in northern Luce County, which burned more than 21,000 acres. Assistance was also provided to the U.S. Fish and Wildlife Service for a large fire at the Seney Wildlife Refuge. Assistance included providing portable message boards to direct traffic on affected roads and in communicating fire messages through press and social media contacts.
  - The region is working with the Eastern U.P. Transit on the Neebish and Sugar Island ferry dock improvements. These are structural and mechanical upgrades.
  - The region is starting to utilize wind and solar power at its rest areas as a green initiative.
  - Operation SABRE is a project with the State Police for a driver safety program on US-2, from St. Ignace to Rapid River. The program was created due to high accident rates and aggressive driving along this segment of the highway. Funds are provided by the Office of Highway Safety Planning for placemats, flyers, and prior police patrols.
  - The region continues to partner with the tribes. There was partnering for signage on the US-2 Historical Route to do multi-lingual signage. Trees in the right of way have been given to tribes for ceremonial purposes.

### III. **OVERSIGHT**

#### Commission Agreements (Exhibit A) – Laura Mester

Laura Mester presented information on 45 agreements. Pending any questions, Ms. Mester asked for approval of Exhibit A; none were forthcoming.

Chair Jung entertained a motion. Motion was made by Commissioner Moser, and supported by Commissioner Rothwell to approve Exhibit A. Motion carried on a unanimous voice vote.

#### Bid Letting Pre-Approvals (Exhibit A-1) – Laura Mester

Ms. Mester presented Exhibit A-1. The June 1, 2012, bid letting, consisted of 16 State projects with total engineers' estimates of \$24.98 million and total low bid dollars of \$25.46 million were let. The average low bid was \$988.7 thousand. Of the 16 State projects, 6 included warranties with the low bid total of \$13.98 million. In comparison to June of 2011, 15 State projects were let with a total engineers' estimate of \$30.3 million and total low bid dollars of \$29.3 million. There are currently 2 State projects that are TBA.

The State low bid total for fiscal year-to-date 2012 is \$431.1 million for a total of 222 projects let. Compared to the same period in fiscal year 2011, 225 State projects were let with low bids totaling \$535.2 million.

331 bids were received for the 79 projects let on June 1, 2012, with an average of 4.1 bids per project. 52 of the bids were received for the projects with an average of 3.25 bids per project. 133 contracting companies were eligible to submit bids for the June bid letting with 110, or 82.7%, submitting at least one bid. In comparison to June 2011, or 83.7%, of the 147 eligible contracting companies submitted at least one bid.

For the upcoming bid letting on July 11, 2012, there are currently 20 State projects advertised with a total engineers' estimate of \$23.3 million. Of the 20 State projects, 4 include warranties with an engineers' estimate total of \$14.6 million. In addition to the State projects advertised, 51 Local projects with a total engineers' estimate of \$44.0 million and 4 Aeronautics projects with \$2.2 million in total engineers' estimates are scheduled to be let.

Pending any questions, Ms. Mester asked for approval of Exhibit A-1.

Chairman Jung entertained a motion. Motion was made by Commissioner Rothwell and supported by Commissioner Hayes to approve Exhibit A-1. Motion carried on a unanimous voice vote.

Bid Letting Pre-Approvals (Exhibit Supplemental A-1) – Laura Mester

Ms. Mester presented Supplemental A-1 for one state project. She stated that it was the Construction Manager/General Contractor project for the improvements along the Detroit Riverfront at Mt. Elliot Park.

Pending any questions, Ms. Mester asked for approval of Exhibit Supplemental A-1.

Chairman Jung entertained a motion. Motion was made by Commissioner Wyett and supported by Commissioner Moser to approve Exhibit A-1. Motion carried on a unanimous voice vote.

Letting Exceptions Agenda (Exhibit A-2) – Mark VanPortFleet

Mr. VanPortFleet provided information on 2 State projects and 3 Local projects that were over/under the engineers' estimates.

Pending any questions, Mr. VanPortFleet asked for approval of Exhibit A-2.

Chairman Jung entertained a motion. Motion was made by Commissioner Moser and supported by Commissioner Hayes to approve Exhibit A-2. Motion carried on a unanimous voice vote.

Information Only (Exhibit A-3) – Laura Mester

Ms. Mester presented on state project for electrical work for roadway lighting on M-85 from 23<sup>rd</sup> street to St. Anne Street in the City of Detroit (Part of the Gateway Project). The funds for this project were approved at the March 22, 2012, STC Meeting; however, this portion of the project could not be negotiated with the contracted and is being put out for bid.

This project did not require commission approval.

Contract Adjustments (Exhibit B) – Brenda O’Brien

Ms. O’Brien presented Exhibit B. In May MDOT finalized 28 projects, which of those 28 projects three exceeded the 10% threshold set by the Commission and 16 finalized out less than the awarded amount. The total for May was -.097% under the as bid dollars. For contract adjustments this month, there are two department projects that required a contract modification to balance the items. There were also four local projects that exceeded 10% of the original contract price.

Ms. O’Brien opened the floor for questions regarding the items listed in Exhibit B.

Chairman Jung asked Mr. Cotter to make additional comments.

Mr. Cotter stated that the process continues to proceed onward. OCA and MDOT are working together to finalize the process and it is going smoothly.

No Motion was required.

IV. PRESENTATION

Complete Streets Policy – Polly Kent

Ms. Kent presented the Commission with a draft policy on Complete Streets. She stated that department relied a lot on the Complete Streets Advisory Council, MDOT’s internal team, and comments received from Commissioners about safety as the language was drafted. The policy is not only about the infrastructure, but it is about the process of how these streets are developed and the goal to improve the streets and the economy. It is a policy to ensure that all users of the roadway have safe and efficient travel and it would apply to all MDOT projects, with some parameters. The policy encourages more proactivity from region to region and strengthens partnerships that already exist. It would apply to construction, re-construction, and projects permitted by MDOT for work in its right-of-way. It would implement this through the context sensitive solutions process that MDOT has had in place for approximately 7 to 8 years, taking the communities desires for projects into account.

As part of the policy, the Commission would encourage MDOT to consider things that were mentioned in the law such as context, functional classification, safety, and costs, but also the network of surrounding facilities. For example, maybe trunkline is not the best place for complete street accommodations. The policy recommends taking a network approach, using low cost solutions, where possible. It would require maintenance agreements with local units are in place before the project proceeds. Consider current and potential future users in areas where there is potential growth. Reporting would be yearly and conducted in the same manner as the Context Sensitive Solutions yearly reporting to the Commission.

Commissioner Moser asked for an unbiased opinion of how the Context Sensitive

Solutions process works.

Ms. Kent stated she believes it works great. MDOT is doing a good job.

Mr. VanPortFleet stated it is the way the department does business. It is a good approach, because the process listens to what the community wants but does not necessarily make any promises. It gives them input into the process and most often that input does bring some changes to the project.

Chairman Jung stated it makes it easier for MDOT if the community comes forward with a vision of what they want.

The Complete Streets policy will apply to all projects undertaken by MDOT. As part of MDOT's stewardship of federal funds, the department may work with local road agencies that are undertaking road projects with federal funds, and encourage them to observe the provisions of this policy in order to help address the need for a network of complete streets throughout Michigan. It is also intended to supplement Commission Policy Number 10138 on Context Sensitive Solutions.

The policy will come back to the Commission for a vote at the July 26, 2012, STC meeting.

#### International Bridge Updates and Events – Phil Becker

Mr. Becker discussed the governance and structure of the International Bridge. There is joint ownership between MDOT and the St. Mary's River Bridge Company, governed by the Sault Ste. Marie Bridge Authority. It is operated, maintained, and maintenance by the International Bridge Administration. The Authority consists of eight board of directors, four Michigan and four Canadian.

Mr. Becker discussed the bridge structure and safety and security. Infrastructure security is the top priority. There is a key infrastructure concentration and approximately \$2 million in bridge security enhancements have been put in place since 9/11. Of the \$2 million, approximately \$1.35 million came from Homeland Security Grant Funds. All staff has been trained to operate the system.

Mr. Becker presented information on the 2010 U.S. – Canada truck trade volume. The International Bridge brings in \$1.6B in truck trade, which is in the top 10 percent. He discussed tolls and the 2012 budget summary. Total revenues are approximately \$8.09 million, with expenditures of approximately \$5.24 million.

Mr. Becker stated that on September 2, 2009, the Prime Minister of Canada visited Sault Ste. Marie to announce \$44.1 million grant from the Canadian Government for the Canada Border Services Agency Plaza Expansion project. It requires a one-time \$5 million that will come from bridge toll revenues to pay for property purchases. This will be started next year, completing in 2016.

Mr. Becker also presented plans to address the southbound bottleneck, which proposes two additional lanes on the south-end of the bridge at a cost of \$8 million, which will expedite the processing into the United States. The board is working with MDOT and other officials to secure funding for the expansion project.

He stated that the toll plaza is over 50 years old. There are plans to expand the plaza at a cost of \$10.1 million, which the board has approved. Construction will start in 2013, completing in 2015.

Mr. Becker showed some historical slides, discussing the old ferry system up-to the construction and opening of the International Bridge. In closing, he announced the scheduled events for the 50<sup>th</sup> anniversary of the International Bridge.

V. **RESOLUTIONS**

Resolution of the State Transportation Commission in Support of the New International Trade Crossing...Frank Raha (roll call required)

Mr. Raha presented the Resolution of the State Transportation Commission of the State of Michigan, Resolution in Support of the New International Trade Crossing.

Commissioner Moser read the resolution to the Commission. The resolution stated that the Commission strives to promote and enhance the infrastructure and mobility of the state's transportation system and that the International Bridge is a model for a successful cross border crossing between two great partners. It discusses international trade and the businesses that depend on trade with Canada. The New International Trade Crossing will provide direct freeway-to-freeway connection that will attract more business to Michigan and provide a much needed economic boost in the Region. It will be built at no expense to Michigan taxpayers, as Canada has committed \$550 million for the Michigan portion of the crossing. It will be built, financed, and eventually managed by private business through a public-private partnership.

The Resolution states that Governor Snyder negotiated with federal government to allow Michigan to use the \$550 million committed by Canada. The project will create 10,000 immediate jobs and add more than 30,000 associated jobs during construction, retaining an additional 25,000 long-term jobs.

This Resolution states that reinventing Michigan to become a world trade center means developing infrastructure that will meet the modern day demands of an international economy. The Commission agrees with Governor Snyder that the New International Trade Crossing is a unique opportunity for Michigan the will support new trade, create new jobs, and provide additional funds for our roads without costing Michigan taxpayers. The resolution states the Commission's support for Governor Snyder and his plan to build the New International Trade Crossing.

Mr. Raha asked if there were questions related to the resolution, and for approval of the

Resolution in Support of the New International Trade Crossing.

Chair Jung entertained a motion to approve the resolution. Moved by Commissioner Rothwell and supported by Commissioner Moser.

Mr. Raha asked for a roll call vote. All passed on a unanimous roll call vote with 5 yeah votes. Commissioner Atkinson was not in attendance to vote.

VI. **PUBLIC COMMENTS**

Chair Jung asked if any member of the audience wanted to address the Commission.

Jeff Hagan, Executive Director of the Regional Planning Organization, welcomed the commission to Sault Ste. Marie. He discussed the 20 year relationship they have had with the department and the collaboration efforts that took place on the Easterday Avenue crossing. He thanked the commission for the support of their organization.

VII. **ADJOURNMENT**

There being no further business to come before the Commission, Chair Jung declared the meeting adjourned at 10:40 a.m.

The next full meeting of the Michigan State Transportation Commission will be held on Thursday, July 26, 2012, in Midland at the Center for Arts, commencing at 9:00 a.m.

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Frank E. Raha  
Commission Advisor



State Transportation Commission

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## OFFICE MEMORANDUM

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**DATE:** July 17, 2012

**TO:** State Transportation Commission

**FROM:** John T. Cotter, C.P.A.  
Commission Auditor  
Office of Commission Audits

**SUBJECT:** State Transportation Commission Agenda – Exhibit A  
July 26, 2012

The Commission has requested that it be informed when an agreement listed in the State Transportation Commission Agenda, Exhibit A, includes an agency that owes the department funds in excess of \$20,000 for more than 120 days. The Office of Commission Audits (OCA) has reviewed the department's accounts receivable for those entities with agreements listed in Exhibit A. Exhibit A does not include agencies that owe the department funds in excess of \$20,000 for more than 120 days as of March 19, 2012.

Guidance Document 10044, *Processing Audit Requests and Auditor's Reports on Contractual Agreements*, provides for the processing by the department of auditor's reports within 120 days of OCA's issuance of the auditor's reports. OCA compared the entities listed in Exhibit A with auditor's reports issued by OCA to the department. As of July 17, 2012, Exhibit A does not include any entities having an auditor's report issued by OCA prior to March 19, 2012 that the department has not processed.

*“Original Signed”*  
Commission Auditor

Attachments  
cc: F. Raha

REQUEST FOR MICHIGAN STATE TRANSPORTATION  
COMMISSION APPROVAL

CONTRACTS

July 26, 2012

The following contracts are being submitted for approval. The appropriate documents will be approved by the Attorney General and comply with all legal and fiscal requirements prior to award.

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CONTRACTS

- 1. HIGHWAYS - Participation for Local Agency Construction Contract  
Contract (2012-5196) between MDOT and the Village of Baldwin will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development Category D Funds, which are allocated for Local Agency projects (State Restricted TED Funds):

Hot mix asphalt paving work along 7<sup>th</sup> Street from Highway M-37 to Norway Street, along Lake Street from Highway M-37 to Norway Street, and along Norway Street from 6<sup>th</sup> Street to 8<sup>th</sup> Street, including cold milling and pavement marking work.

Estimated Funds:

State Restricted TED Funds	\$63,400
Village of Baldwin Funds	<u>\$15,900</u>
Total Funds	<u>\$79,300</u>

EDD 43555 – 115881; Lake County  
Letting of 6/1/2012

- 2. HIGHWAYS - Participation for Local Agency Construction Contract  
Contract (2012-5224) between MDOT and the Iosco County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development Category D Funds, which are allocated for Local Agency projects (State Restricted TED Funds), Federal Highway Administration Equity Bonus Funds designated by Act 51 of the Public Acts of 1951 as Transportation Economic Development Category D Funds for Local Agency projects (FHWA Category D Funds), and Federal Highway Administration Surface Transportation Program – Rural Funds designated for Local Agency projects (FHWA STP – Rural Funds):

Hot mix asphalt paving work along South Branch Road from Chain Lake Road northerly to the north county line, including base crushing and shaping, aggregate base, aggregate shoulder, embankment, slope restoration, and permanent pavement marking work.

Estimated Funds:

State Restricted TED Funds	\$143,200
FHWA Category D Funds	\$177,800
FHWA STP – Rural Funds	\$ 74,100
Iosco County Road Commission Funds	<u>\$ 98,700</u>
Total Funds	<u>\$493,800</u>

EDDF 35555 - 89728  
Letting of 6/1/2012

3. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2012-5328) between MDOT and the Mecosta County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development Category D Funds, which are allocated for Local Agency projects (State Restricted TED Funds), Federal Highway Administration Equity Bonus Funds designated by Act 51 of the Public Acts of 1951 as Transportation Economic Development Category D Funds for Local Agency projects (FHWA Category D Funds), and Federal Highway Administration Surface Transportation Program – Rural Funds designated for Local Agency projects (FHWA STP – Rural Funds):

Hot mix asphalt resurfacing work along 40<sup>th</sup> Avenue from 5 Mile Road northerly to Cypress Road and along Cypress Road from 40<sup>th</sup> Avenue easterly to Highway M-66 (30<sup>th</sup> Avenue).

Estimated Funds:

State Restricted TED Funds	\$ 22,500
FHWA Category D Funds	\$ 67,500
FHWA STP – Rural Funds	<u>\$ 22,500</u>
Total Funds	<u>\$112,500</u>

EDDF 54555 - 110979  
Letting of 8/3/2012

4. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2012-5332) between MDOT and the Midland County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development Category D Funds, which are allocated for Local Agency projects (State Restricted TED Funds), and Federal Highway Administration Surface Transportation Program – Rural Funds designated for Local Agency projects (FHWA STP – Rural Funds):

Hot mix asphalt resurfacing with aggregate shoulder work along Baker Road from Swede Road easterly to Waldo Road, along Waldo Road from Baker Road southerly approximately 0.1 mile, along Shaffer Road from Eastman Road easterly to Swede Road, and along Shaffer Road from Waldo Road easterly to the east Midland county line.

Estimated Funds:

State Restricted TED Funds	\$105,900
FHWA STP – Rural Funds	<u>\$286,400</u>
Total Funds	<u>\$392,300</u>

STL 56555 - 113147  
Letting of 8/3/2012

5. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2012-5336) between MDOT and the Roscommon County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development (TED) Category F Funds:

Hot mix asphalt ultrathin overlay work along Old Highway US-27 (Harrison Road North) from Highway M-55 northerly to approximately 140 feet north of Bradford Drive, including cold milling and permanent pavement marking work.

Estimated Funds:

State Restricted TED Funds	\$369,800
Roscommon County Road Commission Funds	<u>\$ 92,500</u>
Total Funds	<u>\$462,300</u>

EDF 72566 - 114935  
Letting of 8/3/2012

6. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2012-5342) between MDOT and the Monroe County Road Commission will provide for participation in the following improvements:

Chip seal and fog seal work along Douglas Road from the Michigan/Ohio state line to Sterns Road.

Estimated Funds:

Federal Highway Administration Funds	\$50,121
Monroe County Road Commission Funds	<u>\$11,114</u>
Total Funds	<u>\$61,235</u>

STU 58471 - 116109  
Local Force Account

7. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2012-5349) between MDOT and the Iron County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development Category D Funds, which are allocated for Local Agency projects (State Restricted TED Funds), Federal Highway Administration Equity Bonus Funds designated by Act 51 of the Public Acts of 1951 as Transportation Economic Development Category D Funds for Local Agency projects (FHWA Category D Funds), and Federal Highway Administration Surface Transportation Program – Rural Funds designated for Local Agency projects (FHWA STP – Rural Funds):

Hot mix asphalt paving work along County Road 657 from Highway US-2 to McNutt Road, including aggregate base, crushing and shaping, shoulder, pavement marking, and traffic control work.

Estimated Funds:

State Restricted TED Funds	\$ 70,600
FHWA Category D Funds	\$ 14,100
FHWA STP – Rural Funds	<u>\$268,100</u>
Total Funds	<u>\$352,800</u>

EDDF 36555 - 106122  
Letting of 8/3/2012

8. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2012-5350) between MDOT and the Iron County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development Category D Funds, which are allocated for Local Agency projects (State Restricted TED Funds), Federal Highway Administration Equity Bonus Funds designated by Act 51 of the Public Acts of 1951 as Transportation Economic Development Category D Funds for Local Agency projects (FHWA Category D Funds), and Federal Highway Administration Surface Transportation Program – Rural Funds designated for Local Agency projects (FHWA STP – Rural Funds):

Hot mix asphalt paving work along County Road 643 from Snuff Country Road to Highway US-141, including aggregate base, crushing and shaping, shoulder, pavement marking, and traffic control work.

Estimated Funds:

State Restricted TED Funds	\$ 57,800
FHWA Category D Funds	\$109,700
FHWA STP – Rural Funds	<u>\$121,300</u>
Total Funds	<u>\$288,800</u>

EDDF 36555 - 116624  
Letting of 8/3/2012

9. HIGHWAYS - Participation for Local Agency Force Account Work  
Contract (2012-5354) between MDOT and the Village of Pentwater will provide for funding participation in the following work:

Preliminary engineering work for the relocation of various municipal utilities necessitated by culvert replacement work on the Highway US-31 business route near Wythe Street.

Estimated Funds:

Federal Highway Administration Funds	\$16,315
State Restricted Trunkline Funds	<u>\$ 3,618</u>
Total Funds	<u>\$19,933</u>

ST 64012 – 107136C; Oceana County  
Force account work

10. HIGHWAYS - Participation for Local Agency Construction Contract  
Contract (2012-5357) between MDOT and the Eaton County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development Category D Funds, which are allocated for Local Agency projects (State Restricted TED Funds), Federal Highway Administration Equity Bonus Funds designated by Act 51 of the Public Acts of 1951 as Transportation Economic Development Category D Funds for Local Agency projects (FHWA Category D Funds), and Federal Highway Administration Surface Transportation Program – Rural Funds designated for Local Agency projects (FHWA STP – Rural Funds):

Single course chip seal work along Royston Road from Highway M-50 to Island Highway.

Estimated Funds:

State Restricted TED Funds	\$11,096
FHWA Category D Funds	\$33,287
FHWA STP – Rural Funds	<u>\$11,096</u>
Total Funds	<u>\$55,479</u>

EDDF 23555 - 116754  
Local Force Account

11. HIGHWAYS - Participation for Local Agency Construction Contract  
Contract (2012-5358) between MDOT and the Eaton County Road Commission will provide for participation in the following improvements:

Single course chip seal work along Kelly Highway from Hager Road to Brown Road.

Estimated Funds:

Federal Highway Administration Funds	\$57,511
Eaton County Road Commission Funds	<u>\$14,378</u>
Total Funds	<u>\$71,889</u>

STL 23045 - 116757  
Local Force Account

12. HIGHWAYS - Participation for Local Agency Construction Contract  
Contract (2012-5359) between MDOT and the Eaton County Road Commission will provide for participation in the following improvements:

Single course chip seal work along Dow Road from Highway M-50 to Highway M-43.

Estimated Funds:

Federal Highway Administration Funds	\$70,199
Eaton County Road Commission Funds	<u>\$17,550</u>
Total Funds	<u>\$87,749</u>

STL 23045 - 116756  
Local Force Account

13. HIGHWAYS - Participation for Local Agency Construction Contract  
Contract (2012-5365) between MDOT and the Eaton County Road Commission will provide for participation in the following improvements:

Single course chip seal work along Cochran Road from Highway M-50 to Pinch Highway.

Estimated Funds:

Federal Highway Administration Funds	\$46,916
Eaton County Road Commission Funds	<u>\$11,729</u>
Total Funds	<u>\$58,645</u>

STL 23045 - 116755  
Local Force Account

14. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2012-5367) between MDOT and the Cass County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development Category D Funds, which are allocated for Local Agency projects (State Restricted TED Funds), Federal Highway Administration Equity Bonus Funds designated by Act 51 of the Public Acts of 1951 as Transportation Economic Development Category D Funds for Local Agency projects (FHWA Category D Funds), and Federal Highway Administration Surface Transportation Program – Rural Funds designated for Local Agency projects (FHWA STP – Rural Funds):

Hot mix asphalt resurfacing with shoulder work along Decatur Road from Dutch Settlement Street northerly approximately one mile.

Estimated Funds:

State Restricted TED Funds	\$36,213
FHWA Category D Funds	\$36,213
FHWA STP – Rural Funds	<u>\$18,107</u>
Total Funds	<u>\$90,533</u>

EDDF 14555 - 116583

Local Force Account

15. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2012-5368) between MDOT and the Calhoun County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development Category D Funds, which are allocated for Local Agency projects (State Restricted TED Funds), Federal Highway Administration Equity Bonus Funds designated by Act 51 of the Public Acts of 1951 as Transportation Economic Development Category D Funds for Local Agency projects (FHWA Category D Funds), and Federal Highway Administration Surface Transportation Program – Rural Funds designated for Local Agency projects (FHWA STP – Rural Funds):

Hot mix asphalt ultrathin overlay work along 22 Mile Road from Highway M-60 to T Drive South, including cold milling, pavement marking, and traffic control work.

Estimated Funds:

State Restricted TED Funds	\$ 36,100
FHWA Category D Funds	\$ 21,600
FHWA STP – Rural Funds	<u>\$122,500</u>
Total Funds	<u>\$180,200</u>

EDDF 13555 - 89448

Letting of 8/3/2012

16. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2012-5377) between MDOT and the Cass County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development Category D Funds, which are allocated for Local Agency projects (State Restricted TED Funds), Federal Highway Administration Equity Bonus Funds designated by Act 51 of the Public Acts of 1951 as Transportation Economic Development Category D Funds for Local Agency projects (FHWA Category D Funds), and Federal Highway Administration Surface Transportation Program – Rural Funds designated for Local Agency projects (FHWA STP – Rural Funds):

Hot mix asphalt resurfacing with shoulder work along Pokagon Highway from Oak Grove Road westerly approximately 0.75 miles.

Estimated Funds:

State Restricted TED Funds	\$13,827
FHWA Category D Funds	\$27,653
FHWA STP – Rural Funds	<u>\$27,653</u>
Total Funds	<u>\$69,133</u>

EDDF 14555 - 110358  
Local Force Account

17. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2012-5378) between MDOT and the Cass County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development Category D Funds, which are allocated for Local Agency projects (State Restricted TED Funds), Federal Highway Administration Equity Bonus Funds designated by Act 51 of the Public Acts of 1951 as Transportation Economic Development Category D Funds for Local Agency projects (FHWA Category D Funds), and Federal Highway Administration Surface Transportation Program – Rural Funds designated for Local Agency projects (FHWA STP – Rural Funds):

Hot mix asphalt resurfacing with shoulder work along Marcellus Highway from O’Keefe Road to Griffis Road.

Estimated Funds:

State Restricted TED Funds	\$18,107
FHWA Category D Funds	\$36,213
FHWA STP – Rural Funds	<u>\$36,213</u>
Total Funds	<u>\$90,533</u>

EDDF 14555 - 116584  
Local Force Account

18. HIGHWAYS - Participation for Local Agency Construction Contract  
Contract (2012-5379) between MDOT and the Cass County Road Commission will provide for participation in the following improvements:

Hot mix asphalt resurfacing with shoulder work along Dailey Road from Pine Lake Street southerly approximately 0.75 miles.

Estimated Funds:

Federal Highway Administration Funds	\$53,972
Cass County Road Commission Funds	<u>\$13,493</u>
Total Funds	<u>\$67,465</u>

STL 14027 - 110359  
Local Force Account

19. PASSENGER TRANSPORTATION - Section 5309 Program  
Project Authorization (15) Revision (2) under Master Agreement (2002-0040) between MDOT and the City of Grand Haven will renew the authorization and extend the authorization term by approximately one year to provide sufficient time for the City to complete the facility renovation project. The City has awarded an architectural and engineering contract for the facility project; however, implementation of the project has been delayed due to discussions between the Federal Transit Administration and the City regarding the formation of a new transportation authority. The original authorization provided state matching funds for the City's FY 2006 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be from January 18, 2008, through January 17, 2012, and from the date of the award of this revision through December 31, 2012. No costs will be incurred between January 17, 2012, and the date of award of this revision. The authorization amount remains unchanged at \$499,950. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration - \$399,960; FY 2006 State Restricted Comprehensive Transportation Funds - \$99,990.

20. PASSENGER TRANSPORTATION - Section 5307 Program  
Project Authorization (10) Revision (2) under Master Agreement (2007-0185) between MDOT and the Capital Area Transportation Authority (CATA), in Ingham County, will extend the authorization term by one year to provide sufficient time for CATA to complete the automated vehicle locator (AVL) system project. The additional time is needed because of unanticipated system stabilization issues caused by AVL-required software development changes. The original authorization provides state matching funds for the FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be August 18, 2008, through August 17, 2013. The authorization amount remains unchanged at \$5,741,347. The toll credit amount remains unchanged at \$410,624. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration Funds - \$5,003,702; FY 2008 State Restricted Comprehensive Transportation Funds -\$737,645.

21. PASSENGER TRANSPORTATION - Section 5309 Program  
Project Authorization (20) Revision (1) under Master Agreement (2007-0185) between MDOT and the Capital Area Transportation Authority (CATA), in Ingham County, will extend the authorization term by one year to provide sufficient time for CATA to complete the storage facility expansion project. The project was delayed because the construction company encountered unanticipated difficulty obtaining steel from the manufacturer. The original authorization provided state matching funds for CATA's FY 2009 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be August 23, 2009, through August 22, 2013. The authorization amount remains unchanged at \$4,578,125. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration Funds - \$3,662,500; FY 2003 and FY 2009 State Restricted Comprehensive Transportation Funds - \$915,625.
22. PASSENGER TRANSPORTATION - Section 5309 Program  
Project Authorization (2) Revision (2) under Master Agreement (2007-0214) between MDOT and the City of Grand Haven will extend the authorization term by approximately five months to provide sufficient time for the City to complete the facility renovation project. The City has awarded an architectural and engineering contract for the facility project; however, implementation of the project has been delayed due to discussions between the Federal Transit Administration and the City regarding the formation of a new transportation authority. The original authorization provided state matching funds for the City's FY 2008 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be August 20, 2008, through December 31, 2012. The authorization amount remains unchanged at \$306,250. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration Funds - \$245,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$61,250.
23. PASSENGER TRANSPORTATION - Section 5309 Program  
Project Authorization (13) Revision (2) under Master Agreement (2007-0231) between MDOT and the City of Ionia will extend the authorization term by six months to provide sufficient time for the City to complete the project. The fiber optic portion of the project was delayed because the various city department approvals took longer than anticipated. The original authorization provides state matching funds for the City's FY 2009 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be September 25, 2009, through March 24, 2013. The authorization amount remains unchanged at \$374,775. The toll credit amount remains unchanged at \$49,955. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration Funds - \$349,775; FY 2009 State Restricted Comprehensive Transportation Funds - \$25,000.

24. PASSENGER TRANSPORTATION - Section 5311 Capital Program  
Project Authorization (11) Revision (1) under Master Agreement (2007-0250) between MDOT and the Manistee County Board of Commissioners will add line items for additional buses and for communication and computer equipment, will reduce the state matching funds by \$5,660, will add local matching funds of \$5,660, and will adjust the funding between line items to fund the new items. The trolley cost less than anticipated, so the County will purchase additional buses and communication and computer equipment. The communication equipment requires local funding because it would have been matched with toll revenue credits that are no longer available. The original authorization provides state matching funds for the County's FY 2010 Federal Section 5311 Nonurbanized Area Formula Capital Program, Small Cities Program, and Surface Transportation Program grant. The authorization term remains unchanged, January 13, 2011, through January 12, 2014. The authorization amount remains unchanged at \$355,253. The toll credit amount remains unchanged at \$6,051. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration Funds - \$290,253; FY 2010 State Restricted Comprehensive Transportation Funds - \$59,340; Manistee County Funds- \$5,660.
25. PASSENGER TRANSPORTATION - Section 5309 Program  
Project Authorization (3) under Master Agreement (2012-0055) between MDOT and the Capital Area Transportation Authority (CATA), in Ingham County, will provide state matching funds for CATA's FY 2011 Federal Section 5309 State of Good Repair Program grant for the purchase of replacement buses and for bus rehabilitation. The authorization will be in effect from the effective date of the federal grant through four years. The authorization may be retroactive due to the effective date matching the federal grant effective date. The authorization amount will be \$5,000,000. The term of the master agreement is from October 1, 2011, until the last obligation between the parties has been fulfilled. The master agreements include authorizations for program years FY 2012 through FY 2016. Source of Funds: Federal Transit Administration Funds - \$4,000,000; FY 2012 and FY 2013 State Restricted Comprehensive Transportation Funds - \$1,000,000.
26. PASSENGER TRANSPORTATION - Section 5309 Program  
Project Authorization (4) under Master Agreement (2012-0129) between MDOT and the Mass Transportation Authority, in Genesee County, will provide state matching funds for the FY 2011 Federal Section 5309 Capital Discretionary Program and Bus Livability Program grant for the purchase of five replacement compressed natural gas powered over-the-road vehicles, for associated capital maintenance items, and for the purchase of shop equipment. The authorization will be in effect from the effective date of the federal grant through four years. The authorization may be retroactive due to the effective date matching the federal grant effective date. The authorization amount will be \$3,750,000. The term of the master agreement is from October 1, 2011, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2012 through FY 2016. Source of Funds: Federal Transit Administration Funds - \$3,000,000; FY 2013 State Restricted Comprehensive Transportation Funds - \$750,000.

27. \*RAIL – Michigan Operation Lifesaver Program  
Contract (2012-0627) between MDOT and Michigan Operation Lifesaver, Inc., will provide state funds to support the Michigan Operation Lifesaver Program, which is a non-profit education and awareness program dedicated to preventing collisions, fatalities, and injuries at highway-rail grade crossings and on railroad rights-of-way. To accomplish its mission, Operation Lifesaver promotes education (increasing public awareness about dangers around railroads and providing training for citizens, law enforcement, and schools, including bus drivers), enforcement, and engineering to improve the safety of railroad crossings. The contract will be in effect from September 1, 2012, through August 31, 2014. The contract amount will be \$109,500. Source of Funds: FY 2012 State Restricted Trunkline Funds - \$109,500.
28. \*RAIL – Freight Economic Development Program  
Contract (2012-0640) between MDOT, Great Lakes Towers, LLC, doing business as Ventower Industries, and the Port of Monroe will provide financial assistance in the form of a loan for the construction of a rail spur to serve the Ventower Industries wind-turbine manufacturing facility at the Port of Monroe. This project will help to support 62 existing jobs at the Ventower Industries facility and will help to create an additional 100 positions. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid. The estimated project cost is \$700,000. MDOT will loan Ventower Industries and the Port of Monroe 50 percent of the project cost, up to a maximum amount of \$350,000. Provisions included in the contract permit the loan to be forgiven incrementally over a five-year period if Ventower Industries generates a minimum of 100 inbound and/or outbound carloads of freight annually. Source of Funds: FY 2012 State Restricted Comprehensive Transportation Funds - \$350,000; Ventower Industries and Port of Monroe Funds - \$350,000.
29. \*RAIL – Freight Economic Development Program  
Contract (2012-0641) between MDOT and Mueller Plastics Corp. will provide financial assistance in the form of a loan for the construction of a rail spur to serve a new plastics manufacturing facility in Portage, Michigan. This project will help to create 150 jobs. Mueller Plastics Corp. is still considering other, out-of-state, locations for this facility, and its decision to locate in Portage will be based in part on this assistance. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid. The estimated total project cost is \$202,900. MDOT will loan Mueller Plastics Corp. 50 percent of the project cost, up to a maximum amount of \$101,450. Provisions included in the contract permit the loan to be forgiven incrementally over a five-year period if Mueller Plastics Corp. generates a minimum of 120 inbound and/or outbound carloads of freight annually. Source of Funds: FY 2012 State Restricted Comprehensive Transportation Funds - \$101,450; Mueller Plastics Corp. Funds - \$101,450.

Upon receipt of your approval, the contracts and agreements will be processed for award. Subject to the exercise of the discretion in the processing, I approve the contracts 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 April 13, 2011.

Respectfully submitted,

Kirk T. Steudle  
Director

## **LETTING STATISTICS**

JULY 11, 2012

### **STATE PROJECTS OVERVIEW**

For the July 11, 2012, bid letting, 18 State projects with total engineers' estimates of \$23.05 million and total low bid dollars of \$21.93 million were let. The average low bid was \$1.2 million, and the median of \$469.3 thousand. Of the 18 State projects, 4 included warranties with the low bid total of \$13.9 million. In comparison to July of 2011, 16 State projects were let with a total engineers' estimate of \$25.0 million and total low bid dollars of \$25.5 million. There are currently 9 State projects that are TBA.

The State total number of projects let for fiscal year-to-date 2012 is 240 and the low bid total of \$453.1 million. Compared to the same period in fiscal year 2011, 245 State projects were let with low bids totaling \$598.0 million.

### **PROJECTS OVERVIEW**

The total number of bids received for the 74 projects let July 11, was 329 for an average of 4.45 bids per project. Of the 329 bids received, 64 were received for the 18 State projects for an average of 3.56 bids per project. There was (1) project withdrawn, no projects postponed and currently there is (1) Local project for which all bids were rejected.

There were 127 contracting companies eligible to submit bids for the July bid letting with 100, or 78.7%, submitting at least one bid. In July of 2011, 148 contracting companies were eligible with 117, or 79.1%, submitting at least one bid.

### **PROJECT PROJECTIONS**

The number of State trunkline projects anticipated to be let during FY 2012 is 327 with a total construction cost estimate of \$735.1 million.

For fiscal year 2012 through July 11, 240 State projects of \$460.9 million in total estimates were let representing 73.4% of the total number of projects anticipated to be let and 62.7% of the total cost projection. In comparison to fiscal year 2011 through July, 245 State projects with a total engineers' estimate of \$626.2 million were let representing 72.5% of the total number of projects anticipated in FY 2011 for this period and 76.8% of the anticipated construction cost.

Leading up to and including the July 11, 2012, bid letting, 79.7% of the number of projects anticipated for this period was let, and of the projected construction cost estimated, 69.3% was let. For this same period through July of 2011, 83.6% of the number of projects anticipated was let and 88.5% of the projected construction cost estimate was let.

### **UPCOMING LETTING STATS**

For the July 18, 2012, bid letting, (1) State project is advertised with an engineer estimate of \$702.4 thousand. For the August 3, 2012, bid letting, there are currently 32 State projects advertised with a total engineers' estimate of \$34.4 million. Of the 32 State projects, 10 include warranties with an engineers' estimate total of \$22.1 million. In addition to the State projects advertised, 37 Local projects with a total engineers' estimate of \$24.3 million and 4 Aeronautics projects with \$1.0 million in total engineers' estimates, are scheduled to be let. The August 10, 2012, letting, is currently advertising (1) State project with an engineer's estimate of \$34.6 million. This project includes 2 warranties.

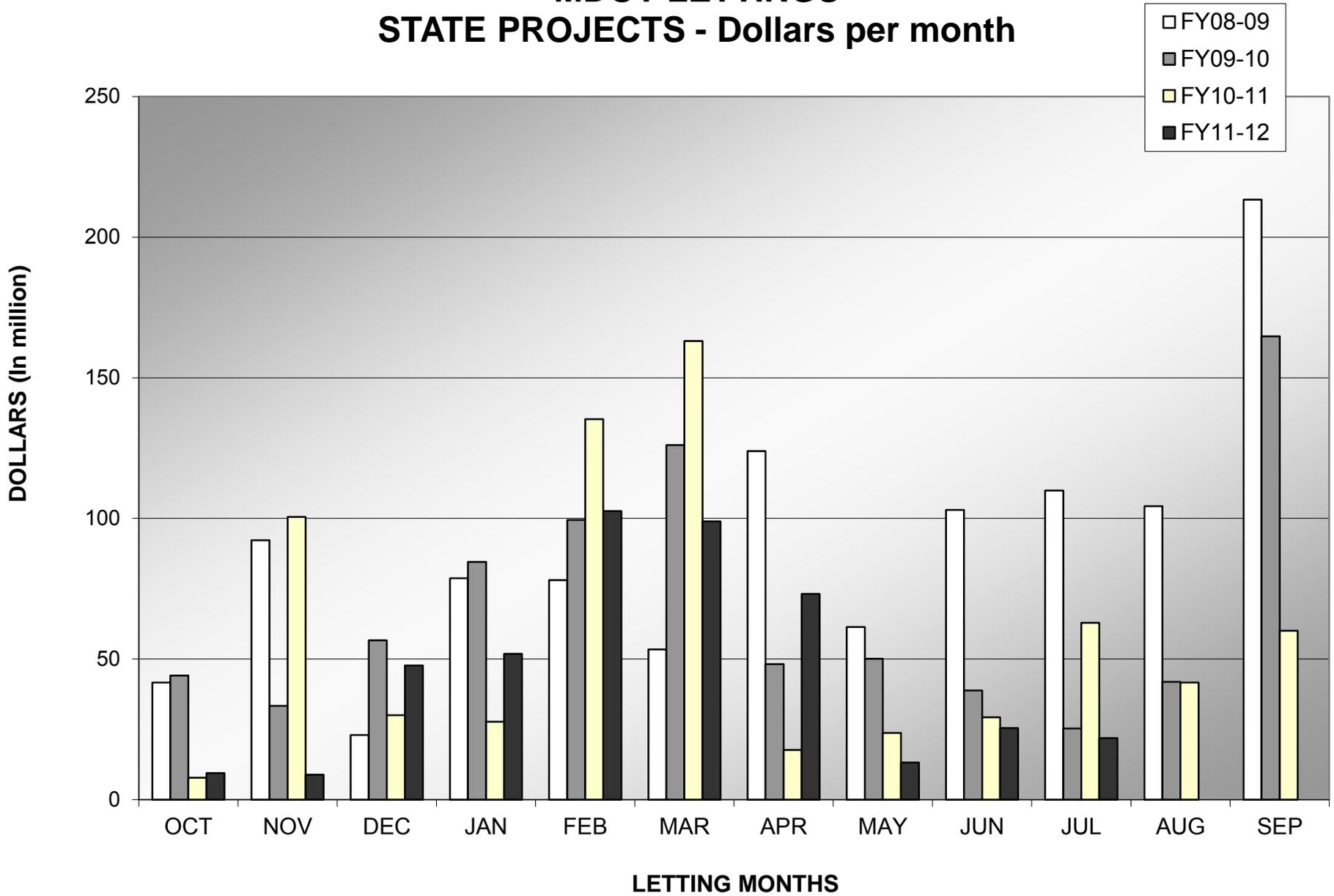
## SUMMARY OF THE JULY 11, 2012, BID LETTING

STATISTICS	PROJECT AREA				
	STATE	LOCAL	AERO	RAILROAD	TOTALS
<b>Project Report</b>					
Number of Projects Let	18	52	4	0	74
Engineer Estimates of Projects Let	23,045,242.30	44,702,883.86	2,240,282.50	0.00	\$69,988,408.66
<b>Low Bid Report</b>					
Low Bid Totals	21,930,631.06	42,516,606.73	1,622,676.98	0.00	\$66,069,914.77
% over/under eng. est. of projects let	-4.84%	-4.89%	-27.57%	0.00%	-5.60%
<b>All Bid Rejection Report</b>					
All Bid Rejection(s)	0	1	0	0	1
All Bid Rejection(s) Engineer's Estimate	0.00	628,052.73	0.00	0.00	\$628,052.73
All Bid Rejection(s) Low Bid Amount	0.00	832,333.00	0.00	0.00	\$832,333.00
% over/under eng. est. of projects all bids rejected	0.00%	32.53%	0.00%	0.00%	32.53%
<b>TBA Report - Low Bids Pending</b>					
Number of TBAs	9	10	0	0	19
Engineer Estimates	18,507,273.22	12,175,235.03	0.00	\$0.00	\$30,682,508.25
Low Bid Amounts	18,090,990.17	12,036,968.62	\$0.00	\$0.00	\$30,127,958.79
% over/under engineer's estimate of TBA items	-2.25%	-1.14%	0.0%	0.0%	-1.81%
<b>Bidder (Bids) Report</b>					
Number of Bids Received	64	242	23	0	329
Bids Received - All Bids Rejected	0	0	0	0	0
Average # of Bidders per Project	3.56	4.65	5.75	0.00	4.45

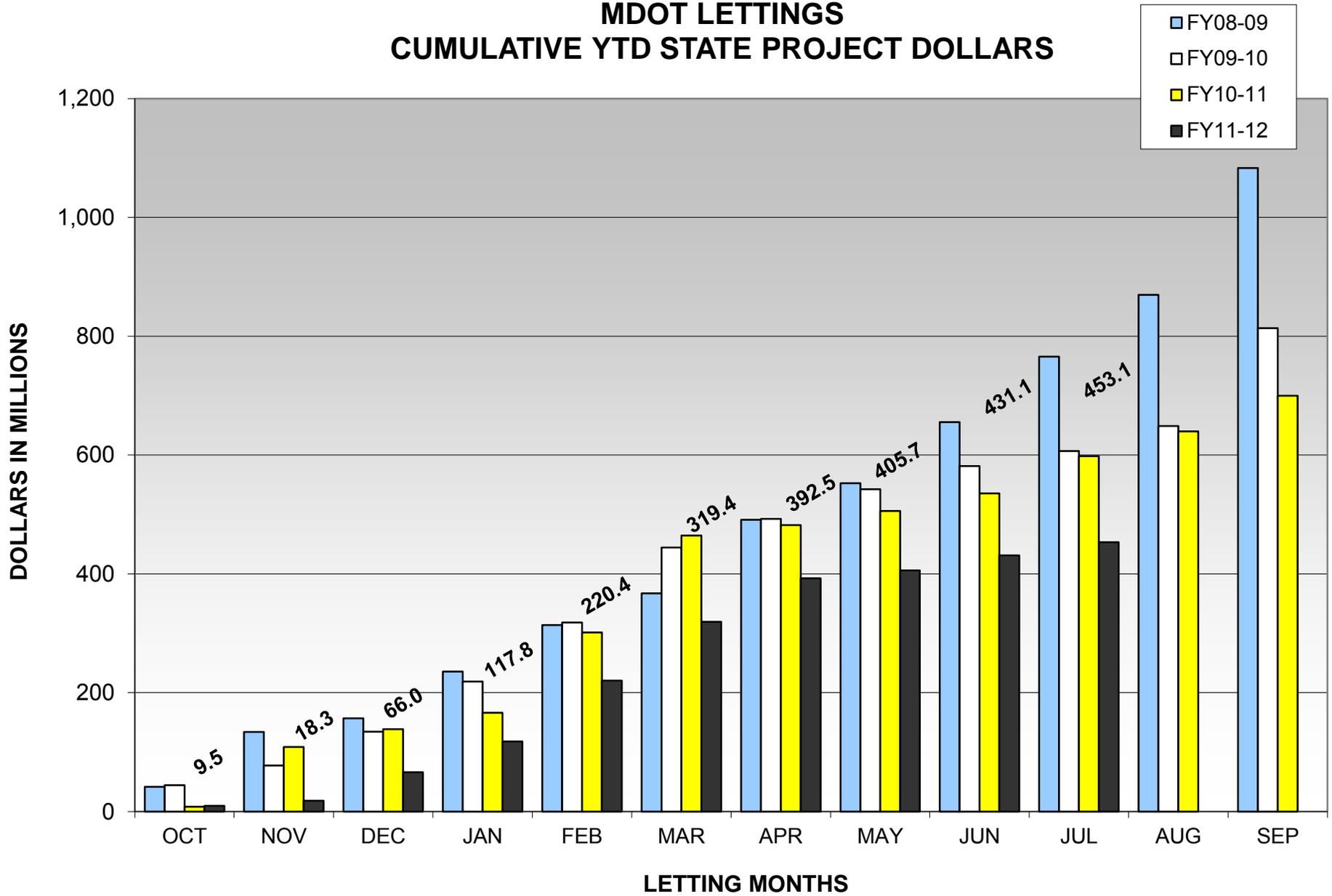
### U P C O M I N G L E T T I N G P R O J E C T I O N S :

<u>Letting of July 18, 2012</u>	<u>State</u>	<u>Local</u>	<u>Aero</u>	<u>F.S.</u>	<u>Totals</u>
# of proj. advertised (Includes postponed re-advertised)	1	0	0	0	1
# of projects with warranties	0	0	0	0	0
\$ Eng. Est. of projects advertised (In miles converted-thousand)	\$0.7	\$0.0	\$0.00	\$0.0	\$0.7
\$ Eng. Est. of warranty projects (In miles converted-thousand)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<u>Letting of August 3, 2012</u>	<u>State</u>	<u>Local</u>	<u>Aero</u>	<u>F.S.</u>	<u>Totals</u>
# of proj. advertised (Includes postponed re-advertised)	32	37	4	0	73
# of projects with warranties	10	0	0	0	10
\$ Eng. Est. of projects advertised (In miles converted-thousand)	\$34.4	\$24.3	\$1.00	\$0.0	\$59.7
\$ Eng. Est. of warranty projects (In miles converted-thousand)	\$22.1	\$0.0	\$0.0	\$0.0	\$22.1
<u>Letting of August 10, 2012</u>	<u>State</u>	<u>Local</u>	<u>Aero</u>	<u>F.S.</u>	<u>Totals</u>
# of proj. advertised (Includes postponed re-advertised)	1	0	0	0	1
# of projects with warranties	1	0	0	0	1
\$ Eng. Est. of projects advertised (In miles converted-thousand)	\$34.6	\$0.0	\$0.00	\$0.0	\$34.6
\$ Eng. Est. of warranty projects (In miles converted-thousand)	\$34.6	\$0.0	\$0.0	\$0.0	\$34.6

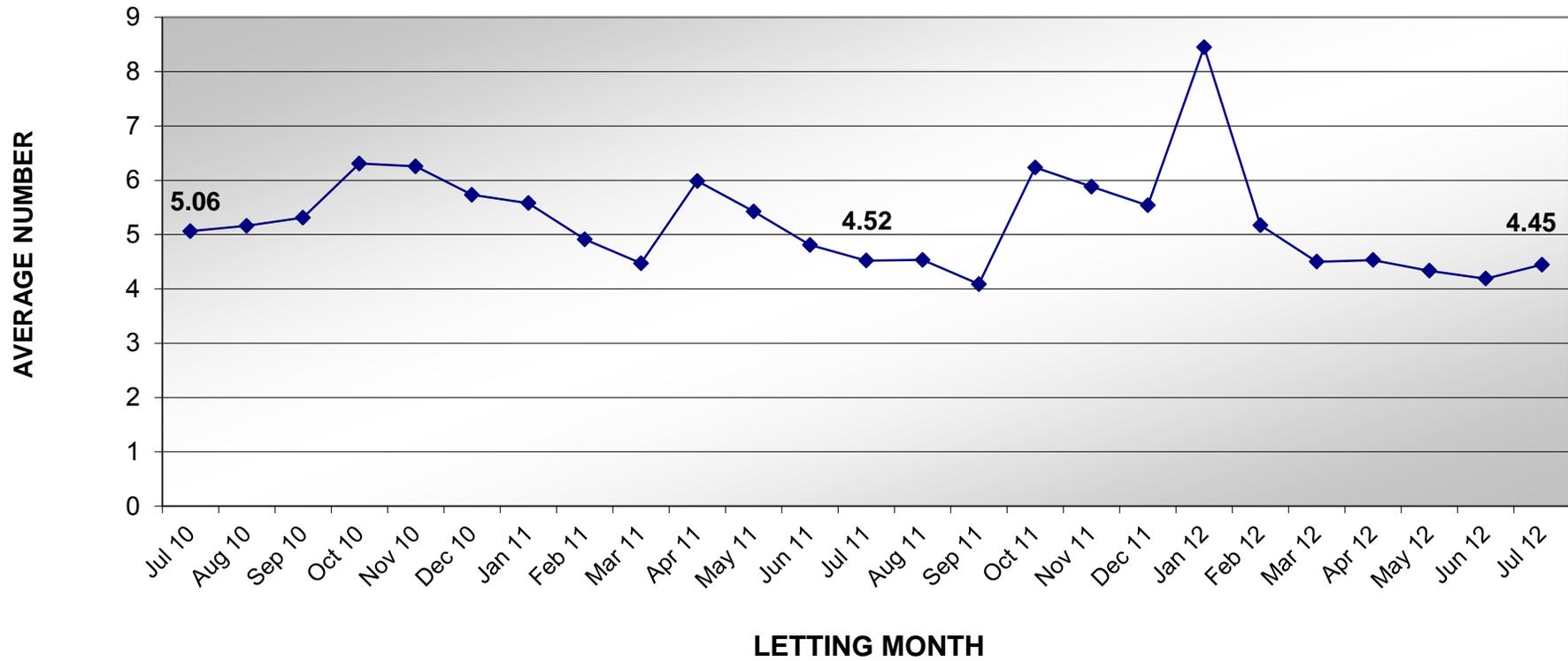
# MDOT LETTINGS STATE PROJECTS - Dollars per month



# MDOT LETTINGS CUMULATIVE YTD STATE PROJECT DOLLARS



# AVERAGE NUMBER OF BIDDERS JULY 2010 through JULY 2012



## PROJECTS BY NUMBER OF BIDS PER REGION

JULY 11, 2012, BID LETTING

REGION	PROJECTS 1 BID	PROJECTS 2 BIDS	PROJECTS 3 BIDS	PROJECTS 4 BIDS	PROJECTS 5 BIDS	PROJECTS 6 BIDS	PROJECTS 7 BIDS	PROJECTS 8 BIDS	PROJECTS 9 BIDS	PROJECTS =>10 BIDS	TOTALS BY REGION
BAY	1	2	2		2	1					8
GRAND	1		1	1	1			3	1	1	9
METRO	1		4	5	2	3	2				17
NORTH	1	5	1	2	1			1			11
SOUTHWEST		1	1				1				3
SUPERIOR		5	2		1						8
UNIVERSITY			2	2	3	3	1	1	2		14
AERO				1		2	1				4
<b>NUMBER OF BIDS ON PROJECTS</b>	<b>4</b>	<b>13</b>	<b>13</b>	<b>11</b>	<b>10</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>74</b>

REQUEST FOR MICHIGAN STATE TRANSPORTATION  
COMMISSION APPROVAL

BID LETTING PRE-APPROVAL

July 26, 2012

The following contracts are being submitted for approval.

**STATE PROJECTS**

- |    |                                 |                        |
|----|---------------------------------|------------------------|
| 1. | LETTING OF AUGUST 03, 2012      | PREQUALIFICATION LEVEL |
|    | PROPOSAL 1208001                | \$ 4,367,000.00        |
|    | PROJECT BRT 79081-102952        |                        |
|    | LOCAL AGRMT.                    |                        |
|    | START DATE - NOVEMBER 26, 2012  |                        |
|    | COMPLETION DATE - JULY 26, 2013 |                        |

Bridge removal and replacement with prestressed concrete box beam, placing slope protection, and approach work on M-25 over Quanicassee River, Tuscola County.

5.00 % DBE participation required

- |    |                                    |                        |
|----|------------------------------------|------------------------|
| 2. | LETTING OF AUGUST 03, 2012         | PREQUALIFICATION LEVEL |
|    | PROPOSAL 1208002                   | \$ 906,000.00          |
|    | PROJECT HSIP 84915-109707          |                        |
|    | LOCAL AGRMT.                       |                        |
|    | START DATE - OCTOBER 01, 2012      |                        |
|    | COMPLETION DATE - OCTOBER 04, 2013 |                        |

Installation of Dynamic Message Signs at four locations along I-94 and I-196, Berrien and Van Buren Counties.

0.00 % DBE participation required

- |    |                                      |                        |
|----|--------------------------------------|------------------------|
| 3. | LETTING OF AUGUST 03, 2012           | PREQUALIFICATION LEVEL |
|    | PROPOSAL 1208004                     | \$ 1,147,000.00        |
|    | PROJECT NH 28013-103007              |                        |
|    | LOCAL AGRMT.                         |                        |
|    | START DATE - APRIL 29, 2013          |                        |
|    | COMPLETION DATE - SEPTEMBER 19, 2015 |                        |

0.08 mi of removal and replacement of culvert and associated road and safety work on US-31 from north of Bates Road northerly to north of Bates Road, Grand Traverse County.

5.00 % DBE participation required

4. LETTING OF AUGUST 03, 2012 PREQUALIFICATION LEVEL  
PROPOSAL 1208037 \$ 757,000.00  
PROJECT BHT 24021-90130  
LOCAL AGRMT.  
START DATE - APRIL 15, 2013  
COMPLETION DATE - JULY 03, 2013

Bridge rehabilitation, deck replacement, minor widening, partial paint, concrete approach work, and maintaining traffic on M-68 over Crooked River in the village of Alanson, Emmet County.

4.00 % DBE participation required

5. LETTING OF AUGUST 03, 2012 PREQUALIFICATION LEVEL  
PROPOSAL 1208038 \$ 658,000.00  
PROJECT BHT 66041-110475-2  
LOCAL AGRMT.  
START DATE - 10 days after award  
COMPLETION DATE - OCTOBER 26, 2012

Deck patching expansion joint, partial paint, and substructure patching on 3 bridges on M-28 over East Branch Ontonagon River, on M-38 over West Branch Firesteel River, and on M-26 over East Branch Firesteel River, Houghton and Ontonagon Counties.

0.00 % DBE participation required

6. LETTING OF AUGUST 03, 2012 PREQUALIFICATION LEVEL  
PROPOSAL 1208039 \$ 532,000.00  
PROJECT HIP 06073-111062  
LOCAL AGRMT.  
START DATE - JULY 08, 2013  
COMPLETION DATE - SEPTEMBER 27, 2013

Bridge rehabilitation, epoxy overlay, substructure patching, slope paving repair, cleaning and coating structural steel, joint replacement, and approach work on US-23 over Whitney Drain, Arenac County. This project includes a 2 year bridge painting warranty.

3.00 % DBE participation required

7. LETTING OF AUGUST 03, 2012 PREQUALIFICATION LEVEL  
PROPOSAL 1208044 \$ 770,000.00  
PROJECT BHT 14033-110872, ETC  
LOCAL AGRMT.  
START DATE - SEPTEMBER 17, 2012  
COMPLETION DATE - AUGUST 29, 2013

Bridge rehabilitation, deep overlay, joint replacement, deck patch, drain extension, paint, and approach work on five structures on M-62 and one structure on M-51, Cass County. This project includes a two year bridge painting warranty.

4.00 % DBE participation required

8. LETTING OF AUGUST 03, 2012 PREQUALIFICATION LEVEL  
PROPOSAL 1208049 \$ 13,661,000.00  
PROJECT ST 50031-45735  
LOCAL AGRMT. 12-5271, 12-5272, 12-5273  
START DATE - 10 days after award  
COMPLETION DATE - JUNE 01, 2014

3.55 mi of hot mix asphalt cold milling and resurfacing, pavement removal and repair, concrete curb, gutter, sidewalk and ramps, drainage, watermain, traffic signal, signing, and pavement markings on M-97 from Hayes Road north to 14 Mile Road in the cities of Warren, Roseville, and Fraser, Macomb County. This project includes two 5 year materials and workmanship pavement warranties.

6.00 % DBE participation required

9. LETTING OF AUGUST 03, 2012 PREQUALIFICATION LEVEL  
PROPOSAL 1208057 \$ 4,434,000.00  
PROJECT IM 63173-116289  
LOCAL AGRMT.  
START DATE - 10 days after award  
COMPLETION DATE - NOVEMBER 01, 2012

14.46 mi of hot mix asphalt cold milling and resurfacing, details 7 and 8 joint repairs, and permanent pavement markings on I-75 northbound from M-15 northerly to the county line and at the Davisburg Rest Area parking areas, and entrance and exit ramps, Oakland County. This project includes a 3 year materials and workmanship pavement warranty.

A 2012 highway preventive maintenance project.

5.00 % DBE participation required

10. LETTING OF AUGUST 03, 2012 PREQUALIFICATION LEVEL  
PROPOSAL 1208059 \$ 679,000.00  
PROJECT ST 29031-116066  
LOCAL AGRMT.  
START DATE - SEPTEMBER 05, 2012  
COMPLETION DATE - NOVEMBER 09, 2012

2.43 mi of cold milling and resurfacing, joint repairs, ADA ramp upgrades, curb repairs, and catch basin repairs on US-127BR from the Pine River bridge easterly to the west spring point of State Road in the city of Alma, Gratiot County. This project includes a 3 year materials and workmanship pavement warranty.

A 2012 highway preventive maintenance project.

4.00 % DBE participation required

11. LETTING OF AUGUST 03, 2012 PREQUALIFICATION LEVEL  
PROPOSAL 1208067 \$ 1,054,000.00  
PROJECT M 58151-M61202  
LOCAL AGRMT.  
START DATE - 10 days after award  
COMPLETION DATE - OCTOBER 22, 2012

20.81 mi of concrete pavement repairs on I-75 from the Ohio state line northerly to I-275 in the cities of Monroe and Luna Pier, Monroe County.

0.00 % DBE participation required

12. LETTING OF AUGUST 03, 2012 PREQUALIFICATION LEVEL  
 PROPOSAL 1208069 \$ 1,077,000.00  
 PROJECT ST 82211-113511-2  
 LOCAL AGRMT.  
 START DATE - July 8, 2013  
 COMPLETION DATE - NOVEMBER 15, 2013

3.97 mi of hot mix asphalt microsurfacing, overband crack filling, bump removal, and pavement marking on M-85 (Fort Street) from Cloverlawn Street to Schaefer Highway in the cities of Lincoln Park and Detroit, Wayne County. This project includes a 2 year pavement performance warranty.

A 2012 highway preventive maintenance project.

0.00 % DBE participation required

13. LETTING OF AUGUST 03, 2012 PREQUALIFICATION LEVEL  
 PROPOSAL 1208070 \$ 577,000.00  
 PROJECT ST 41033-90168, ETC  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 30, 2013

89.75 mi of overband crack seal treatment at various locations in the cities of Grand Rapids, Wyoming, Kentwood, Hudsonville, Holland, Kent and Ottawa Counties.

A 2012 highway preventive maintenance project.

0.00 % DBE participation required

14. LETTING OF AUGUST 10, 2012 PREQUALIFICATION LEVEL  
 PROPOSAL 1208601 \$ 34,616,000.00  
 PROJECT BHO 73111-87509, ETC  
 LOCAL AGRMT.  
 START DATE - SEPTEMBER 10, 2012  
 COMPLETION DATE - SEPTEMBER 19, 2016

4.21 mi of concrete reconstruction, hot mix asphalt and epoxy overlays, drainage, safety, and ramp improvements, joint sealing, full bridge replacement, full paint, substructure repairs, concrete surface coating, and approach work from Janes Road to I-675 in the city of Zilwaukee, Saginaw County. This project includes a 5 year materials and workmanship pavement warranty and a 2 year bridge painting warranty.

6.00 % DBE participation required

**LOCAL PROJECTS**

15. LETTING OF AUGUST 03, 2012 PREQUALIFICATION LEVEL  
 PROPOSAL 1208010 \$ 1,251,000.00  
 PROJECT FFH 35000-105167  
 LOCAL AGRMT. 12-5355  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 31, 2012

11.40 mi of hot mix asphalt base crushing, shaping and paving, clearing, aggregate base, trenching, precast concrete box culverts, guardrail, pavement marking, and slope restoration on Monument Road from Wilber Road to River Road, Iosco County.

5.00 % DBE participation required

16. LETTING OF AUGUST 03, 2012 PREQUALIFICATION LEVEL

PROPOSAL 1208011 \$ 737,000.00  
PROJECT EDDF 60555-102829  
LOCAL AGRMT. 12-5341  
START DATE - 10 days after award  
COMPLETION DATE - NOVEMBER 02, 2012

2.13 mi of hot mix asphalt base crushing, shaping and resurfacing, earth excavation, aggregate base, shoulders, embankment, and subgrade undercutting on County Road 624 from M-33 easterly to Argonne Road, Montmorency County.

4.00 % DBE participation required

17. LETTING OF AUGUST 03, 2012 PREQUALIFICATION LEVEL  
PROPOSAL 1208012 \$ 567,000.00  
PROJECT STL 28555-115953  
LOCAL AGRMT. 12-5333  
START DATE - SEPTEMBER 24, 2012  
COMPLETION DATE - OCTOBER 26, 2012

1.80 mi of hot mix asphalt base crushing, shaping and resurfacing, aggregate shoulders, ditching, and permanent signing on Karlin Road from Nessen Road northeasterly to Youker Road, Grand Traverse County.

3.00 % DBE participation required

18. LETTING OF AUGUST 03, 2012 PREQUALIFICATION LEVEL  
PROPOSAL 1208013 \$ 542,000.00  
PROJECT STU 41400-114558  
LOCAL AGRMT. 12-5338  
START DATE - 10 days after award  
COMPLETION DATE - SEPTEMBER 21, 2012

0.71 mi of hot mix asphalt cold milling and resurfacing, concrete curb, gutter, sidewalk and ramps, guardrail, pavement markings, and traffic signal modification on 44<sup>th</sup> Street from the eastbound I-196 exit ramp to east of Wilson Avenue in the city of Grandville, Kent County.

4.00 % DBE participation required

19. LETTING OF AUGUST 03, 2012 PREQUALIFICATION LEVEL  
PROPOSAL 1208017 \$ 759,000.00  
PROJECT EDDF 77555-116701  
LOCAL AGRMT. 12-5335  
START DATE - 10 days after award  
COMPLETION DATE - NOVEMBER 09, 2012

1.05 mi of hot mix asphalt base crushing, shaping and resurfacing, culverts, aggregate shoulders, pavement markings, and slope restoration on Palms Road from Trumble Road northerly to Big Hand Road, St. Clair County.

5.00 % DBE participation required

20. LETTING OF AUGUST 03, 2012 PREQUALIFICATION LEVEL  
PROPOSAL 1208026 \$ 702,000.00  
PROJECT EDDF 19555-112078  
LOCAL AGRMT. 12-5334  
START DATE - 10 days after award  
COMPLETION DATE - NOVEMBER 09, 2012
- 4.01 mi of hot mix asphalt cold milling and resurfacing, concrete curb, gutter, sidewalk and ramps, aggregate shoulders, and pavement markings on North Hollister Road from French Road north to the county line, Clinton County.
- 3.00 % DBE participation required
21. LETTING OF AUGUST 03, 2012 PREQUALIFICATION LEVEL  
PROPOSAL 1208029 \$ 796,000.00  
PROJECT STUL 79157-114254  
LOCAL AGRMT. 12-5370  
START DATE - 10 days after award  
COMPLETION DATE - JUNE 01, 2013
- 0.50 mi of hot mix asphalt resurfacing, pavement removal, aggregate base, subbase, concrete curb, gutter, sidewalk and ramps, driveway approaches, sanitary sewer, and watermain on West Sherman Street from Hooper Street east to North Almer Street in the city of Caro, Tuscola County.
- 3.00 % DBE participation required
22. LETTING OF AUGUST 03, 2012 PREQUALIFICATION LEVEL  
PROPOSAL 1208030 \$ 596,000.00  
PROJECT STU 50458-115282  
LOCAL AGRMT. 12-5369  
START DATE - 10 days after award  
COMPLETION DATE - NOVEMBER 15, 2012
- 0.77 mi of cold milling concrete pavement, hot mix asphalt resurfacing, concrete pavement repairs, pavement joint and crack repairs, concrete curb, gutter, sidewalk and ramps, and earthwork on 19 Mile Road from Merrill Road east to Van Dyke Avenue in the city of Sterling Heights, Macomb County.
- 5.00 % DBE participation required
23. LETTING OF AUGUST 03, 2012 PREQUALIFICATION LEVEL  
PROPOSAL 1208032 \$ 3,645,000.00  
PROJECT STU 50458-116677  
LOCAL AGRMT. 12-5351  
START DATE - 10 days after award  
COMPLETION DATE - JULY 01, 2013
- 5.45 mi of hot mix asphalt cold milling and resurfacing, intermittent concrete curb and gutter removal and replacement, concrete sidewalk, ramps and pavement repairs, pavement joint and crack repairs, and earthwork on Van Dyke Avenue, Utica Road, and Schoenherr Road in the cities of Roseville, Fraser, Sterling Heights, and Warren, Macomb County.
- 6.00 % DBE participation required

24. LETTING OF AUGUST 03, 2012 PREQUALIFICATION LEVEL  
PROPOSAL 1208045 \$ 1,749,000.00  
PROJECT EDDF 69555-105403, ETC  
LOCAL AGRMT. 12-5376  
START DATE - 10 days after award  
COMPLETION DATE - MAY 24, 2013

3.03 mi of hot mix asphalt crushing, shaping and resurfacing, aggregate base, earth excavation, subgrade undercutting, embankment, culvert removal, aggregate shoulders, bridge replacement, and slope restoration on Poquette Road from Old 27 easterly to Goslow Road and on Nowak Road at Poquette Road, Otsego County.

4.00 % DBE participation required

25. LETTING OF AUGUST 03, 2012 PREQUALIFICATION LEVEL  
PROPOSAL 1208046 \$ 673,000.00  
PROJECT BRO 52003-109303  
LOCAL AGRMT. 12-5380  
START DATE - 10 days after award  
COMPLETION DATE - JUNE 30, 2013

Bridge removal and replacement with a single-span prestressed concrete box beam, hot mix asphalt approaches, guardrail, signing, and pavement marking on County Road Ch over the middle branch of the Escanaba River, Marquette County.

3.00 % DBE participation required

26. LETTING OF AUGUST 03, 2012 PREQUALIFICATION LEVEL  
PROPOSAL 1208052 \$ 3,600,000.00  
PROJECT BRT 50009-86334  
LOCAL AGRMT. 12-5255  
START DATE - 10 days after award  
COMPLETION DATE - AUGUST 16, 2013

Bridge removal and replacement with prestressed concrete I-beams, widening, hot mix asphalt paving, guardrail placement, and approach work on 23 Mile Road at North Branch Clinton River, Macomb County.

5.00 % DBE participation required

27. LETTING OF AUGUST 03, 2012 PREQUALIFICATION LEVEL  
PROPOSAL 1208053 \$ 2,519,000.00  
PROJECT STU 50458-116651  
LOCAL AGRMT. 12-5383  
START DATE - 10 days after award  
COMPLETION DATE - JULY 19, 2013

1.00 mi of hot mix asphalt removal and resurfacing, aggregate base, storm sewer, concrete curb, gutter, sidewalk and ramps, and driveway approaches on Auburn Road from Dequindre Road east to Ryan Road, Macomb County.

5.00 % DBE participation required

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 April 13, 2011.

Respectfully submitted,

Kirk T. Steudle  
Director

REQUEST FOR MICHIGAN STATE TRANSPORTATION  
COMMISSION APPROVAL

BID LETTING PRE-APPROVAL

July 26, 2012

The following contract is being submitted for approval.

**FREIGHT SERVICES PROJECT**

- |    |                                   |                        |
|----|-----------------------------------|------------------------|
| 1. | LETTING OF AUGUST 10, 2012        | PREQUALIFICATION LEVEL |
|    | PROPOSAL 1208602                  | \$ 1,908,000.00        |
|    | PROJECT AO 76100-117195           |                        |
|    | LOCAL AGRMT.                      |                        |
|    | START DATE - 10 days after award  |                        |
|    | COMPLETION DATE - AUGUST 31, 2013 |                        |

11.43 mi of track rehabilitation and crossing on state-owned railway operated by the Great Lake Central Railroad Company, Clinton and Shiawassee Counties.

0.0 % DBE participation required

On receipt of your approval, projects will, at the Director's discretion, be processed and awarded to the low bidder. I approve the project 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 April 13, 2011.

Respectfully submitted,

Kirk T. Steudle  
Director



State Transportation Commission

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## OFFICE MEMORANDUM

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**DATE:** July 18, 2012

**TO:** State Transportation Commission

**FROM:** John T. Cotter, C.P.A.  
Commission Auditor  
Office of Commission Audits

**SUBJECT:** Justification Memorandums

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

**"Original Signed"**  
Commission Auditor

Attachment  
cc: F. Raha



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# OFFICE MEMORANDUM

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**DATE:** July 17, 2012

**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: July 11, 2012

Project Description: Bridge rehabilitation including joint replacement, deck patching, epoxy overlay, railing, slab fascia, beam end repairs, and diaphragm, piers 1 and 2 cap, elastomeric pad, slopewall replacement, substructure patching repairs, and approach on I-275 southbound and northbound over Norfolk Southern Railroad, Wayne County.

Project Number: 82292-113911

Item Number: 1207 002

Low Bidder: C.A. Hull Co., Inc.

Eng. Est: \$1,182,312.71 Low Bid: \$1,427,037.58 Difference: \$244,724.87 Percent: 20.70

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

Engineer's Estimate	\$1,182,312.71
C.A. Hull Co., Inc.	\$1,427,037.58
Walter Toebe Construction Company	\$1,553,854.05
Z Contractors, Inc.	\$1,742,231.93
Anlaan Corporation	\$1,920,974.98

## 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 structures; remove portions, substructure concrete, and bridge deck construction. These items were bid higher than normal because of access difficulties and work restrictions for the I-275 structures over the railroad grade. The contractor is required to perform the proposed work without interfering with railroad operations at any time. In addition, the contractor must remove I-275 lane closure devices when not actively working, further limiting productivity. The estimator considered these factors when estimating this project, but was unable to precisely predict the unit prices.

Myron G. Frierson  
Page 2  
July 17, 2012

**OVERALL CONCLUSION**

As indicated in the above analysis, the low bid is over the engineer's estimate because of access and work restrictions for the railroad structures and multiple traffic control setups. This project received four bids ranging from \$1,427,037.58 to \$1,920,974.98. The four low bids varied by 34.61 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 requests 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/kk

cc: K. Steudle B. Wieferich K. Curtis H. Stinson MDOT-eProposal  
L. Strzalka J. Mullins G. Johnson K. Farlin A. Dickenson  
J. Cotter G. Frens D. Parker B. Rottiers A. Penzenstadler  
M. Shulick T. Kratofil G. Feuerstein



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# OFFICE MEMORANDUM

---

**DATE:** July 17, 2012

**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: July 11, 2012  
Project Description: 0.35 miles of hot mix asphalt cold milling and resurfacing, and concrete pavement repairs on I-94 at various locations near Napier Avenue, Empire Avenue, and the I-196 bridge, Berrien County.

Project Number: 11016-M51203  
Item Number: 1207 064  
Low Bidder: Michigan Paving and Materials Company

Eng. Est: \$384,199.66    Low Bid: \$589,553.42    Difference: \$205,353.76    Percent: 53.45

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

Engineer's Estimate	\$384,199.66
Michigan Paving and Materials Company	\$589,553.42
Reith-Riley Construction Company, Inc.	\$659,994.26

## 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 pavement joint and crack repair, HMA approach, pavement repair, and maintaining traffic. These items were bid higher than normal because the project consists of small quantities at numerous locations on I-94. At each of these locations, the contractor must complete the work in stages that involve both day and night work. The contractor must mobilize at the same location multiple times during the day and night to complete the work before moving to the next location. The small quantity at each of the sites does not allow the contractor to perform any production work, which drives up the unit prices for each item. The estimator considered these factors when estimating this project, but did not fully assess their impacts to precisely predict the unit prices.

Myron G. Frierson  
Page 2  
July 17, 2012

**OVERALL CONCLUSION**

As indicated in the above analysis, the low bid is over the engineer's estimate because the contractor will have to mobilize and perform a small amount of work at numerous locations, which limits productivity and increases costs for the contractor. This project received two bids ranging from \$589,553.42 to \$659,994.26. The two low bids varied by 11.95 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 requests that this project be awarded to the low bidder based on the above conclusion.

[Signature on File]

\_\_\_\_\_  
Director, Bureau of Highway Development

BOHD:DD:QA:MAS/kk

cc: K. Steudle B. Wieferich K. Curtis H. Stinson MDOT-eProposal  
L. Strzalka J. Mullins G. Johnson K. Farlin A. Dickenson  
J. Cotter G. Frens D. Parker B. Rottiers M. Shulick  
C. Jacobs R. Welke S. Woolcock



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# OFFICE MEMORANDUM

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**DATE:** July 16, 2012

**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: July 11, 2012  
Project Description: 4.97 mi of hot asphalt cold milling and resurfacing, detail 7 joint repair, drainage structure adjustment and cleaning, and pavement markings on M-1 from 14 Mile Road to I-696 in the city of Royal Oak, Oakland County.  
Project Number: 63051 - M71241  
Item Number: 1207 073  
Low Bidder: Ajax Paving Industries, Inc.

Eng. Est: \$1,454,926.75 Low Bid: \$1,696,305.16 Difference: \$241,378.41 Percent: 16.59

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

Engineer's Estimate	\$1,454,926.75
Ajax Paving Industries, Inc.	\$1,696,305.16
Lois Kay Contracting Co.	\$1,902,194.98
Cadillac Asphalt, L L.C.	\$2,053,574.57

### 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 cold milling asphalt, joint and crack repair, asphalt, and minor traffic devices items. These items were bid higher than normal because this project consists of a small quantity of each item at numerous locations. This will require the contractor to mobilize equipment and manpower at each location over a sizeable distance. The small quantity at each of the sites does not allow the contractor to perform any production work, which drives up the unit prices for each item. The estimator considered these factors when estimating this project, but was unable to precisely predict the unit prices.

Myron G. Frierson  
Page 2  
July 16, 2012

**OVERALL CONCLUSION**

As indicated in the above analysis, the low bid is over the engineer's estimate because the contractor will have to mobilize and perform a small amount of work at numerous locations, which limits productivity and increases costs for the contractor. This project received three bids ranging from \$1,696,305.16 to \$2,053,574.57. The two lowest bids varied by 12.14 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 requests that this project be awarded to the low bidder based on the above conclusion.

[Signature on File]

---

Director, Bureau of Highway Development

BOHD:DD:QA:MAS/kk

cc: K. Steudle B. Wieferich K. Curtis H. Stinson MDOT-eProposal  
L. Strzalka J. Mullins G. Johnson K. Farlin A. Dickenson  
J. Cotter G. Frens D. Parker B. Rottiers K. Haidamous  
M. Shulick T. Kratofil J. Pitt A. Azmoudeh



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## OFFICE MEMORANDUM

---

**DATE:** July 17, 2012

**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: July 11, 2012  
Project Description: 1.32 miles of hot mix asphalt cold milling and resurfacing, concrete sidewalk and ramps, storm sewer, and earthwork on Carpenter Road from Dupont Street to Saginaw Road in the city of Flint, Genesse County.  
Project Number: 25049-115009  
Item Number: 1207 020  
Low Bidder: Ace Asphalt & Paving Company

Eng. Est: \$1,080,000.00 Low Bid: \$1,193,961.40 Difference: \$113,961.40 Percent: 10.55

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

Engineer's Estimate	\$1,080,000.00
Ace Asphalt & Paving Company	\$1,193,961.40
Cadillac Asphalt, L.L.C.	\$1,393,918.27

### 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 and maintaining traffic. These items were bid higher than normal because the contractor must complete the work in multiple stages and must maintain traffic through all intersections within the project limits at all times, including one major intersection and several residential intersections. This limits paving productivity while increasing the time it takes to complete the work, require traffic control devices to be set up and moved multiple times at each intersection, increasing 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 the contractor will have to perform the work in multiple stages and maintain traffic at a

Myron G. Frierson  
Page 2  
July 17, 2012

major intersection and all approach streets which limits productivity and increases. This project received two bids ranging from \$1,193,961.40 to \$1,393,918.27 which varied by 16.75 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 Genesee County Road Commission request that this project be awarded to the low bidder based on the above conclusion.

[Signature on File]

---

Director, Bureau of Highway Development

BOHD:DD:QA:MAS/kk

cc: K. Steudle B. Wieferich K. Curtis H. Stinson MDOT-eProposal  
L. Strzalka J. Mullins G. Johnson K. Farlin A. Dickenson  
J. Cotter G. Frens D. Parker B. Rottiers M. Shulick  
R. Ranck A. Lopez S. Bates



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## OFFICE MEMORANDUM

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**DATE:** July 17, 2012

**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: July 11, 2012  
Project Description: 2.51 mi of cold constructed asphalt pavement resurfacing, pavement removal, hot mix asphalt approaches, aggregate shoulders, and pavement markings on West Dunbar Road from Raisinville Road east to US-24, Monroe County.

Project Number: 58471-116073  
Item Number: 1207 023  
Low Bidder: Cadillac Asphalt, L.L.C.

Eng. Est: \$572,080.70    Low Bid: \$677,482.50    Difference: \$105,401.80    Percent: 18.42

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

Engineer's Estimate	\$572,080.70
Cadillac Asphalt, L.L.C.	\$677,482.50
Gerken Paving, Inc.	\$691,504.56
Barrett Paving Materials Inc.	\$772,144.46
Ajax Paving Industries, Inc.	\$831,864.20

### **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 cold constructed asphalt pavement, choke material and pavement removal. These items were bid higher than normal because of a new method of construction, lack of bid history and maintaining traffic restrictions. Given the uniqueness of this project's construction using a new process and material of cold constructed asphalt pavement, currently uncommon in the State, the engineer's estimate was developed in consultation with asphalt suppliers and a review of similar projects constructed by county forces. Being that there are no State let projects that are comparable, the unit prices for the cold constructed asphalt pavement pay items could only be estimated as to what a contractor may bid. With such limited

Myron G. Frierson  
Page 2  
July 17, 2012

information available a more precise estimate was difficult to obtain. This new method was chosen because it has been more cost effective than more conventional methods of pavement rehabilitation. Also, the need to accomplish this project after the county fair and before the start of school may have influenced the higher bid price. 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 a new method of construction, lack of bid history and maintaining traffic restrictions. This project received four bids ranging from \$677,482.50 to \$831,864.20. The three lowest bids varied by 13.97 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 Monroe County Road Commission request that this project be awarded to the low bidder based on the above conclusion.

[Signature on File]

---

Director, Bureau of Highway Development

BOHD:DD:QA:MAS/kk

cc: K. Steudle B. Wieferich K. Curtis H. Stinson MDOT-eProposal  
L. Strzalka J. Mullins G. Johnson K. Farlin A. Dickenson  
J. Cotter G. Frens D. Parker B. Rottiers M. Shulick  
G. Masinda J. Daavettila P. Ajegba



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## OFFICE MEMORANDUM

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**DATE:** July 17, 2012

**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: July 11, 2012  
Project Description: 1.05 miles of hot mix asphalt removal and resurfacing, concrete curb, gutter, sidewalk and ramps, streetscape, ornamental fencing, and landscaping on Five Mile Road from Kinloch Street east to Aubrey Street and on Beech Daly Road from Elba Street north to Midland Avenue, Wayne County.

Project Number: 82121-100798  
Item Number: 1207 048  
Low Bidder: Century Cement Company, Inc.

Eng. Est: \$654,413.00    Low Bid: \$751,791.00    Difference: \$97,378.00    Percent: 14.88

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

Engineer's Estimate	\$654,413.00
Century Cement Company, Inc.	\$751,791.00
Warren Contractors & Development, Inc.	\$835,620.50
Goretski's Construction Company	\$899,723.00

### 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 surface remove, hot mix asphalt pavement, brick column, park bench, and trash receptacle. The asphalt items were bid higher than normal because of the small quantities that will be removed and placed, which increases the unit costs. The remaining items were bid higher than normal because they are unique items with insufficient bid history. The local agency estimator considered these factors when estimating this project, but was unable to precisely predict the unit prices.

Myron G. Frierson  
Page 2  
July 17, 2012

**OVERALL CONCLUSION**

As indicated in the above analysis, the low bid is over the engineer's estimate because of the contractor having to mobilize and perform a small amount of work, which limits productivity and increases costs for the contractor. There were also items in the contract that are unique with limited bid history, making it difficult to accurately estimate the cost. This project received three bids ranging from \$751,791.00 to \$899,723.00 which varied by 19.68 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 Wayne County Department of Public Services 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/kk

cc: K. Steudle B. Wieferich K. Curtis H. Stinson MDOT-eProposal  
L. Strzalka J. Mullins G. Johnson K. Farlin A. Dickenson  
J. Cotter G. Frens D. Parker B. Rottiers M. Shulick  
T. Kratofil W. Erben L. Johnson

REQUEST FOR MICHIGAN STATE TRANSPORTATION  
COMMISSION APPROVAL

LETTING EXCEPTIONS AGENDA

July 26, 2012

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 JULY 11, 2012 PROPOSAL 1207002 PROJECT IM 82292-113911, ETC LOCAL AGRMT. START DATE - 10 days after award COMPLETION DATE - JUNE 15, 2013	ENG. EST. \$ 1,182,312.71	LOW BID \$ <b>1,427,037.58</b>	% OVER/UNDER EST.  20.70 %
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Bridge rehabilitation including joint replacement, deck patching, epoxy overlay, railing, slab fascia, beam end repairs, end diaphragm, piers 1 and 2 cap, elastomeric pad, slopewall replacement, substructure patching repairs, and approach on I-275 southbound and northbound over Norfolk Southern Railroad, Wayne County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>C. A. Hull Co., Inc.</b>	<b>\$ 1,427,037.58</b>	<b>Same</b>	<b>1 **</b>
Walter Toebe Construction Company	\$ 1,553,854.05	Same	2
Z Contractors, Inc.	\$ 1,742,231.93	Same	3
Anlaan Corporation	\$ 1,920,974.98	Same	4
J. Slagter & Son Construction Co.			
Davis Construction, Inc.			
E. C. Korneffel Co.			

4 Bidders

2.	LETTING OF JULY 11, 2012 PROPOSAL 1207064 PROJECT M 11016-M51203 LOCAL AGRMT. START DATE - JULY 30, 2012 COMPLETION DATE - AUGUST 31, 2012	ENG. EST. \$ 384,199.66	LOW BID \$ <b>589,553.42</b>	% OVER/UNDER EST.  53.45 %
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0.35 mi of hot mix asphalt cold milling and resurfacing, and concrete pavement repairs on I-94 at various locations near Napier Avenue, Empire Avenue, and the I-196 bridge, Berrien County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Michigan Paving and Materials Comp</b>	<b>\$ 589,553.42</b>	<b>Same</b>	<b>1 **</b>
Rieth-Riley Construction Co., Inc.	\$ 659,994.26	Same	2

2 Bidders

3.	LETTING OF JULY 11, 2012	ENG. EST.	LOW BID
	PROPOSAL 1207068	\$ 842,914.86	\$ <b>806,489.95</b>
	PROJECT NH 67017-116543		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - AUGUST 06, 2012		
	COMPLETION DATE - 15 working days		-4.32 %

9.21 mi of overband crack filling and microsurfacing on US-131 northbound from north of US-10 northerly to north of 14 Mile Road. Osceola County. This project includes a 2 year pavement performance warranty.

A 2012 highway preventive maintenance project.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Strawser Construction Inc.</b>	<b>\$ 806,489.95</b>	<b>Same</b>	<b>1 **</b>
Pavement Maintenance Systems, LLC			

1 Bidder

4.	LETTING OF JULY 11, 2012	ENG. EST.	LOW BID
	PROPOSAL 1207073	\$ 1,454,926.75	\$ <b>1,696,305.16</b>
	PROJECT M 63051-M71241		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 28, 2012		16.59 %

4.97 mi of hot mix asphalt cold milling and resurfacing, detail 7 joint repair, drainage structure adjustment and cleaning, and pavement markings on M-1 from 14 Mile Road to I-696 in the city of Royal Oak, Oakland County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Ajax Paving Industries, Inc.</b>	<b>\$ 1,696,305.16</b>	<b>Same</b>	<b>1 **</b>
Lois Kay Contracting Co.	\$ 1,902,194.98	Same	2
Cadillac Asphalt, L.L.C.	\$ 2,053,574.57	Same	3
Barrett Paving Materials Inc.			

3 Bidders



BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Century Cement Company, Inc.</b>	<b>\$ 751,791.00</b>	<b>Same</b>	<b>1 **</b>
Warren Contractors & Development,	\$ 835,620.50	Same	2
Goretski's Construction Company	\$ 899,723.00	Same	3

3 Bidders

8. LETTING OF JULY 11, 2012  
 PROPOSAL 1207051  
 PROJECT STE 50458-113816-2  
 LOCAL AGRMT. 12-5130  
 START DATE - AUGUST 06, 2012  
 COMPLETION DATE - OCTOBER 22, 2014

ENG. EST.	LOW BID	% OVER/UNDER EST.
\$ 628,052.73	\$ 832,333.00	32.53 %

0.25 mi of hot mix asphalt cold milling and resurfacing, concrete curb, gutter, sidewalk, and ramps, streetlights, street furniture, and landscaping on Washington Street from Green Street to Front Street in the city of New Baltimore, Macomb County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Goretski's Construction Company</b>	<b>\$ 832,333.00</b>	<b>Same</b>	<b>1 **</b>
Rauhorn Electric, Inc.	\$ 851,628.59	Same	2
Warren Contractors & Development,	\$ 880,315.67	Same	3
Dan's Excavating, Inc.	\$ 929,722.82	Same	4
Anderson-Fischer & Associates, Inc.			
Motor City Electric Utilities Comp			
Metropolitan Power and Lighting			
Ajax Paving Industries, Inc.			
McKerchie Enterprises, Inc.			

4 Bidders

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 April 13, 2011.

Respectfully submitted,

Kirk T. Steudle  
 Director

INFORMATION FOR MICHIGAN STATE  
TRANSPORTATION COMMISSION

July 26, 2012

The following project information is being provided for informational purposes, as requested by the State Transportation Commission.

**LOCAL PROJECTS**

1.	LETTING OF JULY 11, 2012	ENG. EST.	LOW BID
	PROPOSAL 1207024	\$ 450,000.00	\$ <b>447,815.16</b>
	PROJECT SUG 82457-116656		
	LOCAL AGRMT. 12-5281		% OVER/UNDER EST.
	START DATE - SEPTEMBER 04, 2012		
	COMPLETION DATE - OCTOBER 31, 2012		-0.49 %

Intersection pavement markings on various streets from West Alexandrine Street to Wyoming Avenue at 185 locations in the city of Detroit, Wayne County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>P.K. Contracting, Inc.</b>	<b>\$ 447,815.16</b>	<b>Same</b>	<b>1 **</b>

1 Bidder

2.	LETTING OF JULY 11, 2012	ENG. EST.	LOW BID
	PROPOSAL 1207027	\$ 212,728.56	\$ <b>204,814.61</b>
	PROJECT STL 37062-102956		
	LOCAL AGRMT. 12-5261		% OVER/UNDER EST.
	START DATE - JULY 09, 2012		
	COMPLETION DATE - 45 calendar days		-3.72 %

0.43 mi of hot mix asphalt removal and resurfacing, aggregate shoulder, concrete curb, gutter, sidewalk, and ramps, and pavement marking on Rosebush Road from Mission Road easterly to the bridge deck of the US-127 overpass in the village of Rosebush, Isabella County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Central Asphalt, Inc.</b>	<b>\$ 204,814.61</b>	<b>Same</b>	<b>1 **</b>
D. J. McQuestion & Sons, Inc.			
Rieth-Riley Construction Co., Inc.			
Pyramid Paving and Contracting Co.			

1 Bidder

3.	LETTING OF JULY 11, 2012 PROPOSAL 1207028 PROJECT STL 62123-116054 LOCAL AGRMT. 12-5259 START DATE - 10 days after award COMPLETION DATE - AUGUST 31, 2012	ENG. EST. \$ 162,763.50 \$	LOW BID <b>179,750.76</b>  % OVER/UNDER EST.  10.44 %
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3.11 mi of chip seal, fog seal, and permanent pavement marking on 48th Street from Baldwin Avenue easterly to Gordon Avenue, Newaygo County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Fahrner Asphalt Sealers, L.L.C.</b>	<b>\$ 179,750.76</b>	<b>Same</b>	<b>1 **</b>

1 Bidder

These projects, for which the bids are under Five Hundred Thousand Dollars (\$500,000) and have less than two (2) bidders or is a low bid rejection or have other bid issues, are being submitted for informational purposes. The contracts for these 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 April 13, 2011.

Respectfully submitted,

Kirk T. Steudle  
 Director

**EXHIBIT B**

DEPARTMENT PROJECTS										
Items to the Commission - July 26, 2012										
ITEM NO.	CONTRACT ID	PREVIOUSLY BEFORE COMMISSION	ENGINEER'S ESTIMATE	ORIGINAL CONTRACT COST	REVISIONS APPROVED TO DATE	EXTRAS AND ADJUSTMENTS APPROVED TO DATE	NEGATIVE ADJUSTMENTS	CURRENT REQUEST AMOUNT	TOTAL COST TO DATE INCLUDING CURRENT REQUEST	REASON FOR REVIEW *
2012-57	63174-115028	NO	\$485,909.51	\$736,939.27	\$110,115.24	\$0.00	\$0.00	\$0.00	\$847,054.51	Exceeds 10%
	TOTAL		\$485,909.51	\$736,939.27	\$110,115.24	\$0.00	\$0.00	\$0.00	\$847,054.51	-----

\*Negative adjustments are not included in the total percentage for review

**2012-57**

Control Section/Job Number: 63174-115028 MDOT Project

Contractor: Dan's Excavating, Inc.  
12955 23 Mile Road  
Shelby, Twp MI 48315-2707

Designed By: MDOT  
Engineer's Estimate: \$485,909.51

Description of Project:  
Emergency prestressed, concrete beam end repairs, partial pier cap replacement, substructure repairs, and maintaining traffic on I-75 over 12 Mile Road in the city of Madison Heights, Oakland County.

Administrative Board Approval Date:	December 20, 2011	
Contract Date:	January 5, 2012	
Original Contract Amount:	\$736,939.27	
Total of Contract Revisions (Approved to Date):	<u>110,115.24</u>	<u>14.94%</u>
<b>Revised Total</b>	<b><u>\$847,054.51</u></b>	<b>+ 14.94%</b>

**SUMMARY:**

Contract Modification Number(s): 5

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

**CM 5**

_Hand Chipping, Special	-5.01 Sft @ \$57.51/Sft	(\$288.13)
_Latex Modified Concrete, Special	3.11 Cyd @ \$2,500.00/Cyd	7,775.00
Adhesive Anchoring of Horizontal Bar, 3/4	1.00 Ea @ \$15.67/Ea	15.67
Adhesive Anchoring of Vertical Bar, 1/2	76.00 Ea @ \$42.00/Ea	3,192.00
Conc Barrier, Temp, Furn	648.00 Ft @ \$28.00/Ft	18,144.00
Conc Barrier, Temp, Oper	648.00 Ft @ \$15.65/Ft	10,141.20
Embedded Galvanic Anode	-523.00Ea @ \$15.00/Ea	(7,845.00)
Hand Chipping, Other Than Deck	-385.66 Cft @ \$8.11/Cft	(3,127.70)
Lighted Arrow, Type C, Furn	2.00 Ea @ \$8,000.00/Ea	16,000.00
Lighted Arrow, Type C, Oper	2.00 Ea @ \$1.00/Ea	2.00
Patch, Forming	-1,148.75 Sft @ \$7.84/Sft	(9,006.20)
Patching Conc, C-L	-16,950.00 Cyd @ \$0.30/Cyd	(5,085.00)
Reinforcement, Steel, Epoxy Coated	152.20 Lb @ \$2.00/Lb	304.40
Support, Column, Temp	11.00 Ea @ \$3,000.00/Ea	<u>33,000.00</u>
<b>Total</b>		<b><u>\$63,222.24</u></b>

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

**CM 5**

This contract modification consists of balancing items and additional items for temporary supports which were needed to elevate the concrete beams that needed repair. The plan jack pressure of 20 tons was not enough to elevate the beams, and any additional P.S.I. would result in further damage to the beams. The contractor placed additional temporary supports on either side of the damaged beam. The additional supports allowed additional jack pressure to elevate the beam. This made it possible to repair the beam. This increase in plan quantity is for Stage II construction. The total cost of adding temporary supports to the contract was \$66,000.00 (9% of contract).

**EXHIBIT B**

LOCAL PROJECTS										
Items to the Commission ~July 26, 2012										
ITEM NO.	CONTRACT ID	PREVIOUSLY BEFORE COMMISSION	ENGINEER'S ESTIMATE	ORIGINAL CONTRACT COST	REVISIONS APPROVED TO DATE	EXTRAS AND ADJUSTMENTS APPROVED TO DATE	NEGATIVE ADJUSTMENTS	CURRENT REQUEST AMOUNT	TOTAL COST TO DATE INCLUDING CURRENT REQUEST	REASON FOR REVIEW *
2012-55	28555-35580	YES	\$982,135.55	\$589,451.61	\$90,827.11	\$0.00	\$0.00	\$0.00	\$680,278.72	Exceeds 10%
2012-56	63002-102634	YES	\$2,476,125.14	\$2,196,369.55	\$425,727.36	\$0.00	\$0.00	\$0.00	\$2,622,096.91	Exceeds 10%
2012-58	80449-111819	YES	\$688,733.00	\$607,627.28	\$549,720.35	\$0.00	\$0.00	\$0.00	\$1,157,347.63	Exceeds 10%
2012-59	76609-108856	YES	\$396,991.60	\$291,959.53	\$41,936.62	\$0.00	\$0.00	\$0.00	\$333,896.15	Exceeds 10%
	TOTAL		\$4,543,985.29	\$3,685,407.97	\$1,108,211.44	\$0.00	\$0.00	\$0.00	\$4,793,619.41	-----

\*Negative adjustments are not included in the total percentage for review

**2012-55**

Control Section/Job Number: 28555-35580 Local Agency Project

Contractor: Elmer's Crane and Dozer, Inc.  
3600 Rennie School Road  
Traverse City, MI 49684-9170

Designed By: Grand Traverse County Road Commission  
Engineer's Estimate: \$982,135.55

Description of Project:  
0.98 mi of road reconstruction and realignment including minor curve relocation, tree removal, drainage structures, erosion control, aggregate base, shoulder, hot mix asphalt paving, and pavement markings on Cedar Run Road from Gray Road to Harris Road, Grand Traverse County.

Administrative Board Approval Date:	March 16, 2010	
Contract Date:	April 15, 2010	
Original Contract Amount:	\$589,451.61	
Total of Contract Revisions (Approved to Date):	<u>90,827.11</u>	+ 15.41%
<b>Revised Total</b>	<b><u>\$680,278.72</u></b>	+ 15.41%

**SUMMARY:**

Contract Modification Number(s): 5

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

<b>CM 5</b>		
Subbase, CIP	-1,825.05 Cyd @ \$0.01/Cyd	<u>(\$18.25)</u>
<b>Total</b>		<b><u>(\$18.25)</u></b>

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

**CM 5**  
Balancing contract modification based on final computations. |

**2012-56**

Control Section/Job Number: 63002-102634 Local Agency Project

Contractor: Dan's Excavating, Inc.  
12955 23 Mile Road  
Shelby, Twp MI 48315-2707

Designed By: Spalding DeDecker Associates, Inc.  
Engineer's Estimate: \$2,476,125.14

Description of Project:  
Bridge removals and replacements, related approach work, hot mix asphalt paving, and guardrail placement on Parkdale Road and on Tienken Road over Stoney Creek in the city of Rochester Hills, Oakland County.

Administrative Board Approval Date:	April 20, 2010	
Contract Date:	May 5, 2010	
Original Contract Amount:	\$2,196,369.55	
Total of Contract Revisions (Approved to Date):	<u>425,727.36</u>	<u>19.38%</u>
<b>Revised Total</b>	<b><u>\$2,622,096.91</u></b>	<b>+ 19.38%</b>

**SUMMARY:**

Contract Modification Number(s): 27

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

<b>CM 27</b>	
Extension of Time Request	<u>\$0.00</u>
<b>Total</b>	<b><u>\$0.00</u></b>

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

**CM 27**  
Due to owner (Road Commission of Oakland County) caused delays on the Tienken Rd portion of the contract, the owner directed the contractor not to start the Parkdale portion of the contract until 2011. To address the 2011 start date the project engineer provided the owner with two options: 1) to start on April 16, 2011, after seasonal suspension, with additional construction acceleration costs ; or 2) start on or around June 6, 2011 with no acceleration cost. The owner chose the June 6, 2011 start option. This required a contract time extension for the elapsed time period starting April 16, 2011 through June 5, 2011. In addition, Independence Day was during the actual working period of the Parkdale Rd portion of the contract. This holiday was not included in the original contract documents. The contractor suspended the project July 2, 2011 through July 4, 2011 to observe the holiday. This required the contractor to request an additional contract time extension for these days.

**2012-58**

Control Section/Job Number: 80449-111819 Local Agency Project

Contractor: Peters Construction Co.  
3325 E Kilgore Road  
Kalamazoo, MI 49001-5533

Designed By: Abonmarche  
Engineer's Estimate: \$688,733.00

Description of Project:

1.20 mi of hot mix asphalt non-motorized pathway, storm sewer, culverts, concrete sidewalk, watermain, and pavement markings on Williams Street from Eagle Street northerly to Dyckman Avenue, on Dunkley Avenue from Dyckman Avenue northeasterly to North Bailey Avenue, and on North Bailey Avenue from Dunkley Avenue northerly to the Whitepine Trailhead parking lot in the city of South Haven, Van Buren County.

Administrative Board Approval Date:	August 16, 2011	
Contract Date:	September 2, 2011	
Original Contract Amount:	\$607,627.28	
Total of Contract Revisions (Approved to Date):	<u>549,720.35</u>	<u>+ 90.47%</u>
<b>Revised Total</b>	<b><u>\$1,157,347.63</u></b>	<b>90.47%</b>

**SUMMARY:**

Contract Modification Number(s): 7 & 8

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

**CM 7**

_ Water Service Installation	1.00 LS @ \$29,994.29/LS	\$29,994.29
_ Watermain Installation	1.00 LS @ \$143,693.39/LS	<u>143,693.39</u>
<b>Total</b>		<b><u>\$173,687.68</u></b>

**CM 8**

_ Bicycle Path, HMA, Modified	-208.00 Ton @ \$80.75/Ton	(\$16,796.00)
_ Machine Grading, Modified	4.59 Sta @ \$756.74/Sta	3,473.44
_ Pavt, Rem, Modified	1,775.00 Syd @ \$3.65/Syd	6,478.75
Aggregate Base, 9 inch	1,775.00 Syd @ \$5.04/Syd	8,946.00
Dr Structure Cover	1,420.00 Lb @ \$1.30/Lb	1,846.00
Dr Structure Cover, Adj. Case 1	7.00 Ea @ \$513.07/Ea	3,591.49
Driveway, Nonreinf Conc, 6 inch	550.00 Syd @ \$29.18/Syd	16,049.00
HMA, 3E1	152.00 Ton @ \$72.50/Ton	11,020.00
HMA, 5E1	170.00 Ton @ \$72.50/Ton	12,325.00
Subbase, CIP	400.00 Cyd @ \$10.57/Cyd	4,228.00
Underdrain, Subgrade, 6 inch	650.00 Ft @ \$5.87/Ft	3,815.50
_ Bicycle Path, HMA, 36A, PG 64-28	208.00 Ton @ \$75.75/Ton	15,756.00
_ Concrete Spillway	1.00 Ea @ \$487.50/Ea	487.50
_ Gutter, Conc	420.00 Ft @ \$22.22/Ft	9,332.40
_ Misc Grading Due to Easement	1.00 LS @ \$1,672.91/LS	1,672.91

_Storm/Sanitary Separation and Video	1.00 LS @ \$4,823.45/LS	4,823.45
Cold Milling HMA Surface	590.00 Syd @ \$5.38/Syd	3,174.20
Conc Base Cse, Nonreinf, 7 inch	25.00 Syd @ \$51.07/Syd	1,276.75
Conduit, Schdule 80 PVC, 4 inch	34.00 Ft @ \$10.00/Ft	340.00
<b>Total</b>		<b><u>\$91,840.39</u></b>

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

**CM 7**

All work included in Contract Modification #7 is Category 0003 (City of South Haven 100%), non-participating and was discussed with the local MDOT Agency in November of 2011.

During path and storm sewer construction in fall 2011, the existing 6-inch watermain began leaking at the intersection of (Dunkley and Dunkley). After further repairs by the City of South Haven and the contractor, it was determined that the existing watermain was exposed and the condition was very poor. The city decided that prior to roadway replacement; the watermain condition was severe enough to warrant replacement on the north/south section of Dunkley and connecting to the existing watermain to the east end of the roadway reconstruction limits, east of the intersection of Dunkley/Dunkley. The City of South Haven rescheduled the watermain work for completion by Peter's Construction during the winter of 2012; time and materials method of payment will be used for both items for the watermain construction (Watermain Installation and Water Service Installation). Force account forms were utilized to track labor, materials, and equipment utilized during this work. A summary of time and materials was completed by Peter's Construction that included a summary of items of work, materials and labor that was completed from January 16, 2012 to February 16, 2012. Labor cost and hours worked have been reviewed and verified by the onsite inspector and our office. The time and labor costs were determined to be acceptable after the project engineer's review.

**CM 8**

Contract Modification 8 is a direct result of scope changes from the City of South Haven and unforeseen construction conditions to properly construct the original contracted items. No additional contract time will be needed to complete the project as scheduled. Roadway improvements are necessary after watermain work (Contract Modification #7) has been completed. Items included adding concrete gutter to improve drainage, pavement removal, cold milling and HMA paving, subgrade underdrain to improve subsurface drainage and an increase to driveway and miscellaneous roadway items to reconstruct Dunkley Avenue from Station 22+75 to 28+75. Other items on this contract modification include: Revisions to top course of Bike Path HMA from modified mix to HMA 36A with a performance grade of 64-28. Storm/sanitary separation and video were required due to existing storm and sanitary sewer conflicts. Additional exploratory excavation was needed at Station 25+60.

**2012-59**

Control Section/Job Number: 76609-108856 Local Agency Project

Contractor: Dean Holmes Excavating, Ltd.  
8350 Richfield Road  
Davison, MI 48423-8580

Designed By: Rowe  
Engineer's Estimate: \$396,991.60

Description of Project:  
0.18 mi of hot mix asphalt reconstruction including earthwork, subbase, aggregate base, drainage, concrete curb and gutter, signing, and pavement markings on Grand River Road from west of Colby Lake Road easterly to east of Colby Lake Road, Shiawassee County.

Administrative Board Approval Date:	December 21, 2010	
Contract Date:	January 28, 2010	
Original Contract Amount:	\$291,959.53	
Total of Contract Revisions (Approved to Date):	<u>41,936.62</u>	+ 14.36%
<b>Revised Total</b>	<b><u>\$333,896.15</u></b>	<b>14.36%</b>

Contract Modification Number(s): 4 r.1

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

<b>CM 4</b>		
_Traffic Control Adjustment	1.00 Dlr @ \$806.88/Dlr	<u>\$806.88</u>
<b>Total</b>		<b><u>\$806.88</u></b>

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

**CM 4**

This item will authorize additional compensation to the contractor for furnishing and operating traffic control devices during an approved extension of time per subsection 812.04 of the 2003 Standard Specifications for Construction and the Special Provision for Minor Traffic Devices and Flag Control during an approved extension of time as noted in the proposal. This work was created by additional items added to the contract along with adverse weather conditions that required; the impact was a contract time extension to finish the work in a safe manner. Changes were required to safety construct the project due to changing site conditions caused by significant rain fall. This was not a design error. This was discussed and approved by our Local County Highway Engineer. The price was established as outlined in the 2003 Standard Specifications section 812.04.

**Performance Matrix: Comparison of Original Contract Costs and Final Contract Costs**

**Current Summary of MDOT Projects**

Time Period	Original Contract Cost	Final Contract Cost	Percent Difference
Current Month, June 2012	\$100,642,829.47	\$102,668,047.18	2.01%
2012 Fiscal Year	\$665,818,277.15	\$659,885,637.63	-0.89%

**Five Year Summary of MDOT Projects**

Calendar Year	Original Contract Cost	Final Contract Cost	Percent Difference
2007	\$777,582,980.29	\$810,428,814.94	4.22%
2008	\$967,285,996.11	\$983,915,828.12	1.72%
2009	\$726,981,046.84	\$750,956,601.62	3.30%
2010	\$615,818,269.64	\$615,142,561.83	-0.11%
2011	\$833,072,906.02	\$842,999,015.92	1.19%
2012	\$434,114,224.40	\$431,503,149.35	-0.60%

# MDOT

## CONSTRUCTION PROJECTS FINALED IN JUNE 2012

		7		6		1								
		MDOT Projects With an Original Contract Amount of \$100,642,829.47		MDOT Projects Designed by MDOT With an Original Contract Amount of \$94,935,668.53		MDOT Projects Designed by Consultants With an Original Contract Amount of \$5,707,160.94								
		Total Over the Original Cost		Total Over the Original Cost		Total Over the Original Cost		Total Over the Original Cost						
		2,025,217.71		2,846,576.52		(821,358.81)								
		Projects Finalized This Month (33 Total)		Total Final Contract Amount		Total Increase or Decrease		Total Percent Over or Under						
Region	Date	Prefix	Control Section	Job Number	Original Contract Amount	Final Contract Amount	Increase or Decrease	Percent Over or Under	Jobs Over 10%	Date Work Started	Expect Compl.	Actual Compl.	Δ Days **	Designed by MDOT or Cons.
Bay	6/13/2012	BHI	44043	90242A	2,563,007.89	2,511,182.76	(51,825.13)	-2.02%		4/13/2009	10/30/2010	11/24/2010	25	M
Bay	6/13/2012	BHI	44043	88206A	964,475.23	746,657.34	(217,817.89)	-22.58%		4/13/2009	10/30/2010	11/24/2010	25	M
Bay	6/13/2012	BI08	44043	79776A	30,033,351.00	34,520,296.00	4,486,945.00	14.94%	*	4/13/2009	10/30/2010	11/24/2010	25	M
Bay	6/29/2012	STG	84914	11131A	384,776.00	342,918.53	(41,857.47)	-10.88%		7/11/2011	12/1/2011	10/10/2011	-52	M
Grand	6/29/2012	NHG	84913	105732A	157,193.56	140,964.96	(16,228.60)	-10.32%		8/1/2011	10/28/2011	4/3/2012	157	M
Grand	6/29/2012	ST	84913	102951A	10,662.96	6,511.50	(4,151.46)	-38.93%		8/1/2011	10/28/2011	4/3/2012	157	M
Metro	6/29/2012	AR	50051	45733A	3,688,834.91	2,936,668.15	(752,166.76)	-20.39%		4/27/2010	8/3/2010	12/21/2010	140	C
Metro	6/14/2012	NH	50052	110768A	304,249.96	238,457.98	(65,791.98)	-21.62%		7/11/2011	8/8/2011	8/8/2011	0	M
Metro	6/14/2012	ST	50091	106542A	654,656.47	610,044.80	(44,611.67)	-6.81%		7/5/2011	9/7/2011	9/7/2011	0	M
Metro	6/13/2012	AR1	63052	72404A	5,034,907	5,230,009	195,102.25	3.87%		8/10/2009	11/25/2009	5/10/2010	166	M
Metro	6/25/2012	BHI	77023	106535A	5,126,040.13	5,320,621.40	194,581.27	3.80%		4/29/2011	10/1/2011	10/1/2011	0	M
Metro	6/26/2012	NH	77023	110772A	672,822.17	682,693.86	9,871.69	1.47%		4/25/2011	10/28/2011	10/28/2011	0	M
Metro	6/11/2012	CM	82053	100807A	570,348.39	628,973.65	58,625.26	10.28%	*	9/14/2009	9/19/2011	8/4/2010	-413	M
Metro	6/11/2012	NH	82081	102724A	901,138.24	944,749.67	43,611.43	4.84%		9/14/2009	9/19/2011	8/4/2010	-413	M
Metro	6/5/2012	IM	82191	104333A	2,018,326.03	1,949,133.98	(69,192.05)	-3.43%		4/12/2011	9/1/2011	10/28/2011	57	C
Metro	6/20/2012	CM	82194	89387A	273,995	303,717	29,722.43	10.85%	*	4/19/2010	7/1/2010	8/30/2010	60	M
Metro	6/5/2012	BHI	82291	90281A	3,631,126.26	3,607,652.23	(23,474.03)	-0.65%		3/2/2010	6/11/2010	10/28/2010	138	M
Metro	6/5/2012	IM	82291	106907A	1,858,216.03	1,870,419.73	12,203.70	0.66%		3/2/2010	6/11/2010	10/28/2010	138	M
Metro	6/5/2012	BHI	82291	103147A	1,491,246.81	1,366,002.61	(125,244.20)	-8.40%		3/2/2010	6/11/2010	10/28/2010	138	M
Metro	6/5/2012	BHI	82291	106908A	1,137,709.34	1,049,868.54	(87,840.80)	-7.72%		3/2/2010	6/11/2010	10/28/2010	138	M
Metro	6/11/2012	STG	82293	103104A	1,235,230.20	1,150,625.58	(84,604.62)	-6.85%		5/4/2009	7/2/2010	8/12/2010	41	M
Metro	6/13/2012	STG	84917	105565A	1,430,162.72	881,728.80	(548,433.92)	-38.35%		12/7/2009	10/30/2011	10/27/2011	-3	M
Metro	6/5/2012	STG	84917	111136A	667,555.64	735,360.55	67,804.91	10.16%	*	5/16/2011	12/1/2011	12/1/2011	0	M
North	6/20/2012	NH	51012	87083A	3,118,941.35	3,297,160.15	178,218.80	5.71%		6/6/2011	10/15/2011	5/3/2012	200	M
North	6/20/2012	STH	51012	106638A	229,024.35	224,529.67	(4,494.68)	-1.96%		6/6/2011	10/15/2011	5/3/2012	200	M
Southwest	6/19/2012	AR1	11015	100292A	3,056,131.51	2,844,493.18	(211,638.33)	-6.93%		10/5/2009	40354	9/23/2011	456	M
Southwest	6/19/2012	ST	13131	109498A	833,296.27	815,942.35	(17,353.92)	-2.08%		7/26/2011	40787	9/1/2011	0	M



# LOCAL

## CONSTRUCTION PROJECTS FINALED IN JUNE 2012

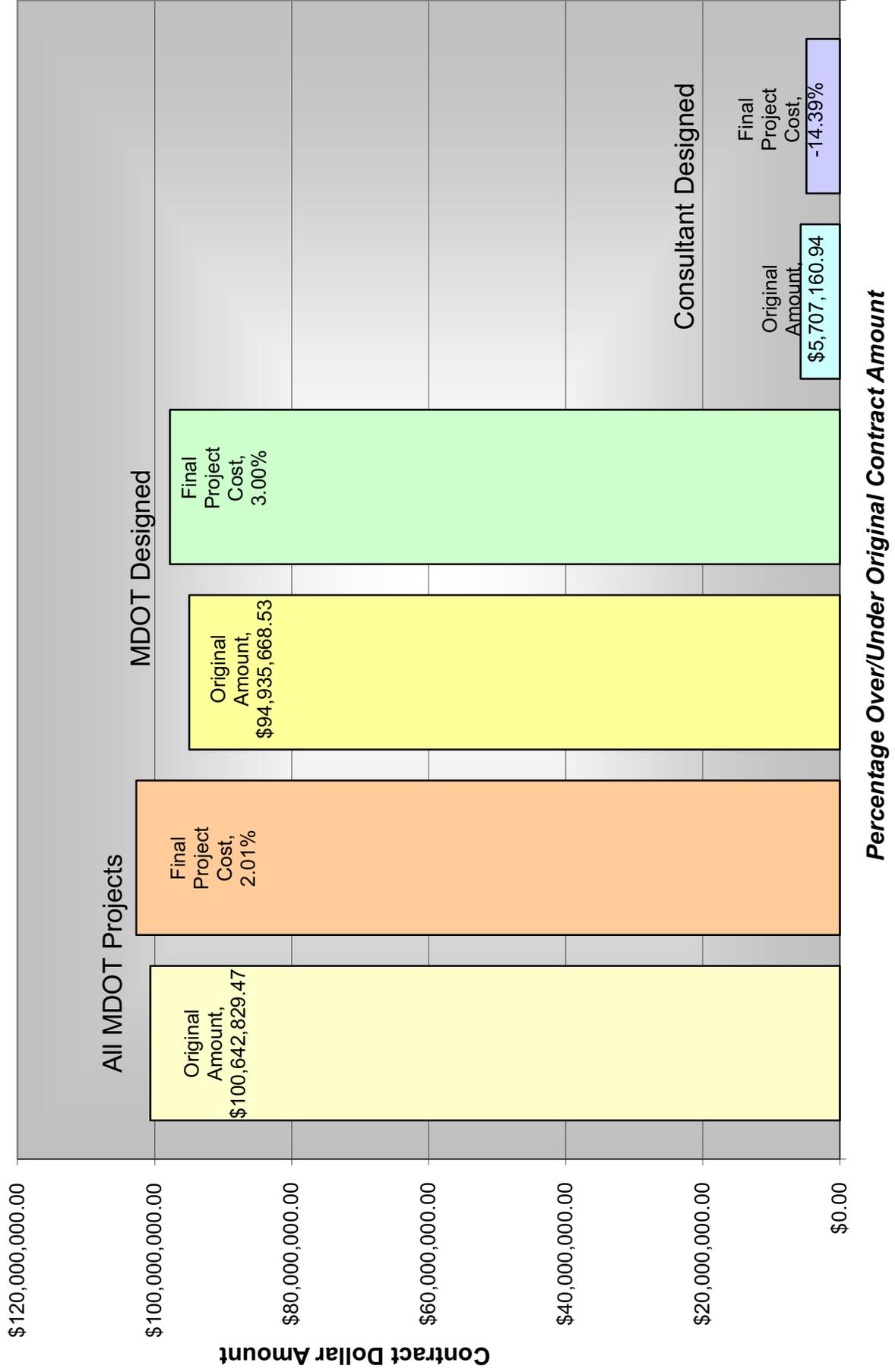
LOCAL PROJECTS FINALED THIS MONTH (41 Total)		TOTAL ORIGINAL CONTRACT AMOUNT		TOTAL FINAL CONTRACT AMOUNT		TOTAL INCREASE OR DECREASE		TOTAL PERCENT		# OF JOBS OVER 10%		# OF JOBS UNDER	
Date	Prefix	Control Section	Job Number	Original Contract Amount	Final Contract Amount	Increase or Decrease	Percent Over or Under	Jobs Over 10%	Date Work Started	Designed by			
				33,995,535.96	34,230,990.88	235,454.92	0.69%		3			18	
6/5/2012	EDDF	61555	90140A	648,624.11	657,498.18	8,874.07	1.37%		8/16/2011	L			
6/5/2012	STUL	78443	109204A	629,226.17	639,840.73	10,614.56	1.69%		8/15/2011	C			
6/5/2012	STUL	13411	101244A	287,739.31	265,671.79	(22,067.52)	-7.67%		10/7/2010	L			
6/5/2012	BRO	38001	86414A	1,045,189.19	1,278,376.32	233,187.13	22.31%	*	2/1/2010	C			
6/11/2012	EDDF	24555	89483A	287,367.00	295,832.11	8,465.11	2.95%		10/10/2011	L			
6/11/2012	STUL	13427	109058A	308,459.80	293,233.57	(15,226.23)	-4.94%		5/26/2011	C			
6/11/2012	SLG	8015	113287A	277,901.74	275,538.31	(2,363.43)	-0.85%		9/6/2011	L			
6/11/2012	EDDF	13555	102705A	613,519.06	649,013.80	35,494.74	5.79%		10/1/2010	L			
6/11/2012	ARU	82400	109584A	1,384,109.62	1,471,336.18	87,226.56	6.30%		8/2/2010	C			
6/11/2012	STU	50458	113218A	3,259,742.42	3,424,371.27	164,628.85	5.05%		7/25/2011	L			
6/11/2012	BRT	50003	105323A	347,224.75	326,089.69	(21,135.06)	-6.09%		11/8/2010	L			
6/11/2012	BRO	77013	102654A	665,726.00	713,117.68	47,391.68	7.12%		4/18/2011	L			
6/13/2012	STUL	61407	112669A	554,992.25	514,722.18	(40,270.07)	-7.26%		6/13/2011	C			
6/13/2012	STUL	33065	109928A	523,857.98	540,388.94	16,530.96	3.16%		10/7/2010	C			
6/13/2012	STUL	46417	109053A	489,438.06	501,409.22	11,971.16	2.45%		7/27/2011	C			
6/13/2012	ARU	82400	106829A	443,138.14	448,129.76	4,991.62	1.13%		4/19/2010	C			
6/13/2012	MCS	82013	105314A	105,494.24	101,765.06	(3,729.18)	-3.53%		10/3/2011	C			
6/13/2012	CMG	63052	103478A	349,714.80	384,005.65	34,290.85	9.81%		1/26/2010	L			
6/14/2012	EDDF	72555	105684A	185,205.92	205,548.61	20,342.69	10.98%	*	6/16/2011	C			
6/14/2012	STH	72609	108851A	40,929.25	42,237.83	1,308.58	3.20%		7/12/2011	C			
6/14/2012	EDDF	72555	102773A	232,524.93	233,998.39	1,473.46	0.63%		7/27/2011	L			
6/14/2012	STH	79609	108858A	209,029.02	226,272.75	17,243.73	8.25%		8/1/2011	C			
6/14/2012	STUL	11400	107686A	833,576.41	816,880.66	(16,695.75)	-2.00%		6/15/2011	C			
6/19/2012	CMG	44900	110951A	265,637.29	271,424.41	5,787.12	2.18%		2/10/2011	C			
6/19/2012	STU	25402	112022A	468,189.21	527,657.01	59,467.80	12.70%	*	6/27/2011	C			

# LOCAL

## CONSTRUCTION PROJECTS FINALED IN JUNE 2012

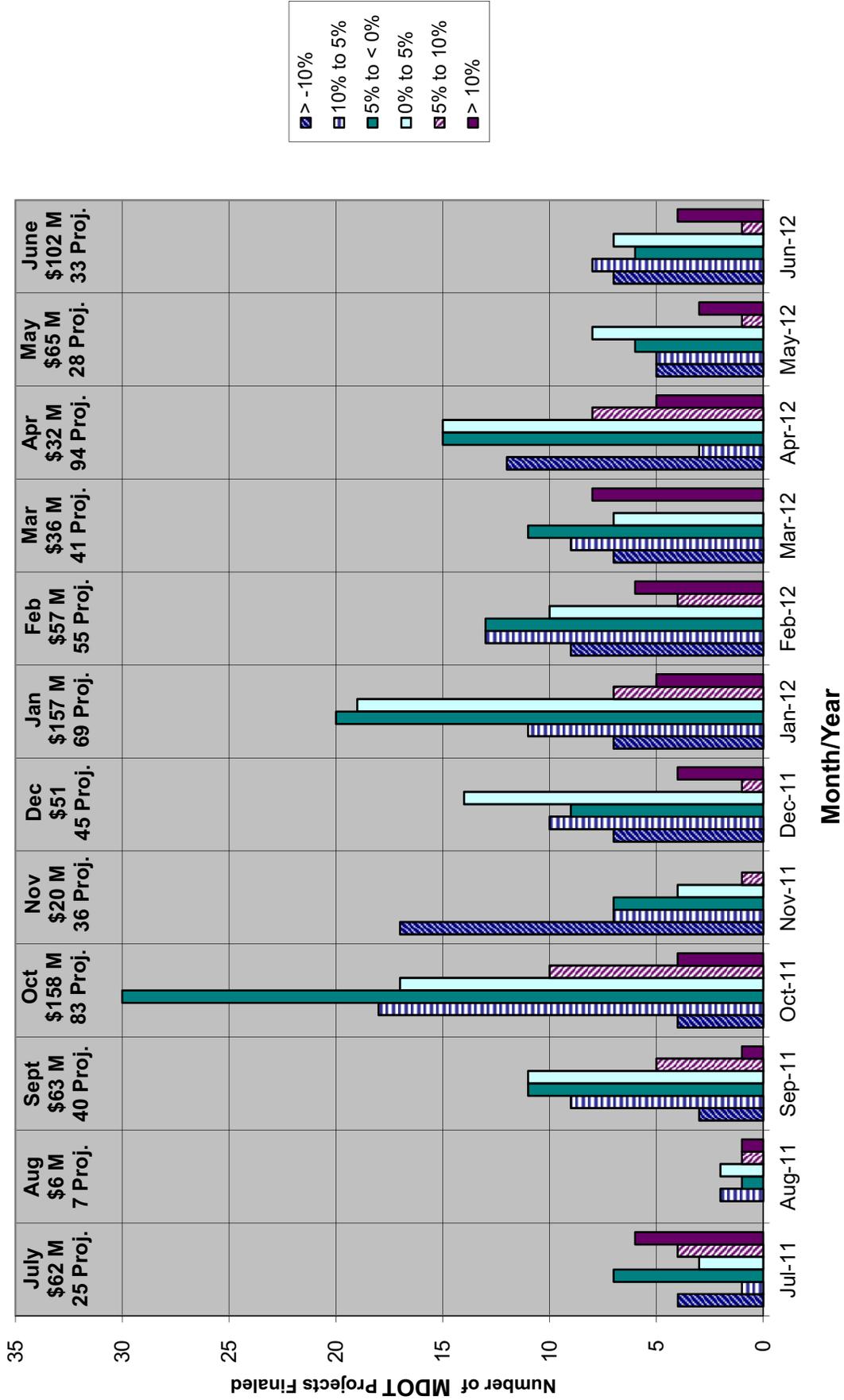
LOCAL PROJECTS FINALED THIS MONTH (41 Total)		TOTAL ORIGINAL CONTRACT AMOUNT		TOTAL FINAL CONTRACT AMOUNT		TOTAL INCREASE OR DECREASE		TOTAL PERCENT		# OF JOBS OVER 10%		# OF JOBS UNDER	
Date	Prefix	Control Section	Job Number	Original Contract Amount	Final Contract Amount	Increase or Decrease	Percent Over or Under	Jobs Over 10%	Date Work Started	Designed by			
				33,995,535.96	34,230,990.88	235,454.92	0.69%		3			18	
6/19/2012	ARU	82400	107116A	3,424,692.43	3,007,357.00	(417,335.43)	-12.19%		5/1/2010	L			
6/19/2012	ARU	82457	106836A	2,174,942.71	1,868,342.90	(306,599.81)	-14.10%		8/2/2010	L			
6/19/2012	STU	82457	110481A	1,139,665.91	1,246,647.30	106,981.39	9.39%		9/17/2010	L			
6/20/2012	ARL	34021	77474A	1,326,841.50	1,260,534.42	(66,307.08)	-5.00%		6/14/2010	C			
6/20/2012	MCS	73006	105294A	2,879,813.99	2,796,231.53	(83,582.46)	-2.90%		5/2/2011	C			
6/20/2012	STH	82609	108661A	388,362.20	374,488.33	(13,873.87)	-3.57%		12/9/2010	L			
6/20/2012	STU	63459	111831A	459,910.99	462,496.86	2,585.87	0.56%		4/21/2011	L			
6/25/2012	HRRR	79609	108001A	164,598.84	159,203.02	(5,395.82)	-3.28%		8/1/2011	L			
6/25/2012	SRSI	33065	111492A	223,803.00	223,802.70	(0.30)	0.00%		10/10/2011	C			
6/25/2012	ARU	23400	106379A	116,646.00	103,273.46	(13,372.54)	-11.46%		7/23/2010	L			
6/29/2012	STL	79007	39287A	369,831.59	367,124.92	(2,706.67)	-0.73%		10/3/2011	C			
6/29/2012	ARUL	38409	106505A	754,652.84	719,912.36	(34,740.48)	-4.60%		6/21/2010	C			
6/29/2012	CMG	58051	112441A	37,962.84	32,494.64	(5,468.20)	-14.40%		11/1/2011	L			
6/29/2012	STU	63459	109612A	3,195,740.72	3,461,032.08	265,291.36	8.30%		5/12/2010	C			
6/29/2012	DPSA	63459	111593A	1,902,849.48	2,052,197.74	149,348.26	7.85%		5/11/2011	L			
6/29/2012	DSTP	63459	111594A	978,664.25	991,491.52	12,827.27	1.31%		5/11/2011	L			

# MDOT Construction Projects Finalized June 2012



### MDOT Number of Projects Completed under/over Budget

(Final Contract Amount - Original Contract Amount = Over/Under Value)



# REVISED DRAFT STATE TRANSPORTATION COMMISSION POLICY ON COMPLETE STREETS

July 26, 2012

## **Background**

Public Act 135 of 2010 requires the development of a complete streets policy to promote safe and efficient travel for all legal users of the transportation network under the jurisdiction of the Michigan Department of Transportation (MDOT). Public Act 135 defines complete streets as "...roadways planned, designed, and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot, or bicycle."

The Complete Streets Advisory Council (CSAC) also was created by Public Act 135 of 2010 to advise the State Transportation Commission (STC) as it developed this policy. CSAC members were appointed by the Governor and represent a broad cross-section of transportation system owners, users, and stakeholders, including MDOT and the STC.

The STC is authorized by the State Constitution to set policy for MDOT, and in that role has enacted this Complete Streets policy. MDOT is responsible for implementation of Commission policy for those portions of the transportation system that are under its jurisdiction – about 10,000 of the 110,000 miles of roads, bridges and highways in Michigan. In addition, MDOT, in its role of administering the local federal-aid program in Michigan, can help local jurisdictions understand the provisions of this policy and work with them to further the development of complete streets.

## **Vision**

The STC supports the vision statement as adopted by the CSAC.

- A *transportation network* that is accessible, interconnected, and multimodal and that safely and efficiently moves goods and people of all ages and abilities throughout the State of Michigan.
- A *process* that empowers partnerships to routinely plan, fund, design, construct, maintain and operate complete streets that respect context and community values.
- *Outcomes* that will improve economic prosperity, equity, accessibility, safety, and environmental quality.

## **Purpose**

This policy provides guidance to MDOT for the planning, design, and construction or reconstruction of roadways or other transportation facilities in a manner that promotes complete streets as defined by the law, and that is sensitive to the surrounding context.

MDOT will pursue a proactive and consistent approach to the development of complete streets, in keeping with its mission to provide the highest quality integrated transportation services for economic benefit and improved quality of life. A successful complete streets approach will require mutual commitment and collaboration on the part of transportation agencies, stakeholders and the public to identify appropriate opportunities to plan, develop, construct, operate and maintain infrastructure without undue costs or scheduling burdens.

MDOT will consider complete streets features for roadways and other transportation facility construction or reconstruction projects it undertakes, or permits other public or private entities to construct within the state trunk line right of way, working through its context sensitive solutions process. The department will use this process and work with customers, local residents, road users and stakeholders to analyze proposed projects for the opportunity to design and construct facilities that contribute to complete streets. As part of that analysis, the department will consider:

- Local context and recognize that needs vary according to regional urban, suburban, and rural settings;
- The functional classification of the roadway, as defined by the Federal Highway Administration and agreed to by MDOT and local transportation agencies;
- The safety and varying mobility needs of all legal users of the roadway, of all ages and abilities, as well as public safety;
- The cost of incorporating complete streets facilities into the project and whether that cost is proportional to the overall project cost, as well as proportional to the current or future need or probable use of the complete streets facility;
- Whether adequate complete streets facilities already exist or are being developed in an adjacent corridor or in the area surrounding the project;
- Whether additional funding needed to incorporate the complete streets facility into the project is available to MDOT or as a contribution from other transportation or government agencies from federal, state, local or private sources.

MDOT is encouraged to use low-cost solutions to increase safety and mobility where practical, but to recognize that more costly improvements may be needed on some facilities.

MDOT also is encouraged to take a network approach to the provision of multi-modal access, and recognize that improvements to a part of the road network outside MDOT's jurisdiction might provide a more viable alternative and safer access for all users. MDOT will encourage local jurisdictions to develop local and regional transportation plans that ensure projects are consistent and appropriate to the context. MDOT will work with local road agencies and its grant and funding recipients to encourage network continuity. Responsibilities for operation and maintenance of facilities in MDOT right-of-way shall be determined and outlined prior to construction of such facilities, except where a pre-existing maintenance agreement is in place. Maintenance agreements will be required as a provision of the entire project. Local responsibility for complete streets facility maintenance, in particular for facilities outside the travel portion of a street, such as transit and non-motorized facilities, will be critical for many projects.

MDOT will recognize the long-term nature of transportation investment and anticipate not only current transportation demand, but also likely future uses as well, in considering and developing complete streets. Depending on the context and potential use, provisions may be needed to ensure safe and convenient access for all users.

Complete streets and their viability can be impacted by planning and permitting as well as infrastructure. MDOT will work with local governments as needed to encourage thoughtful planning and permitting that supports the goals and the vision of this complete streets policy.

### **Implementation**

By December 31, 2013, MDOT will develop or revise procedures and guidelines needed to implement this policy. As part of that effort, MDOT shall establish a clear procedure for reviewing and approving exceptions to the policy, the conditions under which an exception may be granted, and who may approve such exceptions.

Facilities will be designed and constructed in accordance with current applicable laws and regulations, approved engineering standards and accepted best practices while preserving continued eligibility for federal-aid.

MDOT will report back to the STC annually after the adoption of this policy to: 1) give a progress report on implementation, including any information/examples to gauge MDOT's performance, and 2) to report any exceptions granted and the reasons for those exceptions. This reporting will include the

required Context Sensitive Solutions annual review as required by the STC Policy adopted May 26, 2005.

This policy will apply to all projects undertaken by MDOT, large and small, considerate of the level of the proposed project work. As part of MDOT's responsibility to FHWA to administer the local federal-aid program in Michigan, MDOT shall work with local road agencies that are undertaking road or bridge projects with federal funds, and encourage them to observe the provisions of this policy in order to help address the need for a network of complete streets throughout Michigan.

In addition, the STC encourages MDOT to continue its education support programs for staff and partner with others to provide training and information for motorists, bicyclists, pedestrians and law enforcement regarding shared responsibilities.

This policy on complete streets is intended to supplement Commission Policy Number 10138 on Context Sensitive Solutions.

DRAFT

## REVISED DRAFT STATE TRANSPORTATION COMMISSION POLICY ON COMPLETE STREETS

July 26, 2012

### **Background**

Public Act 135 of 2010 requires the development of a complete streets policy to promote safe and efficient travel for all legal users of the transportation network under the jurisdiction of the Michigan Department of Transportation (MDOT). Public Act 135 defines complete streets as "...roadways planned, designed, and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot, or bicycle."

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The STC is authorized by the State Constitution to set policy for MDOT, and in that role has enacted this Complete Streets policy. MDOT is responsible for implementation of Commission policy for those portions of the transportation system that are under its jurisdiction – about 10,000 of the 110,000 miles of roads, bridges and highways in Michigan. In addition, MDOT, in its role of administering the local federal-aid program in Michigan, can help local jurisdictions understand the provisions of this policy and work with them to further the development of complete streets.

### **Vision**

The STC supports the vision statement as adopted by the CSAC.

- A *transportation network* that is accessible, interconnected, and multimodal and that safely and efficiently moves goods and people of all ages and abilities throughout the State of Michigan.
- A *process* that empowers partnerships to routinely plan, fund, design, construct, maintain and operate complete streets that respect context and community values.
- *Outcomes* that will improve economic prosperity, equity, accessibility, safety, and environmental quality.

### **Purpose**

This policy provides guidance to MDOT for the planning, design, and construction or reconstruction of roadways or other transportation facilities in a manner that promotes complete streets as defined by the law, and that is sensitive to the surrounding context.

MDOT will pursue a proactive and consistent approach to the development of complete streets, in keeping with its mission to provide the highest quality integrated transportation services for economic benefit and improved quality of life. A successful complete streets approach will require mutual commitment and collaboration on the part of transportation agencies, stakeholders and the public to identify appropriate opportunities to plan, develop, construct, operate and maintain infrastructure without undue costs or scheduling burdens.

MDOT will consider complete streets features for roadways and other transportation facility construction or reconstruction projects it undertakes, or permits other public or private entities to construct within the state trunk line right of way, working through its context sensitive solutions process. The department will use this process and work with customers, local residents, road users and stakeholders to analyze proposed projects for the opportunity to design and construct facilities that contribute to complete streets. As part of that analysis, the department will consider:

- Local context and recognize that needs vary according to regional urban, suburban, and rural settings;
- The functional classification of the roadway, as defined by the Federal Highway Administration and agreed to by MDOT and local transportation agencies;
- The safety and varying mobility needs of all legal users of the roadway, of all ages and abilities, as well as public safety;
- The cost of incorporating complete streets facilities into the project and whether that cost is proportional to the overall project cost, as well as proportional to the current or future need or probable use of the complete streets facility;
- Whether adequate complete streets facilities already exist or are being developed in an adjacent corridor or in the area surrounding the project;
- Whether additional funding needed to incorporate the complete streets facility into the project is available to MDOT or as a contribution from other transportation or government agencies from federal, state, local or private sources.

MDOT is encouraged to use low-cost solutions to increase safety and mobility where practical, but to recognize that more costly improvements may be needed on some facilities.

MDOT also is encouraged to take a network approach to the provision of multi-modal access, and recognize that improvements to a part of the road network outside MDOT's jurisdiction might provide a more viable alternative and safer access for all users. MDOT will encourage local jurisdictions to develop local and regional transportation plans that ensure projects are consistent and appropriate to the context. MDOT will work with local road agencies and its grant and funding recipients to encourage network continuity. Responsibilities for operation and maintenance of facilities in MDOT right-of-way shall be determined and outlined prior to construction of such facilities, except where a pre-existing maintenance agreement is in place. Maintenance agreements will be required as a provision of the entire project. Local responsibility for complete streets facility maintenance, in particular for facilities outside the travel portion of a street, such as transit and non-motorized facilities, will be critical for many projects.

MDOT will recognize the long-term nature of transportation investment and anticipate not only current transportation demand, but also likely future uses as well, in considering and developing complete streets. Depending on the context and potential use, provisions may be needed to ensure safe and convenient access for all users.

Complete streets and their viability can be impacted by planning and permitting as well as infrastructure. MDOT will work with local governments as needed to encourage thoughtful planning and permitting that supports the goals and the vision of this complete streets policy.

### **Implementation**

By December 31, 2013, MDOT will develop or revise procedures and guidelines needed to implement this policy. As part of that effort, MDOT shall establish a clear procedure for reviewing and approving exceptions to the policy, the conditions under which an exception may be granted, and who may approve such exceptions.

Facilities will be designed and constructed in accordance with current applicable laws and regulations, approved engineering standards and accepted best practices while preserving continued eligibility for federal-aid.

MDOT will report back to the STC annually after the adoption of this policy to: 1) give a progress report on implementation, including any information/examples to gauge MDOT's performance, and 2) to report any exceptions granted and the reasons for those exceptions. This reporting will include the

required Context Sensitive Solutions annual review as required by the STC Policy adopted May 26, 2005.

This policy will apply to all projects undertaken by MDOT, large and small, considerate of the level of the proposed project work. As part of MDOT's responsibility to FHWA to administer the local federal-aid program in Michigan, MDOT shall work with local road agencies that are undertaking road or bridge projects with federal funds, and encourage them to observe the provisions of this policy in order to help address the need for a network of complete streets throughout Michigan.

In addition, the STC encourages MDOT to continue its education support programs for staff and partner with others to provide training and information for motorists, bicyclists, pedestrians and law enforcement regarding shared responsibilities.

This policy on complete streets is intended to supplement Commission Policy Number 10138 on Context Sensitive Solutions.