

# AGENDA

## DEPARTMENT OF TRANSPORTATION

### TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: February 14, 2007– Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 3:30 PM  
State Administrative Board Meeting: February 20, 2007 – Lake Superior Room,  
1st Floor, Michigan Library and Historical Center, 11:00 AM

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

#### SUBCONTRACTS

1.	<b>Dependable Tree &amp; Maintenance 8555 Vergennes Road SE Ada, MI 49301</b>	<b>Low Bid Engineer's Estimate Over/Under</b>	<b>\$ 758,997.00 \$ 805,498.17 -5.8%</b>
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#### **Description of Work: Bridge Operation**

Approval is requested to authorize the Ottawa County Road Commission to award a three-year subcontract for the maintenance and operation of the Bascule Bridge, which carries US-31 traffic over the Grand River. The project was advertised, and three bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through December 31, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the maintenance and operation of the Bascule Bridge.

**Benefit:** Will provide for the maintenance and operation of the Bascule Bridge, which will help to ensure a safe route for crossing the Grand River.

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

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

**Risk Assessment:** If the work is not performed, the bridge could become hazardous for the traveling public.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**Selection:** Low bid.

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

**Zip Code:** 49301.

2.	<b>A-1 Asphalt, Inc.</b> <b>4634 Division</b> <b>Wayland, MI 49348</b>	<b>Low Bid:</b> <b>Engineer's Estimate:</b> <b>% Under/Over Est.:</b>	<b>\$100,000</b> <b>\$100,000</b> <b>+ 0%</b>
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**Description of Work: Rotomilling and Pulverizing**

Approval is requested to authorize the Kent County Road Commission to award a three-year subcontract to A-1 Asphalt, Inc., for rotomilling and pulverization of asphalt on state trunklines in Kent County. The project was advertised, and four bids were received. In order to provide sufficient equipment to meet maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all bidders. The subcontract will be in effect from the date of award through December 31, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for rotomilling and pulverization of asphalt to be performed on state trunklines in Kent County.

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

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

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

**Risk Assessment:** Failure to perform maintenance work could result in unsafe roads.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**Selection:** Low bid.

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

**Zip Code:** 49348.

3.	<b>C&amp;D Hughes, Inc.</b> <b>3097 Lansing Road</b> <b>Charlotte, MI 48813</b>	<b>Low Bid:</b> <b>Engineer's Estimate:</b> <b>% Under/Over Est.:</b>	<b>\$100,000</b> <b>\$100,000</b> <b>+ 0%</b>
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**Description of Work: Rotomilling and Pulverizing**

Approval is requested to authorize the Kent County Road Commission to award a three-year subcontract to C&D Hughes, Inc., for rotomilling and pulverization of asphalt on state trunklines in Kent County. This contract was advertised, and four bids were received. In order to provide sufficient equipment to meet maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all bidders. The subcontract will be in effect from the date of award through December 31, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for rotomilling and pulverization of asphalt to be performed on state trunklines in Kent County.

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

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

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

**Risk Assessment:** Failure to perform maintenance work could result in unsafe roads.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**Selection:** Low bid.

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

**Zip Code:** 48813.

\* Denotes a non-standard contract/amendment

4.	<b>JL Milling, Inc.</b> <b>15262 Industrial Drive</b> <b>Schoolcraft, MI 49087</b>	<b>Low Bid:</b> <b>Engineer's Estimate:</b> <b>% Under/Over Est.:</b>	<b>\$100,000</b> <b>\$100,000</b> <b>+ 0%</b>
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**Description of Work: Rotomilling and Pulverizing**

Approval is requested to authorize the Kent County Road Commission to award a three-year subcontract to JL Milling, Inc., for rotomilling and pulverization of asphalt on state trunklines in Kent County. This contract was advertised, and four bids were received. In order to provide sufficient equipment to meet maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all bidders. The subcontract will be in effect from the date of award through December 31, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for rotomilling and pulverization of asphalt to be performed on state trunklines in Kent County.

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

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

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

**Risk Assessment:** Failure to perform maintenance work could result in unsafe roads.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**Selection:** Low bid.

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

**Zip Code:** 49087.

5.	<b>Michigan Paving &amp; Materials -</b> <b>Woodland Paving</b> <b>3566 Millcreek Avenue</b> <b>Comstock Park, MI 49321</b>	<b>Low Bid:</b> <b>Engineer's Estimate:</b> <b>% Under/Over Est.:</b>	<b>\$100,000</b> <b>\$100,000</b> <b>+ 0%</b>
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**Description of Work: Rotomilling and Pulverizing**

Approval is requested to authorize the Kent County Road Commission to award a three-year subcontract to Michigan Paving & Materials - Woodland Paving for rotomilling and pulverization of asphalt on state trunklines in Kent County. This contract was advertised, and four bids were received. In order to provide sufficient equipment to meet maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all bidders. The subcontract will be in effect from the date of award through December 31, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for rotomilling and pulverization of asphalt to be performed on state trunklines in Kent County.

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

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

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

**Risk Assessment:** Failure to perform maintenance work could result in unsafe roads.

\* Denotes a non-standard contract/amendment

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**Selection:** Low bid.

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

**Zip Code:** 49321.

6.	<b>Give'Em A Brake Safety</b>	<b>Low Bid</b>	<b>\$ 550,000</b>
	<b>2610 Sanford SW</b>	<b>Engineer's Estimate</b>	<b>\$ 450,000</b>
	<b>Grandville, MI 49418</b>	<b>Over/Under</b>	<b>+22.2%</b>

**Description of Work: Traffic Control Device Rental**

Approval is requested to authorize the Kent County Road Commission to award a three-year subcontract for the rental of traffic control devices for various locations along state trunklines in Kent County. Sign rental is sometimes needed when there are lane closures, sign shortages, extended work zones with a multitude of work being performed at any given time, or if there is an accident and signs are needed immediately. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through December 31, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the rental of traffic control devices for state trunklines in Kent County.

**Benefit:** Will provide for safer roads for travelers.

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

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

**Risk Assessment:** If traffic control devices are not updated as needed, hazardous conditions could result.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**Selection:** Low bid.

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

**Zip Code:** 49418.

## CONTRACTS

7. HIGHWAYS (Real Estate) – Resolution “A” (Excess Property Easement)  
Tract 792, Control Section 70025, Parcel 116, Part C, Parcel 126, Part C

The subject tract is located in the township of Jamestown, Ottawa County, Michigan, and contains approximately 38,564 square feet. Prior to the construction of the M-6 project, Consumers Energy had easement rights for electric lines along the subject tract at Jackson Street. After MDOT acquired the necessary right-of-way for the M-6 project, the utility easement was severed and the lines removed. To provide utility service along Jackson Street west of the new M-6 construction, Consumers Energy had to install overhead electric lines along the new re-located Angling Road from Jackson Street southerly to the existing Angling Road. As part of the M-6 construction project, the electric lines have been relocated and a 40-foot wide easement to Consumers Energy must be executed by MDOT. The easement is being conveyed at no cost because the relocation of the utility was completed to accommodate the M-6 project. The transaction was approved by Patrick Scarlett, Supervisor, Excess Property Unit, Real Estate Division, on November 2, 2005. The property was not offered to the local municipalities because it is an easement. The property has been declared excess by the Bureau of Highways – Development.

\$0

**Purpose/Business Case:** The purpose of granting an easement on excess property is to allow state agencies, local units of governments, or private parties the use of MDOT property while MDOT maintains the integrity of our infrastructure.

**Benefit:** MDOT benefits by allowing the use of a portion of our excess property without affecting the functionality of our infrastructure.

**Funding Source:** N/A – revenue generating.

**Commitment Level:** Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

**Risk Assessment:** Easements are utilized in those situations where MDOT would like to retain fee ownership while addressing a specific real estate need.

**Cost Reduction:** The state does not accept less than fair market value.

**Selection:** N/A.

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

**Zip Code:** 49427.

8. HIGHWAYS (Real Estate) - Resolution “B” (Public Auction Sale)  
Tracts 997, 998, 1005, 1076

Attached is a resolution for the sale of excess property that sold at a public auction. These tracts are located in Macomb County. The minimum acceptable bid prices, which are the current appraised market values of the properties as determined by approved appraisals on file, have been established. The properties were advertised and offered at a public auction on January 23, 2007, at the City of Sterling Heights City Hall, Sterling Heights, Michigan. Total revenue from the auction is \$1,711,500. The minimum acceptable bid prices, together with the names of the prospective bidders and proposed selling prices, are set forth in the attached resolution. The tracts were offered to the local municipality prior to being offered to the public. These parcels were determined to be excess by the Bureau of Highway – Development.

\$1,711,500

\* Denotes a non-standard contract/amendment

**Purpose/Business Case:** The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

**Funding Source:** N/A - Revenue generating.

**Commitment Level:** Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

**Risk Assessment:** If excess property is not sold or exchanged, the amount of state revenue will be reduced.

**Cost Reduction:** The state does not accept less than appraised value.

**Selection:** N/A.

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

**Zip Code:** 48304.

9. HIGHWAYS (Real Estate) – Resolution “C” (Excess Property Exchange)  
Tract 1124, Control Section 28013, Parcel 475A, Part A

The subject tract is located in the township of Acme, Grand Traverse County, Michigan, and contains approximately 0.19 acres. MDOT is acquiring an easement over property owned by CS, CH, JV, LLC, for the M-72 project in Acme Township, Grand Traverse County, Michigan. The easement area to be acquired is approximately 1,163 square feet and includes a ground mounted brick sign and irrigation system. Total right-of-way compensation offered is \$11,630 plus normal relocation costs, including reimbursement for the sign and irrigation system. During negotiations CS, CH, JV, LLC, expressed an interest in acquiring the adjacent subject tract. The subject tract is improved with a 1,728 square foot concrete and wood framed building. The improvements are located less than four feet from the new right-of-way line and must be removed prior to completion of the project. The property owner has agreed to remove all improvements on the subject tract as part of the exchange. The estimated market value of the subject tract is \$61,630, if vacant. MDOT has agreed to convey the subject tract to CS, CH, JV, LLC, for \$61,630 in exchange for the conveyance of an easement to MDOT for \$11,630. The net difference of \$50,000 will be paid to MDOT at closing. The transaction was approved for exchange by Matt DeLong, Administrator, Real Estate Division, on January 25, 2007. The tract was not offered to the local municipalities because it is part of an exchange. The property has been declared excess by the Bureau of Highways – Development.

\$50,000

**Purpose/Business Case:** The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

**Risk Assessment:** If excess property is not sold or exchanged, the amount of state revenue will be reduced.

**Cost Reduction:** The state does not accept less than appraised value.

**Selection:** N/A.

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

**Zip Code:** 49690.

\* Denotes a non-standard contract/amendment

10. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Aircraft Hangars  
Contract (2007-0399) between MDOT and the City of Bay City will provide federal and state grant funds for the design of aircraft hangars at the James Clements Airport in Bay City, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$25,000. Source of Funds: FAA Funds (via block grant) - \$20,000; State Restricted Aeronautics Funds - \$4,375; City of Bay City Funds - \$625.

**Purpose/Business Case:** To provide for the design of aircraft hangars at the James Clements Airport.

**Benefit:** Will allow storage of additional based aircraft and will provide the city with a revenue source from the rentals.

**Funding Source:** FAA Funds (via block grant) - \$20,000; State Restricted Aeronautics Funds - \$4,375; City of Bay City Funds - \$625; Contract Total - \$25,000.

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

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

**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

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

**Zip Code:** 48708.

11. AERONAUTICS AND FREIGHT (Aeronautics) - Airport Layout Plan Update  
Contract (2007-0409) between MDOT and the County of Oakland will provide federal and state grant funds for the update of the airport layout plan (ALP) at the Oakland County International Airport in Pontiac, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. The estimated project amount will be \$34,300. Source of Funds: FAA Funds (via block grant) - \$27,440; State Restricted Aeronautics Funds - \$6,002; Oakland County Funds - \$858.

**Purpose/Business Case:** To provide for the update of the ALP. The FAA is recommending a partial ALP update be completed before moving forward with the runway extension project.

**Benefit:** The updated ALP document will meet current FAA standards and requirements.

**Funding Source:** FAA Funds (via block grant) - \$27,440; State Restricted Aeronautics Funds - \$6,002; Oakland County Funds - \$858; Contract Total - \$34,300.

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

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

**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** This is for the update of an existing document.

**Zip Code:** 48327.

12. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Rehabilitation

Contract (2007-0411) between MDOT and the Saginaw County Board of Commissioners will provide federal and state grant funds for the design of the rehabilitation of runway 5/23 and the medium intensity runway lights (MIRL) at the Saginaw County H. W. Browne Airport in Saginaw, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$40,000. Source of Funds: FAA Funds (via block grant) - \$32,000; State Restricted Aeronautics Funds - \$7,000; Saginaw County Funds - \$1,000.

**Purpose/Business Case:** To provide for the development of engineering plans for the rehabilitation of runway 5/23 and the MIRL.

**Benefit:** Will provide a design that meets all federal and state safety and airport design standards.

**Funding Source:** FAA Funds (via block grant) - \$32,000; State Restricted Aeronautics Funds - \$7,000; Saginaw County Funds - \$1,000; Contract Total - \$40,000.

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

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

**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** This is for rehabilitation of an existing facility.

**Zip Code:** 48601.

13. AERONAUTICS AND FREIGHT (Aeronautics) - Obstruction Survey and Design of Relocation

Contract (2007-0412) between MDOT and the County of Oakland will provide federal and state grant funds for the conduct of an obstruction survey and for the design of the relocation of a glideslope, medium intensity approach lighting system, and precision approach path indicator at the Oakland County International Airport in Pontiac, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$103,000. Source of Funds: FAA Funds (via block grant) - \$82,400; State Restricted Aeronautics Funds - \$18,025; Oakland County Funds - \$2,575.

**Purpose/Business Case:** To provide for the conduct of an obstruction survey and the development of engineering plans for the relocation of an FAA glideslope, medium intensity approach lighting system, and precision approach path indicator.

**Benefit:** Will provide a design that meets all federal and state safety and airport design standards. The obstruction survey will determine if trees or other obstructions will interfere with the relocation project.

**Funding Source:** FAA Funds (via block grant) - \$82,400; State Restricted Aeronautics Funds - \$18,025; Oakland County Funds - \$2,575; Contract Total - \$103,000.

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

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

**Cost Reduction:** The consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

\* Denotes a non-standard contract/amendment

**Selection:** N/A.

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

**Zip Code:** 48328.

14. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Runway Rehabilitation

Contract (2007-0413) between MDOT and the Gratiot Community Airport Commission (GCAC) will provide federal and state grant funds for the design of the rehabilitation of runway 9/27 at the Gratiot Community Airport in Alma, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$36,000. Source of Funds: FAA Funds (via block grant) - \$28,800; State Restricted Aeronautics Funds - \$6,300; GCAC Funds - \$900.

**Purpose/Business Case:** To provide for the development of engineering plans for the rehabilitation of runway 9/27.

**Benefit:** Will provide a design that meets all federal and state safety and airport design standards.

**Funding Source:** FAA Funds (via block grant) - \$28,800; State Restricted Aeronautics Funds - \$6,300; GCAC Funds - \$900; Contract Total - \$36,000.

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

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

**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** This is for rehabilitation of an existing facility.

**Zip Code:** 48801.

15. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Airport Improvements

Contract (2007-0414) between MDOT and the Ionia County Board of Commissioners will provide federal and state grant funds for the design of perimeter road paving and taxi streets at the Ionia County Airport in Ionia, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$26,000. Source of Funds: FAA Funds (via block grant) - \$20,800; State Restricted Aeronautics Funds - \$4,550; Ionia County Funds - \$650.

**Purpose/Business Case:** To provide for the development of engineering plans for perimeter road paving and taxi streets.

**Benefit:** Will provide a design that meets all federal and state safety and airport design standards.

**Funding Source:** FAA Funds (via block grant) - \$20,800; State Restricted Aeronautics Funds - \$4,550; Ionia County Funds - \$650; Contract Total - \$26,000.

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

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

**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

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

**Zip Code:** 48846.

16. AERONAUTICS AND FREIGHT (Aeronautics) - Purchase of Snow Removal Equipment

Contract (2007-0416) between MDOT and the County of Oakland will provide state grant funds for the purchase of snow removal equipment (loader and friction measuring device) at the Oakland County International Airport in Pontiac, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$152,000. Source of Funds: State Restricted Aeronautics Funds - \$144,400; Oakland County Funds - \$7,600.

**Purpose/Business Case:** To provide for the purchase of snow removal equipment (loader and friction measuring device).

**Benefit:** Will allow the airport to remove snow efficiently and to remain open regardless of the season.

**Funding Source:** State Restricted Aeronautics Funds - \$144,400; Oakland County Funds - \$7,600; Contract Total - \$152,000.

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

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without state participation.

**Cost Reduction:** The equipment will be bid locally and awarded to the lowest responsive bidder.

**Selection:** N/A.

**New Project Identification:** This is for the purchase of new equipment.

**Zip Code:** 48328.

17. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2007-0417) between MDOT and the City of Clare will provide federal and state grant funds for the land acquisition costs of parcel 12 at the Clare Municipal Airport in Clare, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$160,000. Source of Funds: FAA Funds (via block grant) - \$128,000; State Restricted Aeronautics Funds - \$28,000; City of Clare Funds - \$4,000.

**Purpose/Business Case:** To provide for the land acquisition costs of parcel 12 (formerly E12). The costs include condemnation attorney fees, acquisition costs, and court awards.

**Benefit:** Purchasing the property will allow the airport to control the height of obstructions in the runway protection zone.

**Funding Source:** FAA Funds (via block grant) - \$128,000; State Restricted Aeronautics Funds - \$28,000; City of Clare Funds - \$4,000; Contract Total - \$160,000.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48617.

18. HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (93-0341/A25) between MDOT and URS Corporation Great Lakes will provide for the performance of additional design services needed to complete the Environmental Impact Statement (EIS), will increase the contract amount by \$133,604.43, and will extend the contract term by one year to provide sufficient time for the consultant to complete the services. The regional habitat zone for the federally-registered endangered Indiana Bat has been extended into the project area by the Environmental Protection Agency. The additional services will include the performance of a habitat survey (to determine the presence of the bat) needed to complete the EIS. Also, additional preliminary design modifications will be made to address federal and state agency comments and to minimize or avoid potential impacts. The original contract provides for the design and environmental clearance of US-31 from Holland to Grand Haven in Ottawa and Allegan Counties (CS 70013 - JN 339550). The revised contract term will be April 1, 1993, through June 30, 2008. The revised contract amount will be \$5,907,165.81. Source of Funds: 80% Federal Highway Administration (FHWA) Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of additional design services needed to complete the EIS, to increase the contract amount by \$133,604.43, and to extend the contract term by one year to provide sufficient time for the consultant to complete the services for the US-31 bypass project.

**Benefit:** Will allow the EIS to be completed so that a record of decision (ROD) may be obtained from the FHWA. The ROD is required so that federal earmarked funds may be used for subsequent project phases.

**Funding Source:** 80% FHWA Funds and 20% State Restricted Trunkline Funds.

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

**Risk Assessment:** If this amendment is not approved, MDOT will not be able to complete the Final EIS or obtain the ROD and may lose federal participation on this project.

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

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

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

**Zip Code:** 49417 and 49448.

19. HIGHWAYS - IDS University Research Services

Authorization Revision (Z4/R2) under Contract (2002-0546) between MDOT and Wayne State University will provide for the performance of additional services, will increase the authorization amount by \$37,289, and will extend the authorization term by approximately two months to provide sufficient time for the university to complete the research services. The additional services will include analysis of the effects of concrete material properties on the results of the finite element analysis (FEA), which will be used to identify the causes of and cures for cracking in skewed concrete decks. The original authorization provides for the performance of research services to determine the causes of corner cracking on bridge decks and identify cures for the cracking. The revised authorization term will be July 22, 2004, through April 30, 2007. The revised authorization amount will be \$188,154. The contract term is September 12, 2003, through September 12, 2006, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of additional services, to increase the authorization amount by \$37,289, and to extend the authorization term by approximately two months to provide sufficient time for the university to complete the research services. The additional services include analysis of the effects of concrete material properties on the results of the FEA, which will be used to identify the causes of and cures for cracking in skewed concrete decks.

**Benefit:** Will allow completion of the project to find solutions to bridge deck corner cracking.

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

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

**Risk Assessment:** If this revision is not approved and a solution is not found, bridge deck corner cracking will continue to decrease the service lives of decks.

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

**Selection:** N/A for revision and for original authorization.

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

**Zip Code:** 48202.

20. HIGHWAYS - IDS Time Extension

Amendatory Contract (2003-0206/A2) between MDOT and Northwest Consultants, Inc., will extend the term of the indefinite delivery of services (IDS) contract by two years to provide sufficient time for the consultant to complete ongoing work under authorization (Z15), for which additional time is needed due to delays of the original completion and letting caused by changes in the Traffic and Safety Program that were not anticipated in the original scope. Authorization (Z15) provides for design services to extend and widen the right-turn lane along northbound M-24 (Lapeer Road) and improve the intersection radius at the southeast corner of M-24 (Lapeer Road) and Drahner Road in Oxford Township, Oakland County. The original contract provides for engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be April 2, 2003, through April 2, 2009. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To extend the contract term by two years to provide sufficient time for the consultant to complete ongoing work under authorization (Z15). No new authorizations will be issued under this contract.

**Benefit:** Will provide sufficient time for the consultant to complete ongoing work under authorization (Z15), for which additional time is needed due to delays of the original completion and letting caused by changes in the Traffic and Safety Program that were not anticipated in the original scope.

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

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

**Risk Assessment:** If this extension is not approved, the consultant will not be able to complete work under authorizations (Z15).

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

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

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

**Zip Code:** 48075.

21. \*HIGHWAYS - Time Extension

**Retroactive Amendatory Contract (2003-0603/A1)** between MDOT and DLZ Michigan, Inc., will extend the indefinite delivery of services (IDS) contract term by two years and four months (170 days retroactive) to provide sufficient time for the consultant to complete the services for ongoing projects, including work under authorization (Z13). (See following item.) The original contract, which expired on September 3, 2006, provided for engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be September 3, 2003, through January 3, 2009. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To extend the contract term by two years and four months to provide sufficient time for the consultant to complete the services for ongoing projects, including work under authorization (Z13).

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

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

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

**Risk Assessment:** Failure to extend the contract term will allow the contract to terminate and not allow ongoing authorizations issued under it to be extended.

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

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

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

**Zip Code:** 48909.

22. HIGHWAYS - IDS Engineering Services

**Retroactive Authorization Revision (Z13/R3)** under Contract (2003-0603) between MDOT and DLZ Michigan, Inc., will provide for the performance of additional design services for the update of the signing plans to reflect the current 2007 signing standards for 2008 construction, will increase the authorization amount by \$24,998.47, and will extend the authorization term by two years and four months (170 days retroactive). The construction letting for this project is in the process of being extended to 2008 due to a current lack of funding. The decision to postpone the letting did not come in time for a standard time extension to be processed. The original authorization, which expired on September 3, 2006, provided for the performance of design services for the upgrade and rehabilitation of 26.8 miles of freeway signing on I-75 in Monroe County (CS 59151 - JN 80654C). The revised authorization term will be October 6, 2004, through January 3, 2009. The revised authorization amount will be \$326,998.68. The contract term will be September 3, 2003, through January 3, 2009. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** To provide for the performance of additional design services for the update of signing plans to reflect the current 2007 signing standards for 2008 construction. The existing design must be changed to incorporate perforated steel square tube sign breakaway systems, to increase the size of some signs, and to increase the height of other signs. The retroactive time extension associated with this revision will allow the consultant to invoice MDOT for approximately \$5,000 for services performed after the expiration date of September 3, 2006, that were included in the consultant's original authorized amount and services. None of the additional services covered by this revision has been performed.

**Benefit:** Will allow correct and up-to-date plans to be used for construction.

**Funding Source:** 100% Federal Highway Administration Funds.

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

**Risk Assessment:** If this revision is not approved, the design plans will not be corrected and updated, which will allow inaccurate construction bidding and result in heavy construction extras.

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

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

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

**Zip Code:** 48162.

23. HIGHWAYS - Time Extension

Amendatory Contract (2005-0236/A1) between MDOT and Parsons Brinckerhoff Michigan, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete the construction engineering services at no additional cost. The additional time is needed because unresolved issues caused the consultant delays in finaling out the project. The delays included negotiating with the contractor on whether or not additional bump grinding to correct ride quality issues was to be performed and trying to come to resolution on payment of a temporary barrier wall not addressed in the plans. Negotiations are ongoing in order to avoid a claim situation. The additional time will also provide sufficient time for the consultant to complete the project documentation and closeout services. The original contract provides for construction engineering services to be performed on I-75 from 8 Mile Road to 12 Mile Road in Oakland County. The revised contract term will be July 6, 2005, through March 31, 2008. The contract amount remains unchanged at \$829,928.58. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide sufficient time for the consultant to complete the construction engineering services at no additional cost.

**Benefit:** To complete construction engineering services required to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

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

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

**Risk Assessment:** Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

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

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

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

**Zip Code:** 48071.

24. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z13/R1) under Contract (2005-0262) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for the performance of additional design services and will increase the contract amount by \$40,321.66. The additional services are for the replacement of the Keller-Riga Drain culvert under US-223 and Rodesiler Road and will include additional maintaining traffic details, soil investigation and report, and design upgrades for the Horton Road/Rodesiler Road intersection. The original authorization provides for the performance of design services for rehabilitation work for the addition of passing relief lanes in both directions, drainage improvements, intersection and driveway approach improvements, and guardrail upgrades on US-223 from west of Rodesiler Road easterly to the Lenawee/Monroe County line, Lenawee County (CS 46062 - JN 49949C). The authorization term remains unchanged, March 22, 2006, through June 14, 2008. The revised authorization amount will be \$187,210.69. The contract term is June 14, 2005, through June 14, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for additional design services for culvert replacement, including maintaining traffic details, soil investigation and report, and design upgrades for the Horton Road/Rodesiler Road intersection.

**Benefit:** Will provide for improved drainage and extended service life for this roadway. By adding this work at this time, MDOT will eliminate the need to remove new pavement and impact US-223 traffic at a later date to replace the culvert.

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

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

**Risk Assessment:** If this revision is not approved, the new pavement would need to be removed at a later date, which would again disrupt US-223 traffic.

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

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

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

**Zip Code:** 49276.

25. \*HIGHWAYS - Increase Services and Amount

Amendatory Contract (2006-0068/A1) between MDOT and Bergmann Associates will provide for the performance of additional design services and will increase the contract amount by \$70,944.25. The additional services will include the preparation of required plans and special provisions for additional pavement markings, signing, bridge-related road work, and maintaining traffic needed for the inclusion of two additional structures located along I-96 in the city of Novi, Oakland County (CS 63022 - JN 88947D). The original contract provides for the patching and overlay of I-96/I-696 from Novi Road to approximately 100 feet west of Halstead Road in the cities of Novi and Farmington Hills, Oakland County (CS 63022/63101 – JN 47171C). The revised project length will be five miles. The contract term remains unchanged, July 19, 2006, through December 31, 2008. The revised contract amount will be \$1,409,963.92. Source of Funds: 90% Federal Highway Administration Funds, 8.75% State Restricted Trunkline Funds, and 1.25% City of Farmington Hills (Act 51) Funds for work within the city of Farmington Hills; 90% Federal Highway Administration Funds, 8.875% State Restricted Trunkline Funds, and 1.125% City of Novi (Act 51) Funds for work within the city of Novi.

**Purpose/Business Case:** To provide for the performance of additional design services and to increase the contract amount by \$70,944.25. The additional services will include the preparation of required plans and special provisions for additional pavement markings, signing, bridge-related road work, and maintaining traffic needed for the inclusion of two additional structures located along I-96 in the city of Novi, Oakland County. The additional coordination work is needed to include the separately designed bridge project into this project's construction package. The projects are to be let under one construction contract in February 2008.

**Benefit:** Will improve the pavement ride and condition and increase the safety of the expressway. This project will reduce the long-term maintenance costs for this area.

**Funding Source:** 90% Federal Highway Administration Funds, 8.75% State Restricted Trunkline Funds, and 1.25% City of Farmington Hills (Act 51) Funds for work within the city of Farmington Hills; 90% Federal Highway Administration Funds, 8.875% State Restricted Trunkline Funds, and 1.125% City of Novi (Act 51) Funds for work within the city of Novi.

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

**Risk Assessment:** The separately designed road and bridge projects are being combined into one construction package to eliminate the coordination issues that could result should they be constructed separately. If this amendment is not approved, it could be necessary to perform alternate repairs and additional maintenance, which could result in traffic disruptions, increased costs, and user delays.

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

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

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

**Zip Code:** 48075.

26. HIGHWAYS - IDS Engineering Services

Authorization (Z12) under Contract (2006-0082) between MDOT and Bergmann Associates will provide for roadway scoping and the preparation of preliminary and final scoping packages to allow the identification of and the making of repair recommendations for candidate projects in Oakland County, Metro Region (CS 63900 - JN 88146). The work items include verification of project locations, identification of limits and extents, field reviews, detailing of proposed scopes, performance of crash analyses, verification of quantities, and preparation of cost and design hour estimates. The authorization will be in effect from the date of award through December 20, 2008. The authorization amount will be \$214,111.77. The contract term is December 21, 2005, through December 20, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for roadway scoping and the preparation of preliminary and final scoping packages to allow identification of and the making of repair recommendations for candidate projects in Oakland County, Metro Region. Roadway scoping is the first step in identifying the extents, issues, and costs relating to candidate projects prior to their inclusion in the Metro Region Rehabilitation and Reconstruct (R & R) Program. This activity occurs prior to the selection of R & R projects to be included in the MDOT Five Year Plan.

**Benefit:** Will allow the Metro Region to identify design and constructability issues and ascertain costs early to better determine funding related to a candidate project.

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

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

**Risk Assessment:** If this authorization is not approved, there could be variations in project costs and schedules. Budgetary issues could arise from the lack of a clear understanding of the issues and impacts associated with a project, which could lead to either over-funding or under-funding a project. Schedule changes could arise from failure to identify items of work requiring long lead times.

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

**Selection:** Qualifications-based.

**New Project Identification:** This project is for rehabilitation and/or reconstruction of existing roadways.

**Zip Code:** 48075.

27. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z2/R1) under Contract (2006-0099) between MDOT and Capital Consultants, Inc., will provide for the performance of additional and revised design services and will increase the authorization amount by \$58,495.24. The additional and revised services will include design improvements and a change from rehabilitation to reconstruction for a portion of the project located on the I-94 business loop (BL) from I-194/M-66 to South Street in Calhoun County. The work items include preparing required plans, typical cross-sections, maintaining traffic plans, pavement marking plans, permanent signing plans, and right-of-way plans; performing surveys and subsurface utility engineering investigations; and providing solutions to any problems that may arise during the design of the project. The original authorization provides for design services to be performed for roadway rehabilitation and realignment on the I-94BL from I-194 east to Elm Street, north on Elm Street to Michigan Avenue, Calhoun County (CS 13121 - JN 73807C). The authorization term remains unchanged, May 5, 2006, through January 17, 2009. The revised authorization amount will be \$498,778.94. The contract term is January 18, 2006, through January 17, 2009. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of additional and revised design services, including design improvements and a change from rehabilitation to reconstruction for a portion of the project located on the I-94BL from I-194/M-66 to South Street in Calhoun County.

**Benefit:** Will improve the safety of the roadway by improving the condition and ride of the pavement. This project will also provide a more direct and efficient route through the business district of Battle Creek.

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

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

**Risk Assessment:** If this revision is not approved, the pavement will continue to deteriorate, and the pavement ride and condition will be poor. The strategy to improve the existing system and meet statewide condition goals will be in jeopardy.

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

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

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

**Zip Code:** 49014.

\* Denotes a non-standard contract/amendment

28. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2006-0296) between MDOT and Alfred Benesch & Company will provide for design services to be performed for road scoping work along the I-94 business loop (BL) from M-60 to Washington Avenue/Louis Glick Highway, Jackson County (CS 38082 - JN 877890). The work items include site reviews, analysis of findings, and report preparation. The authorization will be in effect from the date of award through May 2, 2009. The authorization amount will be \$204,649.24. The contract term is May 3, 2006, through May 2, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for design services to be performed for road scoping work along the I-94BL from M-60 to Washington Avenue/Louis Glick Highway, Jackson County.

**Benefit:** Will enable MDOT to identify and estimate all work needed to accurately improve the pavement ride and condition and the safety of the roadway.

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

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

**Risk Assessment:** If this authorization is not approved, the pavement will continue to deteriorate, and the pavement ride and condition will be poor. The strategy to improve the existing system and meet statewide condition goals will be in jeopardy.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 49201.

29. HIGHWAYS - IDS Engineering Services

Authorization (Z8) under Contract (2006-0296) between MDOT and Alfred Benesch & Company will provide for design services to be performed for road scoping survey work along the I-94 business loop (BL) from M-60 to Washington Avenue/Louis Glick Highway, Jackson County (CS 38082 - JN 894060). The work items include site reviews, analysis of findings, and report preparation. The authorization will be in effect from the date of award through May 2, 2009. The authorization amount will be \$128,416.86. The contract term is May 3, 2006, through May 2, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for design services to be performed for road scoping survey work along the I-94BL from M-60 to Washington Avenue/Louis Glick Highway, Jackson County.

**Benefit:** Will enable MDOT to identify and estimate all work needed to accurately improve the pavement ride and condition and the safety of the roadway.

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

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

**Risk Assessment:** If this authorization is not approved, the pavement will continue to deteriorate, and the pavement ride and condition will be poor. The strategy to improve the existing system and meet statewide condition goals will be in jeopardy.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 49201.

30. HIGHWAYS - IDS Engineering Services

Authorization (Z3) under Contract (2006-0394) between MDOT and Great Lakes Engineering Group, LLC, will provide for design services to be performed for bridge scoping work on 22 structures located in Eaton, Ingham, and Livingston Counties (CS 84916 - JN 891080). The work items include site reviews, analysis of findings, and report preparation. The authorization will be in effect from the date of award through June 7, 2009. The authorization amount will be \$250,713.32. The contract term is June 8, 2006, through June 7, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for design services to be performed for bridge scoping work on 22 structures located in Eaton, Ingham, and Livingston Counties.

**Benefit:** Will enable MDOT to identify and estimate all work needed to accurately improve the safety of the existing bridges. Also, this service will enable MDOT to identify and estimate all work needed to accurately create the University Region 2012 Bridge Call for Projects.

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

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

**Risk Assessment:** If this authorization is not approved, the bridges will continue to deteriorate, and MDOT will fail to meet statewide condition goals.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48933.

31. HIGHWAYS - IDS University Research Services

Authorization Revision (Z1/R1) under Contract (2006-0411) between MDOT and Michigan State University will extend the authorization term by one year to provide sufficient time for the university to complete the research services. Additional time is needed due to issues with the subcontracting language in the master contract, which caused a delay in the completion of the project. The original authorization provides for an evaluation of the potential economic benefits of the Vehicle Infrastructure Integration (VII) program to the Michigan economy. The revised authorization term will be September 8, 2006, through March 8, 2008. The authorization amount remains unchanged at \$178,937. The contract term is July 20, 2006, through July 19, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To extend the authorization term by one year to provide sufficient time for the university to complete the research services. Additional time is needed due to issues with the subcontracting language in the master contract, which caused a delay in the completion of the project.

**Benefit:** Will provide sufficient time for completion of an evaluation of the economic benefits to the Michigan economy of the long-term research, development, deployment, and operations and maintenance of the national VII program. MDOT has taken the national lead in this effort.

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

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

**Risk Assessment:** If this revision is not approved, Michigan's leadership position within the VII community could be damaged. To date, Michigan's leadership position has resulted in significant investment in Michigan from the United States Department of Transportation and private industry.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.  
**Selection:** N/A for revision and for original authorization.  
**New Project Identification:** This is not a new project.  
**Zip Code:** 48824.

32. HIGHWAYS - IDS University Research Services

Authorization (Z2) under Contract (2006-0413) between MDOT and Wayne State University (WSU) will provide for an evaluation of pedestrian safety in the city of Detroit. The authorization will be in effect from the date of award through September 11, 2009. The authorization amount will be \$100,000. The contract term is from September 12, 2006, through September 11, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** To provide for an evaluation of pedestrian safety in the city of Detroit.

**Benefit:** Will help MDOT to develop best practices to remediate and improve pedestrian safety in the city of Detroit. Strategies will be developed to coordinate with MDOT's Five Year Plan and the future project list for the City of Detroit and the Southeast Michigan Council of Governments.

**Funding Source:** 100% Federal Highway Administration Funds.

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

**Risk Assessment:** If this authorization is not approved, strategies to improve pedestrian safety in the city of Detroit might not be evaluated.

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

**Selection:** N/A.

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

**Zip Code:** 48216.

33. HIGHWAYS - IDS University Research Services

Authorization (Z8) under Contract (2006-0414) between MDOT and Michigan Technological University (MTU) will provide for the development of new test procedures for measuring fine and coarse aggregate specific gravities. The authorization will be in effect from date of award through two years. The authorization amount will be \$181,925.24. The contract term is from July 13, 2006, through July 12, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the development of new test procedures for measuring fine and coarse aggregate specific gravities.

**Benefit:** Will reduce testing time and costs and increase reliability. If this research is successful, it could result in a real-time test that could prevent out of specification material from being accepted and lower man hours for testing from about six hours to one hour per test.

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

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

**Risk Assessment:** If this authorization is not approved, MDOT may not be able to continue to improve testing techniques to match changing industry needs and take advantage of new technologies.

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

**Selection:** N/A.

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

**Zip Code:** 49931.

34. HIGHWAYS - IDS Engineering Services

Authorization (Z9) under Contract (2006-0603) between MDOT and Rowe, Inc., will provide for roadway scoping and the preparation of preliminary and final scoping packages to allow identification of and the making of repair recommendations for candidate projects in Macomb County, Metro Region (CS 50900 - JN 88145). The work items include verification of project locations, identification of limits and extents, field reviews, detailing of proposed scopes, performance of crash analyses, verification of quantities, and preparation of cost and design hour estimates. The authorization will be in effect from the date of award through September 5, 2009. The authorization amount will be \$177,197.58. The contract term is September 6, 2006, through September 5, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for roadway scoping and the preparation of preliminary and final scoping packages to allow the identification of and the making of repair recommendations for candidate projects in Macomb County, Metro Region. Roadway scoping is the first step in identifying the extents, issues, and costs relating to candidate projects prior to their inclusion in the Metro Region Rehabilitation and Reconstruct (R&R) Program. This activity occurs prior to the selection of R&R projects to be included in the MDOT Five Year Plan.

**Benefit:** Will allow the Metro Region to identify design and constructability issues and ascertain costs early to better determine funding related to a candidate project.

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

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

**Risk Assessment:** If this authorization is not approved, there could be variations in project costs and schedules. Budgetary issues could arise from the lack of a clear understanding of the issues and impacts associated with a project, which could lead to either over-funding or under-funding a project. Schedule changes could arise from failure to identify items of work requiring long lead times.

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

**Selection:** Qualifications-based.

**New Project Identification:** This project is for rehabilitation and/or reconstruction of existing roadways.

**Zip Code:** 48075.

35. HIGHWAYS - IDS Engineering Services

Authorization (Z8) under Contract (2006-0616) between MDOT and Wade Trim Associates, Inc., will provide for the performance of full construction engineering services, including reconstruction, cold milling, two course hot mix asphalt (HMA) overlay, minor drainage and intersection improvements, traffic signal work, and watermain relocation on US-12 from Schill Road to Austin Road and from Maple Road to Industrial Road, Washtenaw County (CS 81031 - JN 60388A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through September 19, 2009. The authorization amount will be \$433,305.66. The contract term is September 20, 2006, through September 19, 2009. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of full construction engineering services, including reconstruction, cold milling, two course HMA overlay, minor drainage and intersection improvements, traffic signal work, and watermain relocation on US-12 from Schill Road to Austin Road and from Maple Road to Industrial Road, Washtenaw County.

**Benefit:** Will provide for adequate project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

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

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

**Risk Assessment:** If this authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work. Also, failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48176.

36. HIGHWAYS – IDS Engineering Services

Authorization (Z18) under Contract (2006-0620) between MDOT and URS Corporation Great Lakes will provide for the design of an Intelligent Transportation System (ITS) microwave vehicle detector system in the Grand Region (CS 84913-JN 87663C). The traffic detection equipment placed under this project will cover the downtown freeway area. The data provided by this equipment will allow the MDOT Traffic Management Center (TMC) to provide motorists with real-time congestion and travel time information and will improve the incident management capabilities of the TMC. The authorization will be in effect from the date of award through October 8, 2009. The authorization amount will be \$193,179.15. The contract term is October 9, 2006, through October 8, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the design of an ITS microwave vehicle detector system in the Grand Region.

**Benefit:** The traffic detection equipment will be placed to cover the downtown freeway area. The data provided by this equipment will allow the MDOT TMC to provide motorists with real-time congestion and travel time information and will improve the incident management capabilities of the TMC. This project is part of the MDOT ITS Strategic Plan and the Grand Rapids Metropolitan Area Strategic Plan.

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

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

**Risk Assessment:** If this authorization is not approved, MDOT's federal funding could be jeopardized, and the MDOT ITS Strategic Plan and the Grand Rapids Metropolitan Area Strategic Plan could be hindered.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 49504.

37. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2007-0303) between MDOT and Spalding DeDecker Associates, Inc., will provide for roadway scoping and the preparation of preliminary and final scoping packages to allow the identification of and the making of repair recommendations for candidate projects in Wayne County, Metro Region (CS 82900 - JN 88148). The work items include verification of project locations, identification of limits and extents, field reviews, detailing of proposed scopes, performance of crash analyses, verification of quantities, and preparation of cost and design hour estimates. The authorization will be in effect from the date of award through October 3, 2009. The authorization amount will be \$210,013. The contract term is October 4, 2006, through October 3, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for roadway scoping and the preparation of preliminary and final scoping packages to allow identification of and the making of repair recommendations for candidate projects in Wayne County, Metro Region. Roadway scoping is the first step in identifying the extents, issues, and costs relating to candidate projects prior to their inclusion in the Metro Region Rehabilitation and Reconstruct (R & R) Program. This activity occurs prior to the selection of R & R projects to be included in the MDOT Five Year Plan.

**Benefit:** Will allow the Metro Region to identify design and constructability issues and ascertain costs early to better determine funding related to a candidate project.

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

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

**Risk Assessment:** If this authorization is not approved, there could be variations in project costs and schedules. Budgetary issues could arise from the lack of a clear understanding of the issues and impacts associated with a project, which could lead to either over-funding or under-funding a project. Schedule changes could arise from failure to identify items of work requiring long lead times.

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

**Selection:** Qualifications-based.

**New Project Identification:** This project is for rehabilitation and/or reconstruction of existing roadways.

**Zip Code:** 48075.

38. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2007-0306) between MDOT and Hubbell, Roth & Clark, Inc., will provide for the performance of full construction engineering services for the installation of Intelligent Transportation System (ITS) fiber optic communication cables, equipment, and hardware along I-94 from Beech Daly Road to I-96 in Wayne County (CSs 82022, 82023 - JN 59196A). The services will complement and expand the Metro Region ITS. The work items include project administration, inspection, quality assurance testing, and the preparation and documentation of project records. The authorization will be in effect from the date of award through October 17, 2009. The authorization amount will be \$372,095.98. The contract term is October 18, 2006, through October 17, 2009. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of full construction engineering services for the installation of ITS fiber optic communication cables, ITS cabinets, magnetometer hardware, closed circuit television cameras, and communication network modifications along I-94 from Beech Daly Road to I-96 in Wayne County. With this project, MDOT will sustain a state-of-the-art ITS program throughout the metropolitan Detroit area.

**Benefit:** Will provide construction engineering services required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

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

\* Denotes a non-standard contract/amendment

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

**Risk Assessment:** Failure to provide the services outlined could result in the loss of federal participation on these and subsequent highway construction projects.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48101.

39. \*HIGHWAYS - Intelligent Transportation System Services

Contract (2007-0402) between MDOT and HNTB Michigan, Inc., will provide for statewide Intelligent Transportation System (ITS) program office support. Tasks include, but are not limited to, development of statewide standards and specifications for ITS devices and systems, production of project requests for proposal (RFPs), plan reviews, and general technical support. The contract will be in effect from the date of award through June 30, 2009. The contract amount will be \$1,240,000.06. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide for statewide ITS program office support. Tasks include, but are not limited to, development of statewide standards and specifications for ITS devices and systems, production of project RFPs, plan reviews, and general technical support.

**Benefit:** Will reduce project maintenance costs and improve tracking of the ITS program.

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

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

**Risk Assessment:** MDOT must be informed about and responsive to new technology. This project is necessary and could provide project savings through pre-design and standardization.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48909.

40. HIGHWAYS - IDS Engineering Services

Contract (2007-0419) between MDOT and URS Corporation Great Lakes will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

41.-42. \*PASSENGER TRANSPORTATION - Novations

The following amendatory contracts between MDOT, the Benzie County Council on Aging and the Benzie Transportation Authority will provide for the reassignment of contract responsibilities for the administration of specialized public transportation services in Benzie County under the FY 2001 and FY 2003 Federal Section 5310 Elderly and Persons with Disabilities Program grants from the Benzie County Council on Aging to the newly formed Benzie Transportation Authority and will revise the contract terms. The Benzie Transportation Authority was created to provide more efficient transportation services to the residents of Benzie County. The contract terms need to be revised because the contracts originally had fixed expiration dates, but it was recently determined that contracts of this type should not have fixed expiration dates because some of the contract responsibilities remain in effect for several years and it cannot be determined with certainty when those responsibilities will end. The contracts will now be in effect until the last obligations between the parties have been fulfilled. Contract (2001-0871) expired on September 25, 2004; and Contract (2003-0532) expired on August 18, 2006. The amounts and conditions of the contracts remain unchanged.

	<u>Contract No.</u>	<u>Program</u>	<u>Revised Term</u>	<u>Amount</u>
41.	2001-0871/A2	FY 2001 Section 5310 Elderly and Persons with Disabilities Program	Sept. 26, 2001, until the last obligation between the parties has been fulfilled	\$140,000

Source of Funds: Federal Transit Administration (FTA) Funds - \$112,000; FY 2001 State Restricted Comprehensive Transportation Funds - \$28,000

	<u>Contract No.</u>	<u>Program</u>	<u>Revised Term</u>	<u>Amount</u>
42.	2003-0532/A2	FY 2003 Section 5310 Elderly and Persons with Disabilities Program	August 19, 2003, until the last obligation between the parties has been fulfilled	\$57,500

Source of Funds: FTA Funds - \$46,000; FY 2003 State Restricted Comprehensive Transportation Funds - \$11,500

**Purpose/Business Case:** To provide for the novation of contracts that provided federal and state funds for the administration of transportation services in Benzie County and to revise the contract terms.

**Benefit:** All public transportation services in Benzie County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$158,000; FY 2001 and FY 2003 State Restricted Comprehensive Transportation Funds - \$39,500.

**Commitment Level:** Contract amounts are based on cost estimates.

**Risk Assessment:** The risk of not approving these amendments is that public transportation services in the Benzie County area could be reduced or eliminated, and services, if provided, could be provided in a less efficient manner.

**Cost Reduction:** Grant amounts are determined by the FTA and are not negotiated.

**Selection:** NA.

**New Project Identification:** These are not new projects.

**Zip Code:** 49640.

\* Denotes a non-standard contract/amendment

43. PASSENGER TRANSPORTATION - Section 5313(b) Program

Project Authorization Revision (Z6/R1) under Master Agreement (2002-0003) between MDOT and the Allegan County Board of Commissioners will extend the authorization term by one year to provide sufficient time for the County to complete the project. There were delays in the software systems procurement decision due to unforeseen difficulties in estimating operating costs for the various software systems being considered for purchase. The delay in the software purchasing decision held up all subsequent project activities. The original authorization provides state matching funds for the County's FY 2003 Federal Section 5313(b) State Planning and Research Program grant. The revised authorization term will be April 14, 2003, through April 13, 2008. The authorization amount remains unchanged at \$34,065. 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 (FTA) Funds - \$27,252; FY 2003 State Restricted Comprehensive Transportation Funds - \$6,813.

**Purpose/Business Case:** To extend the authorization term by one year to provide sufficient time for the County to complete the project.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$27,252; FY 2003 State Restricted Comprehensive Transportation Funds - \$6,813.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this revision is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

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

**Zip Code:** 49010.

44. PASSENGER TRANSPORTATION - Section 5313(b) Program

Project Authorization Revision (Z5/R1) under Master Agreement (2002-0083) between MDOT and the Sanilac County Board of Commissioners will extend the authorization term by one year to provide sufficient time for the County to complete the project. The project was delayed because the coordinator/consultant specifically hired to perform the community-wide connection-ride study has left the agency. While a new coordinator/consultant has been hired, the extension is being requested to provide sufficient time for the new coordinator/consultant to become familiar with the project. The original authorization provides state matching funds for the County's FY 2004 Federal Section 5313(b) State Planning and Research Program grant. The revised authorization term will be May 3, 2004, through May 2, 2008. The authorization amount remains unchanged at \$43,000. 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 (FTA) Funds - \$34,400; FY 2004 State Restricted Comprehensive Transportation Funds - \$8,600.

**Purpose/Business Case:** To extend the authorization term by one year to provide sufficient time for the County to complete the project.

**Benefit:** Increased efficiency by improved transportation coordination.

**Funding Source:** FTA Funds - \$34,400; FY 2004 State Restricted Comprehensive Transportation Funds - \$8,600.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this revision is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a revision to an existing project.

**Zip Code:** 48419.

45.-46. \*PASSENGER TRANSPORTATION - Novations

The following amendatory contracts between MDOT, the Benzie County Council on Aging and the Benzie Transportation Authority will provide for the reassignment of contract responsibilities for the administration of specialized public transportation services in Benzie County under the FY 2005 and FY 2006 Federal Section 5310 Elderly and Persons with Disabilities Program from the Benzie County Council on Aging to the newly formed Benzie Transportation Authority. The Benzie Transportation Authority was created to provide more efficient transportation services to the residents of Benzie County. The amounts, terms, and conditions of the contracts remain unchanged.

	<u>Contract No.</u>	<u>Program</u>	<u>Term</u>	<u>Amount</u>
45.	2005-0417/A1	FY 2005 Section 5310 Elderly and Persons with Disabilities Program	Sept. 19, 2005, until the last obligation between the parties has been fulfilled	\$100,770

Source of Funds: Federal Transit Administration (FTA) Funds - \$80,616; FY 2002 State Restricted Comprehensive Transportation Funds - \$20,154

	<u>Contract No.</u>	<u>Program</u>	<u>Term</u>	<u>Amount</u>
46.	2006-0554/A1	FY 2006 Section 5310 Elderly and Persons with Disabilities Program	Sept 12, 2006, until the last obligation between the parties has been fulfilled	\$237,080

Source of Funds: FTA Funds - \$189,664; FY 2006 State Restricted Comprehensive Transportation Funds - \$47,416.

**Purpose/Business Case:** To provide for the novation of contracts that provide federal and state funds for the administration of transportation services in Benzie County.

**Benefit:** All public transportation services in Benzie County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$270,280; FY 2002 and FY 2006 State Restricted Comprehensive Transportation Funds - \$67,570

**Commitment Level:** Contract amounts are based on cost estimates.

**Risk Assessment:** The risk of not approving these amendments is that public transportation services in the Benzie County area could be reduced or eliminated, and services, if provided, could be provided in a less efficient manner.

**Cost Reduction:** Grant amounts are determined by the FTA and are not negotiated.

**Selection:** NA.

**New Project Identification:** These are not new projects.

**Zip Code:** 49640.

47. \*PASSENGER TRANSPORTATION – Increase Services and Amount, Extend Term  
Amendatory Contract (2006-0238/A2) between MDOT and the Interurban Transit Partnership (ITP), in Grand Rapids, will provide for an additional six months of services, will increase the contract amount by \$100,000, and will extend the contract term by six months. MDOT contracted with ITP in FY 2006 for the administration of the Rural Transit Assistance Program (RTAP) after consulting with the Federal Transit Administration (FTA) and soliciting interest from urban transit agencies. This amendment will allow ITP to continue to administer the program through the end of FY 2007. The program is 100 percent federally funded. The revised contract term will be October 1, 2005, through September 30, 2007. The revised contract amount will be \$260,000. Source of Funds: FTA Funds - \$260,000.

**Purpose/Business Case:** To increase the contract amount by \$100,000 and extend the contract term by six months to provide for an additional six months of RTAP administration services. This amendment will allow ITP to continue to administer the program through the end of FY 2007.

**Benefit:** Improved transportation services.

**Funding Source:** FTA Funds - \$260,000.

**Commitment Level:** The contract amount is based on available federal funds.

**Risk Assessment:** The risk of not approving this amendment is the loss of federal funds.

**Cost Reduction:** The contract amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

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

**Zip Code:** 49503.

48. PASSENGER TRANSPORTATION - Section 5310 Program  
Project Authorization (Z1) under Master Agreement (2007-0222) between MDOT and HealthSource Saginaw, Inc., will provide funding for the purchase of one van under the FY 2002 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The project will be funded at 80 percent federal funds and 20 percent state matching funds, plus insurance proceeds of \$23,386 received by HealthSource Saginaw, Inc., to be used to replace a van destroyed in an accident. The authorization will be in effect from the date of award through one year. The authorization amount will be \$33,000. 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 (FTA) Funds - \$7,691; FY 2007 State Restricted Comprehensive Transportation Funds - \$1,923; HealthSource Saginaw, Inc., Insurance Check Funds - \$23,386.

**Purpose/Business Case:** To provide FY 2002 Federal Section 5310 Elderly and Persons with Disabilities Program grant funding for the purchase of one van.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$7,691; FY 2007 State Restricted Comprehensive Transportation Funds - \$1,923; HealthSource Saginaw, Inc., Insurance Check Funds - \$23,386.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this authorization is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

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

**Zip Code:** 48603.

49. PASSENGER TRANSPORTATION - Section 5311 Capital Program

**Retroactive** Project Authorization (Z4) under Master Agreement (2007-0292) between MDOT and the St. Joseph County Transportation Authority (SJCTA) will provide for the reassignment of contract responsibilities and the transit facility from Arch Workshop, Inc., to SJCTA, as supported by a local agreement. The facility was originally purchased by Arch Workshop, Inc., but will now be reassigned to SJCTA in order to provide consolidated transportation services within St. Joseph County. The original contract provided state matching funds under the Arch Workshop, Inc., FY 1995 Federal Section 5311 Nonurbanized Area Formula Capital Program and Surface Transportation Program grant. The authorization will be in effect from December 15, 2006, through June 14, 2007. The authorization is retroactive in order to align the authorization date with the actual date of the property transfer. The authorization amount will be \$80,000. 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 (FTA) Funds - \$64,000; FY 1995 State Restricted Comprehensive Transportation Funds - \$16,000.

**Purpose/Business Case:** To provide for the reassignment of contract responsibilities and the transit facility from Arch Workshop, Inc., to SJCTA.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Source of Funds:** FTA Funds - \$64,000; FY 1995 State Restricted Comprehensive Transportation Funds - \$16,000.

**Commitment Level:** Authorization amount is based on the depreciated value of the facility.

**Risk Assessment:** If this authorization is not approved, the contract responsibilities will not be properly reassigned to SJCTA.

**Selection:** N/A.

**Cost Reduction:** N/A.

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

**Zip Code:** 49093.

50. \*PASSENGER TRANSPORTATION - Section 130 Program

Contract (2007-0396) between MDOT and the National Railroad Passenger Corporation (Amtrak) will provide Federal Section 130 Program funding of \$79,664 for infrastructure work along the Detroit-Chicago High Speed Rail Corridor. The contract will provide for the purchase and installation of four back-up gas generators at four locations along the federally-designated Amtrak high-speed rail corridor, specifically the Amtrak-owned portion between the city of Kalamazoo and the Michigan state line. The back-up generators will ensure system reliability during commercial power outages, thereby improving the on-time performance of Amtrak trains and enhancing customer satisfaction. This project is undertaken in an effort to increase safety and decrease travel times on the federally-designated Detroit-Chicago High Speed Rail Corridor. The contract will be in effect from the date of award through two years. The contract amount will be \$79,664. Source of Funds: Federal Highway Administration (FHWA) Funds - \$79,664.

**Purpose/Business Case:** To provide for the purchase and installation of four back-up gas generators at four locations along the federally-designated Amtrak high-speed rail corridor between the city of Kalamazoo and the Michigan state line.

**Benefit:** The back up generators will provide an alternative power source to ensure the integrity of the radio and signal systems in case of inclement weather and/or severe thunderstorms.

**Funding Source:** FHWA Funds - \$79,664.

**Commitment Level:** The contract amount is based on cost estimates.

**Risk Assessment:** If this contract is not approved, the opportunity to improve safety and utilize available funding will be lost.

\* Denotes a non-standard contract/amendment

**Cost Reduction:** The costs have been reviewed by MDOT's Rail Passenger Unit and found to be reasonable for the required work.

**Selection:** N/A.

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

**Zip Code:** 49023.

51. TRANSPORTATION PLANNING – Transportation Planning Activities

Project Authorization Revision (Z9/R1) under Master Planning Agreement (2006-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will add \$77,375 to the authorization to provide for ongoing transportation planning activities included in GVMC's Unified Work Program (UWP). The original authorization provides for assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. The authorization term remains unchanged, October 1, 2006, through September 30, 2007. The revised authorization amount will be \$886,862. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 81.85% Federal Transit Administration Funds (Section PL112) and 18.15% GVMC Funds.

**Purpose/Business Case:** In compliance with Title 23, Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53, Sections 5303 and 5313, a Metropolitan Planning Organization (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local government to carry out transportation planning activities.

**Benefit:** Will provide for funding for MPO activities, in compliance with federal regulations.

**Funding Source:** Dedicated federal funds that must be passed through to the MPOs per the federal regulations cited above. 81.85% Federal Transit Administration Funds (Section PL112) and 18.15% GVMC Funds.

**Commitment Level:** The costs of these projects are based on the federally-approved UWP for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The costs of projects are based on the budgeted amounts in the current UWP for the MPO, and the work is expected to be completed in the fiscal year for which it is approved.

**Risk Assessment:** Failure to comply with the federal regulations cited above could result in the decertification of MPOs and the loss of millions of dollars for transportation planning activities throughout the state.

**Cost Reduction:** The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

**Selection:** N/A.

**New Project Identification:** This is an on-going program.

**Zip Code:** 49503.

52. TRANSPORTATION PLANNING - Pavement Management System

Project Authorization Revision (Z12/R1) under Master Planning Agreement (2006-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will add \$65,391 to the authorization to provide for ongoing project-related activities included in GVMC's Unified Work Program (UWP). The original authorization provides for the local units of government to gather condition data using the Pavement Management System and to develop pavement maintenance strategies. The authorization term remains unchanged, October 6, 2006, through September 30, 2007. The revised authorization amount will be \$265,391. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

**Purpose/Business Case:** To provide for the local units of government to develop pavement management strategies using condition data gathered with the use of the Pavement Management System.

**Benefit:** The development of pavement maintenance strategies.

**Funding Source:** Dedicated federal funds that must be passed through to the Metropolitan Planning Organizations (MPOs) per the federal regulations cited above. 81.85% Federal Highway Administration Funds (STPU) and 18.15% GVMC Funds.

**Commitment Level:** The cost of this project is based on the federally-approved UWP for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The costs of projects are based on the budgeted amounts in the current UWP for the MPO, and the work is expected to be completed in the fiscal year for which it is approved.

**Risk Assessment:** Failure to comply with the federal regulations cited above could result in the decertification of the MPOs and the loss of millions of dollars for transportation planning activities throughout the state.

**Cost Reduction:** The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

**Selection:** N/A.

**New Project Identification:** This is an on-going program.

**Zip Code:** 49503.

53. TRANSPORTATION PLANNING – Update and Maintenance of Congestion Management System

Project Authorization Revision (Z13/R1) under Master Planning Agreement (2006-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will add \$94,789 to the authorization to provide for ongoing project-related activities. The original authorization provides for the update and maintenance of the Congestion Management System for GVMC member agencies using the information collected by GVMC staff. The plan will allow the local units of government to develop congestion mitigation strategies and priorities for improvements to the federal aid system. The authorization term remains unchanged, October 1, 2006, through September 30, 2007. The revised authorization amount will be \$164,789. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

**Purpose/Business Case:** To provide for the update and maintenance of the Congestion Management System.

**Benefit:** Will provide for the local units of government to develop congestion mitigation strategies and priorities for improvements to the federal aid system.

**Funding Source:** Dedicated federal funds that must be passed through to the MPOs per the federal regulations cited above. 81.85% Federal Highway Administration Funds (STPU) and 18.15% GVMC Funds.

**Commitment Level:** The cost of this project is based on the federally-approved UWP for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The costs of projects are based on the budgeted amount in the current UWP for the MPO, and the work is expected to be completed in the fiscal year for which it is approved.

**Risk Assessment:** Failure to comply with the federal regulations cited above could result in the decertification of the MPOs and the loss of millions of dollars for transportation planning activities throughout the state.

**Cost Reduction:** The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

**Selection:** N/A.

**New Project Identification:** This is an on-going program.

**Zip Code:** 49503.

54. TRANSPORTATION PLANNING – Update and Maintenance of GIS  
Project Authorization Revision (Z14/R1) under Master Agreement (2006-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will add \$138,506 to the authorization to provide for ongoing project-related activities included in GVMC’s Unified Work Program (UWP). The original authorization provides for the update and maintenance of the regional Geographic Information System (GIS) for GVMC. The authorization term remains unchanged, October 6, 2006, through September 30, 2007. The revised authorization amount will be \$173,506. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

**Purpose/Business Case:** To maintain and update the regional GIS for GVMC.

**Benefit:** Will provide for the update and maintenance of the regional GIS.

**Funding Source:** 81.85% Federal Highway Administration Funds (STPU) and 18.15% GVMC Funds.

**Commitment Level:** The cost of this project is based on the federally-approved UWP for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The costs of projects are based on the budgeted amount in the current UWP for the MPO, and the work is expected to be completed in the fiscal year for which it is approved.

**Risk Assessment:** Failure to comply with the federal regulations cited above could result in the decertification of the MPOs and the loss of millions of dollars for transportation planning activities throughout the state.

**Cost Reduction:** The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

**Selection:** N/A.

**New Project Identification:** This is an on-going program.

**Zip Code:** 49503.

55. TRANSPORTATION PLANNING - Ozone Action Outreach Program  
Project Authorization (Z15) under Master Planning Agreement (2006-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide for activities to raise public awareness of and expand the Ozone Action Outreach Program in the Grand Rapids Metropolitan Area. GVMC staff will engage in promotional/educational activities with local media at community events. The authorization will be in effect from the date of award through September 30, 2007. The authorization amount will be \$47,521. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% GVMC Funds.

**Purpose/Business Case:** GVMC staff will engage in promotional/educational activities with local media at community events pertaining to the Ozone Action Day Program.

**Benefit:** Will raise public awareness of the Ozone Action Day Program in the Grand Rapids area.

**Funding Source:** Dedicated federal funds that must be passed through to the MPO per the federal regulations cited above. 80% Federal Highway Administration Funds and 20% GVMC Funds.

**Commitment Level:** The cost of this project is based on the federally approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The costs of projects are based on the budgeted amount in the current UWP for the MPO, and the work is expected to be completed in the fiscal year for which it is approved.

**Risk Assessment:** Failure to comply with the federal regulations cited above could result in the decertification of MPOs and the loss of millions of dollars for transportation planning activities throughout the state.

**Cost Reduction:** The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

**Selection:** N/A.

**New Project Identification:** This is an on-going program.

**Zip Code:** 49503.

\* Denotes a non-standard contract/amendment

56. TRANSPORTATION PLANNING - IDS University Research Services

Authorization Revision (Z1/R1) under Contract (2006-0034) between MDOT and Michigan State University (MSU) will extend the authorization term by approximately one year and five months to provide sufficient time for MSU to complete the research services. The additional time is needed because of circumstances beyond the control of MSU. The original authorization provides for new archaeological research that will expand the previous research model to complete coverage of the Lower Peninsula and the eastern half of the Upper Peninsula. This project will also provide for the development of a new model directed at dune context statewide for archaeological sites. The revised authorization term will be October 11, 2005, through September 1, 2008. The authorization amount remains unchanged at \$261,421. The contract term is October 10, 2005, through October 9, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** Will extend the authorization term by approximately one year and five months to provide sufficient time for MSU to complete the research services. The additional time is needed because of circumstances beyond the control of MSU. (All three principle investigators sustained major injuries, and geological samples were destroyed by English Customs prior to their delivery to the processing laboratory.)

**Benefit:** Will allow the research services and final report to be completed under this authorization.

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

**Commitment Level:** This is an actual cost contract.

**Risk Assessment:** If this revision is not approved, the research services will not be completed.

**Cost Reduction:** Costs are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated on needed services.

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

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

**Zip Code:** 48824.

57. TRANSPORTATION PLANNING - Time Extension

Authorization Revision (Z2/R1) under Contract (2006-0048) between MDOT and Cambridge Systematics, Inc., will extend the authorization term by six months to provide sufficient time for the consultant to complete the project. The additional time is needed because of MDOT staffing and scheduling conflicts. Internal work is now back on track; this contract is for on-call services, and a September 30, 2007, completion date seems feasible. The original contract provides for the performance of Phase III travel demand model development and activity/hour based model research. The revised authorization term will be November 18, 2005, through September 30, 2007. The authorization amount remains unchanged at \$36,126. Source of Funds: Federal Highway Administration Funds - \$28,901; State Restricted Trunkline Funds - \$7,225.

**Purpose/Business Case:** To provide for a review of products from Phase I and Phase II of the Model Improvement and Quality Program and an investigation of current developments and practices in activity and tour-based travel demand modeling, which will result in recommendations on which area(s) should be considered for an activity and/or tour-based model, final model specifications, and a scope of services for Phase IIIc - activity and/or tour-based model development.

**Benefit:** Will provide research and direction on the next generation of travel demand models. The Michigan Travel Counts dataset was collected in such a way that MDOT could implement activity/tour-based models, if warranted.

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

**Commitment Level:** This is a low bid contract based on fixed hourly rates.

**Risk Assessment:** Nationally, research and development in travel demand modeling methodology is moving toward Activity/Tour Based models. If this extension is not approved, we will not be able to examine the appropriateness of MDOT moving in this direction. This extension will give us the data we need to review of costs to develop, maintain and use these types of models.

**Cost Reduction:** Costs are based on a low bid contract.  
**Selection:** N/A for revision; qualifications-based/low bid for original authorization.  
**New Project Identification:** This is a new project.  
**Zip Code:** 48909.

**TRAFFIC SIGNAL COST PARTICIPATION AGREEMENTS**

58. US-131, M-66 (Williams Street) at M-88 (State Street), City of Mancelona, Antrim County  
 05071-01-002

	<u>Estimated Modernization Cost</u>
FHWA Funds	\$ <u>46,865</u>
Total	\$ <u>46,865</u>

59. I-196 Westbound Off-Ramp at College Avenue, City of Grand Rapids, Kent County  
 41027-01-106

	<u>Estimated Modernization Cost</u>
City of Grand Rapids Funds	\$ 3,185
State Restricted Trunkline Funds	\$ 3,185
FHWA Funds	\$ <u>63,695</u>
Total	\$ <u>70,065</u>

60. I-196 Westbound Off-Ramps at Fuller Avenue, City of Grand Rapids, Kent County  
 41027-01-007

	<u>Estimated Modernization Cost</u>
City of Grand Rapids Funds	\$ 2,369
State Restricted Trunkline Funds	\$ 2,369
FHWA Funds	\$ <u>47,381</u>
Total	\$ <u>52,119</u>

61. I-96BL (Grand River Road) at Chilson Road, Genoa Township, Livingston County  
 47062-01-010

	<u>Estimated Modernization Cost</u>
Whistle Stop Plaza Funds	\$ 910
Livingston County Funds	\$ 910
State Restricted Trunkline Funds	\$ 1,820
FHWA Funds	\$ <u>36,404</u>
Total	\$ <u>40,044</u>

\* Denotes a non-standard contract/amendment  
 2/9/07

62. I-696 Eastbound Service Drive at Hayes Road, City of Roseville, Macomb County  
50061-01-005

	<u>Estimated Modernization Cost</u>
Macomb County Funds	\$ 1,708
State Restricted Trunkline Funds	\$ 1,708
FHWA Funds	\$ <u>53,540</u>
Total	\$ <u>56,956</u>

63. I-696 Westbound Service Drive, at Hayes Road, City of Roseville, Macomb County  
50061-01-105

	<u>Estimated Modernization Cost</u>
Macomb County Funds	\$ 1,702
State Restricted Trunkline Funds	\$ 1,703
FHWA Funds	\$ <u>52,623</u>
Total	\$ <u>56,028</u>

64. US-10 (Ludington Avenue) at Harrison Street, City of Ludington, Mason County  
53021-01-003

	<u>Estimated Modernization Cost</u>
FHWA Funds	\$ <u>72,435</u>
Total	\$ <u>72,435</u>

65. M-5 (Grand River Avenue) at Middlebelt Road, City of Farmington Hills, Oakland County  
63022-01-010

	<u>Estimated Modernization Cost</u>
FHWA Funds	\$ <u>76,537</u>
Total	\$ <u>76,537</u>

66. M-15 (Ortonville Road) at Oakwood Road, Groveland Township, Oakland County  
63071-01-021

	<u>Estimated Installation Cost</u>
FHWA Funds	\$ <u>60,065</u>
Total	\$ <u>60,065</u>

67. I-196BL Westbound at Main Avenue/Crossover, Zeeland Township, Ottawa County  
70023-01-010

	<u>Estimated Modernization Cost</u>
FHWA Funds	\$ <u>50,425</u>
Total	\$ <u>50,425</u>

68. Old M-21 (Chicago Drive) at Main Avenue, Zeeland Township, Ottawa County  
70823-01-110

	<u>Estimated Modernization Cost</u>
FHWA Funds	\$ <u>59,730</u>
Total	\$ <u>59,730</u>

69.	<u>M-46 (Gratiot Road) at Frost Drive, Saginaw Township, Saginaw County</u> 73062-01-023	<u>Estimated Modernization Cost</u> \$ <u>58,695</u> \$ <u>58,695</u>
70.	<u>US-12 (Michigan Road) at Rosa Parks Boulevard (12<sup>th</sup> Street), City of Detroit, Wayne County</u> 82062-01-032	<u>Estimated Modernization Cost</u> \$ <u>75,517</u> \$ <u>75,517</u>
71.	<u>I-75 Southbound Off-Ramp at North Huron River Drive, City of Rockwood, Wayne County</u> 82191-01-007	<u>Estimated Installation Cost</u> \$ <u>45,379</u> \$ <u>45,379</u>
72.	<u>M-39 (Southfield Hwy) Eastbound at Crossover West of Allen Road, City of Allen Park, Wayne County</u> 82192-01-125	<u>Estimated Modernization Cost</u> \$ <u>47,295</u> \$ <u>47,295</u>

**Purpose/Business Case:** Act 51, Public Acts of 1951, authorizes MDOT to contract with cities, villages, and boards of county road commissioners for the construction, improvement, and/or maintenance of electronic devices on state trunkline roadways. Under the terms of the standard cost agreements the cities, villages, and boards are reimbursed for labor and materials for installation and annual electrical power usage and maintenance costs of the electronic devices. MDOT has made findings that such negotiated agreements are in the public interest.

**Benefit:** The use of electronic devices provides improved operation and safety for the motoring public. The cost agreements establish funding responsibility for the operation of the electronic devices.

**Funding Source:** Federal, State Restricted, or local funds, depending on the particular installation.

**Commitment Level:** Costs as shown on the individual cost agreement for the duration of the installation operation.

**Risk Assessment:** Loss of local participation funding for the operation of the installation.

**Cost Reduction:** Fixed costs as shown on the cost agreement.

**Selection:** N/A.

**New Project Identification:** Installation/modernization of electronic devices.

**Zip Code:** 49659, 49503, 49506, 48843, 48066, 48066, 49431, 48336, 48462, 49464, 49464, 48603, 48216, 48173, and 48101.



**Funding Source:**

86635A

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

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

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48858.

74.	LETTING OF FEBRUARY 02, 2007	ENG. EST.	LOW BID
	PROPOSAL 0702023	\$ 6,290,272.73	\$ 5,838,632.44
	PROJECT BI06 36023-60281, ETC		
	LOCAL AGRMT. 06-5429		% OVER/UNDER EST.
	START DATE - MAY 14, 2007		
	COMPLETION DATE - OCTOBER 05, 2008		-7.18 %

12.83 mi of hot mix asphalt cold milling and resurfacing, drainage improvements, and guardrail upgrading on M-69 from US-2 easterly to M-95, 0.38 mi of watermain, storm sewer, sanitary sewer, and streetscape amenities on M-69 from US-2 easterly to River Street in the city of Crystal Falls, Iron and Dickinson Counties. This project includes a 5 year materials and workmanship pavement warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Bacco Construction Company</b>	\$ 5,838,632.44	Same	1 **
Northeast Asphalt, Inc.	\$ 6,036,937.08	Same	2
Mathy Construction Company			
Rieth-Riley Construction Co., Inc.			

2 Bidders

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

**Purpose/Business Case:** This project is a combination of Road Preservation and Enhancement. The Road Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The Enhancement program allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

**Funding Source:**

60281A	
City of Crystal Falls	15.30 %
State Restricted Trunkline Funds	84.70 %
72579A	
City of Crystal Falls	20.00 %
Federal Highway Administration Funds	60.00 %
State Restricted Trunkline Funds	20.00 %

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

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public and if funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

**Cost Reduction:** Reduced roadway maintenance costs and reduces the need to use traditional transportation funding sources for these activities.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49920.

75.	LETTING OF FEBRUARY 02, 2007	ENG. EST.	LOW BID
	PROPOSAL 0702024	\$ 1,918,344.52	\$ 1,691,385.74
	PROJECT IM 16092-60370		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 09, 2007		
	COMPLETION DATE - JUNE 21, 2007		-11.83 %

2.03 mi of rubblized concrete pavement removal, crushing and shaping, shoulder trenching, hot mix asphalt resurfacing, drainage, and guardrail work on I-75 northbound from north of the northbound US-31 grade crossing to M-108, Cheboygan County. This project includes two 5 year materials and workmanship pavement warranties.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 1,691,385.74</b>	<b>Same</b>	<b>1 **</b>
Payne & Dolan, Inc.	\$ 1,736,865.52	Same	2
M & M Excavating Co., Inc.	\$ 1,862,752.54	Same	3
Cordes Excavating, Inc.			
D.J. McQuestion & Sons, Inc.			

3 Bidders

**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

60370A

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

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

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49701.

76.	LETTING OF FEBRUARY 02, 2007	ENG. EST.	LOW BID
	PROPOSAL 0702025	\$ 2,815,742.95	\$ 2,894,341.66
	PROJECT BHT 32012-60494		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 25, 2007		
	COMPLETION DATE - JUNE 28, 2008		2.79 %

Bridge replacement and placing riprap on M-25 over the Pigeon River in the village of Caseville and deck replacement, substructure repair, structural steel repair, and painting on M-25 over the Sebewaing River in the village of Sebewaing, Huron County. This project includes a 2 year bridge painting warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Anlaan Corporation</b>	<b>\$ 2,894,341.66</b>	<b>Same</b>	<b>1 **</b>
Posen Construction, Inc.	\$ 2,921,594.52	Same	2
Hardman Construction, Inc.	\$ 2,979,166.49	Same	3
Midwest Bridge Company	\$ 3,195,200.40	Same	4
Davis Construction, Inc.	\$ 3,263,723.86	Same	5
Dan's Excavating, Inc.	\$ 3,490,590.39	Same	6
C.A. Hull Co., Inc.			
C. R. Hunt Construction Company			
Milbocker and Sons, Inc.			
J. Slagter & Son Construction Co.			
E. C. Korneffel Co.			
Walter Toebe Construction Co.			
L.W. Lamb, Inc.			

6 Bidders

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

60494A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

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

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48725.

77.	LETTING OF FEBRUARY 02, 2007	ENG. EST.	LOW BID
	PROPOSAL 0702030	\$ 9,473,800.61	\$ 7,881,718.42
	PROJECT BI06 40012-60346		
	LOCAL AGRMT. 06-5517		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 02, 2007		-16.81 %

11.31 mi of hot mix asphalt over concrete pavement removal, constructing new hot mix asphalt pavement, and miscellaneous drainage and safety improvements on US-131 from north of M-72 in the village of Kalkaska proceeding northerly to south of Elder Road, Kalkaska and Antrim Counties. This project includes a 5 year materials and workmanship pavement warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 7,881,718.42</b>	<b>Same</b>	<b>1 **</b>
Cordes Excavating, Inc.	\$ 7,949,136.16	Same	2
Elmer's Crane & Dozer, Inc.	\$ 8,195,536.14	Same	3
Payne & Dolan, Inc.	\$ 8,252,314.11	Same	4
D.J. McQuestion & Sons, Inc.	\$ 8,778,998.31	Same	5
Nagel Construction, Inc.			
Fisher Contracting Company			
Kamminga & Roodvoets, Inc.			
M & M Excavating Co., Inc.			
Maclean Construction Company			

5 Bidders

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

**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.  
**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

60346A  
 Antrim County 1.24 %  
 State Restricted Trunkline Funds 98.76 %

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

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49646.

78. LETTING OF FEBRUARY 02, 2007 ENG. EST. LOW BID  
 PROPOSAL 0702031 \$ 1,811,809.67 \$ 1,917,640.04  
 PROJECT STG 84913-88475  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - MAY 01, 2007  
 COMPLETION DATE - DECEMBER 01, 2007 5.84 %

Application of permanent pavement markings including longitudinal and special markings on various state trunkline routes, Ionia, Kent, Mecosta, Montcalm, Muskegon, Newaygo, Oceana, and Ottawa Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>P.K. Contracting, Inc.</b>	<b>\$ 1,917,640.04</b>	<b>Same</b>	<b>1 **</b>
NES Traffic Safety Limited Partner Clark Highway Services, Inc. R. S. Contracting, Inc.	\$ 2,445,895.21	Same	2

2 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

88475A  
 Federal Highway Administration Funds 100 %

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

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

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

**Selection:** Low Bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 49504.

79. LETTING OF FEBRUARY 02, 2007  
 PROPOSAL 0702032 ENG. EST. LOW BID  
 PROJECT BHI 41025-87162 \$ 954,917.22 \$ 671,150.74  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - APRIL 13, 2007  
 COMPLETION DATE - AUGUST 10, 2007 -29.72 %

Substructure repair, deck patching, pin and hanger replacement, joint replacement, fascia, and zone painting on Dean Lake Avenue and on 3 Mile Road over I-96, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 671,150.74	Same	1 **
Icarus Industrial Painting & Cont.	\$ 678,464.85	Same	2
Midwest Bridge Company	\$ 717,091.78	Same	3
C.A. Hull Co., Inc.	\$ 750,567.45	Same	4
Anlaan Corporation	\$ 781,483.49	Same	5
L.W. Lamb, Inc.	\$ 782,454.42	Same	6
Walter Toebe Construction Co.	\$ 786,235.70	Same	7
Davis Construction, Inc.			
Seaway Painting L.L.C.			

7 Bidders

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

87162A	
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

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

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.





82. LETTING OF FEBRUARY 02, 2007  
 PROPOSAL 0702037  
 PROJECT M 36052-80213  
 LOCAL AGRMT.  
 START DATE - MAY 30, 2007  
 COMPLETION DATE - 20 working days

ENG. EST.	LOW BID
\$ 851,981.56	\$ 761,463.70
% OVER/UNDER EST.	
-10.62 %	

8.89 mi of hot mix asphalt cold milling and resurfacing, aggregate shoulders, and guardrail improvements on US-141 from Basilio Road northerly to the Iron/Baraga County line, Iron County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Mathy Construction Company</b>	<b>\$ 761,463.70</b>	<b>Same</b>	<b>1 **</b>
Northeast Asphalt, Inc.	\$ 838,795.71	Same	2
Bacco Construction Company	\$ 842,242.21	Same	3
Rieth-Riley Construction Co., Inc.			

3 Bidders

**Purpose/Business Case:** The Non-Freeway Resurfacing Program is intended to improve the pavement structure and restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs.

**Benefit:** To improve the pavement structure and ride quality of approximately 300 low volume, non-freeway lane miles a year for 4 years (2004 - 2007).

**Funding Source:**

80213A

State Restricted Trunkline Funds 100 %

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

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

**Cost Reduction:** Reduced roadway and vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

Zip Code: 49903.

83. LETTING OF FEBRUARY 02, 2007  
 PROPOSAL 0702044  
 PROJECT BI06 08011-60507, ETC  
 LOCAL AGRMT. 06-5619, 06-5625  
 START DATE - APRIL 16, 2007  
 COMPLETION DATE - NOVEMBER 01, 2007

ENG. EST.                      LOW BID  
 \$ 2,227,082.08    \$ 2,148,177.83

% OVER/UNDER EST.  
 -3.54 %

0.50 mi of hot mix asphalt roadway reconstruction with curb and gutter, storm sewer replacement, sidewalk, streetscape and replacement of pedestrian signal on M-43 from south of Bush Street northerly to north of Delton Road, Barry County. This project includes a 5 year materials and workmanship pavement warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Bailey Excavating, Inc.</b>	<b>\$ 2,148,177.83</b>	<b>Same</b>	<b>1 **</b>
Hoffman Bros., Inc.	\$ 2,182,199.88	Same	2
Nashville Construction Company	\$ 2,321,761.36	Same	3
Peters Construction Co.	\$ 2,321,403.31	\$ 2,324,403.31	4
Milbocker and Sons, Inc.	\$ 2,354,682.62	\$ 2,356,682.62	5
CL Trucking & Excavating, LLC.	\$ 2,359,005.50	\$ 2,362,005.50	6
Brenner Excavating, Inc.	\$ 2,363,389.40	Same	7
C & D Hughes, Inc.	\$ 2,367,836.65	\$ 2,368,836.65	8
Kalin Construction Co., Inc.	\$ 2,463,632.93	Same	9
Kamminga & Roodvoets, Inc.	\$ 2,516,366.96	Same	10
Balkema Excavating, Inc.	\$ 2,665,199.14	Same	11
Schippers Excavating, Inc.	\$ 2,730,445.63	\$ 2,733,445.63	12
Nagel Construction, Inc.			
Northern Construction Services, Co.			
Maclean Construction Company			
Rieth-Riley Construction Co., Inc.			
Michigan Paving & Materials Co.			
L.J. Construction, Inc.			
Diversco Construction Company Inc.			
Wyoming Excavators, Inc.			

12 Bidders

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

**Purpose/Business Case:** This project is supported by three programs: The Traffic and Safety Program to preserve the integrity of MDOT's safety assets and address spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments; The Road Preservation Program to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. This Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition; and the Transportation Enhancement Program, included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These particular funds cannot be used to build or repair roads.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The Enhancement program allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects. Treatments provided in this project will reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

60507A		
Delton Village Drainage District		4.45 %
State Restricted Trunkline Funds		94.61 %
Barry Township		0.94 %
79020A		
Federal Highway Administration Funds		80.00 %
State Restricted Trunkline Funds		20.00 %
87805A		
Federal Highway Administration Funds		53.00 %
State Restricted Trunkline Funds		27.63 %
Barry Township		19.37 %

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

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety (a greater risk of accidents and injuries by not implementing the recommended safety treatments), increased vehicle maintenance and operational costs to the motoring public, and if funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

**Cost Reduction:** Reduced roadway maintenance costs and motorists operating costs with increased safety, efficiency, and capacity. It also reduces the need to use traditional transportation funding sources for these activities.

**Selection:** Low bid.

**New Project Identification:** Reconstruction and enhancement.

**Zip Code:** 49046.

84. LETTING OF FEBRUARY 02, 2007  
 PROPOSAL 0702045  
 PROJECT STH 26021-80432  
 LOCAL AGRMT.  
 START DATE - APRIL 01, 2007  
 COMPLETION DATE - MAY 20, 2009

ENG. EST.  
 \$ 533,412.43

LOW BID  
 \$ 468,479.45

% OVER/UNDER EST.  
 -12.17 %

0.25 mi of hot mix asphalt intersection safety improvements including intersection realignment, widening, and drainage improvements on M-61 at the Bard Road intersection, Gladwin County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>M &amp; M Excavating Co., Inc.</b>	<b>\$ 468,479.45</b>	<b>Same</b>	<b>1 **</b>
Central Michigan Contracting, Inc.	\$ 520,115.18	Same	2
John Henry Excavating, Inc.	\$ 532,135.90	Same	3
Fisher Contracting Company	\$ 535,457.54	\$ 535,362.54	4
Saginaw Asphalt Paving Company	\$ 538,826.73	\$ 536,926.73	5
Rieth-Riley Construction Co., Inc.	\$ 541,693.58	Same	6
Porath Contractors, Inc.	\$ 563,922.93	Same	7
Cadwell Brothers Construction	\$ 572,441.99	Same	8
Champagne and Marx Excavating, Inc.	\$ 585,446.23	\$ 585,382.23	9
Tri-Valley Landscaping, Inc.	\$ 587,835.74	\$ 587,825.74	10
3-S Construction, Inc.	\$ 608,935.58	Same	11
CJ's Excavating Septic Service			
Jackson Bulldozing Company			
McGuirk Sand & Gravel, Inc.			
D.J. McQuestion & Sons, Inc.			
Central Asphalt, Inc.			
Rohde Brothers Excavating, Inc.			
Pyramid Paving & Contracting Co.			
L.J. Construction, Inc.			

11 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

80432A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

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

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

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

**Selection:** Low Bid.





**Funding Source:**

87422A

City of Beaverton	32.35 %
Federal Highway Administration Funds	54.12 %
State Restricted Trunkline Funds	13.53 %

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

**Risk Assessment:** Loss of federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

**Cost Reduction:** Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

**Selection:** Low bid.

**New Project Identification:** Enhancement.

**Zip Code:** 48612 Region-wide.

87.	LETTING OF FEBRUARY 02, 2007	ENG. EST.	LOW BID
	PROPOSAL 0702048	\$ 333,425.91	\$ 242,078.24
	PROJECT M 81104-87463		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MARCH 01, 2007		
	COMPLETION DATE - OCTOBER 30, 2009		-27.40 %

Landscape installation for the Chelsea rest area facility and throughout the sixty-six acre property, located on eastbound I-94 between Freer Road and Fletcher Road,

Washtenaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Weyand Bros., Inc.</b>	<b>\$ 242,078.24</b>	<b>Same</b>	<b>1 **</b>
United Lawnscape, Inc.	\$ 259,714.38	Same	2
Marine City Nursery Company	\$ 265,137.60	Same	3
WH Canon, Inc.	\$ 268,961.55	Same	4
Tri-Valley Landscaping, Inc.	\$ 277,280.00	Same	5
County Line Nurseries & Landscaping	\$ 279,151.00	Same	6
Anderson-Fischer & Associates, Inc.	\$ 283,287.25	Same	7
Three Seasons Landscaping	\$ 287,436.75	Same	8
HTA Companies, Inc.	\$ 288,871.00	Same	9
B & L Landscaping, Inc.	\$ 289,999.20	Same	10
Michigan Lawn Maintenance, Inc.	\$ 301,591.46	Same	11
Rasins Landscape and Associates	\$ 302,771.94	Same	12
Warren Contractors & Development	\$ 309,822.00	Same	13
DeAngelis Landscape, Inc.	\$ 317,065.00	Same	14
Michigan Highway Contracting, Inc.	\$ 318,565.00	Same	15
Reliable Landscaping, Inc.	\$ 297,133.50	\$ 334,633.50	16
Esch Landscaping, LLC	\$ 336,234.30	Same	17
E.T. MacKenzie Company	\$ 356,612.29	Same	18
Washtenaw Inc. Maintenance Service			

18 Bidders

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

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

**Funding Source:**

87463A

State Restricted Trunkline Funds

100 %

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

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

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

**Selection:** Low bid.

**New Project Identification:** Enhancement.

**Zip Code:** 48118.































103. LETTING OF FEBRUARY 02, 2007  
 PROPOSAL 0702069  
 PROJECT NH 67051-86006  
 LOCAL AGRMT.  
 START DATE - JULY 31, 2007  
 COMPLETION DATE - 9 working days

ENG. EST.  
 \$ 357,867.75

LOW BID  
 \$ 341,579.42

% OVER/UNDER EST.  
 -4.55 %

2.17 mi of hot mix asphalt cold milling and resurfacing on M-115 from northwest of M-61 to southeast of 50th Avenue and M-66 from north of M-115 northerly to north of M-61, Osceola County. This project includes a 3 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 341,579.42</b>	<b>Same</b>	<b>1 **</b>
Central Asphalt, Inc.	\$ 360,067.96	Same	2
Elmer's Crane & Dozer, Inc.	\$ 384,592.50	Same	3

3 Bidders

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

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

**Funding Source:**

86006A

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

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

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

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

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49665.





106. LETTING OF FEBRUARY 02, 2007  
 PROPOSAL 0702072  
 PROJECT M 55031-87665  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 31, 2007

ENG. EST.                      LOW BID  
 \$ 1,757,952.40    \$ 1,611,523.85

% OVER/UNDER EST.  
 -8.33 %

16.25 mi of hot mix asphalt cold milling, overlay, and aggregate shoulders on M-35 from north of Jimtown Road northerly to the south end of the passing relief lanes, Menominee County. This project includes two 3 year pavement performance warranties.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Bacco Construction Company</b>	<b>\$ 1,611,523.85</b>	<b>Same</b>	<b>1 **</b>
Payne & Dolan, Inc.	\$ 1,667,862.65	Same	2

2 Bidders

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

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

**Funding Source:**

87665A

State Restricted Trunkline Funds                      100 %

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

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

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

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49813.

107. LETTING OF FEBRUARY 02, 2007  
 PROPOSAL 0702075  
 PROJECT NH 63051-87375  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 05, 2007

ENG. EST.                      LOW BID  
 \$ 1,477,225.19      \$ 1,516,780.50

% OVER/UNDER EST.  
 2.68 %

2.33 mi of hot mix asphalt cold milling, resurfacing, and joint repair on M-1, northbound and southbound, from 14 Mile Road northerly to Quarton Road/Big Beaver Road in the city of Birmingham, Oakland County. This project includes a 3 year pavement performance warranty.

A 2007 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Cadillac Asphalt, LLC.</b>	<b>\$ 1,516,780.50</b>	<b>Same</b>	<b>1 **</b>
Ajax Paving Industries, Inc.	\$ 1,518,033.30	Same	2
Barrett Paving Materials, Inc.	\$ 1,523,258.30	Same	3
John Carlo, Inc.	\$ 1,777,861.59	Same	4

4 Bidders

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

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

**Funding Source:**

87375A

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

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

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

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

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48009.







111. LETTING OF FEBRUARY 02, 2007  
 PROPOSAL 0702079  
 PROJECT NH 82081-87384, ETC  
 LOCAL AGRMT.  
 START DATE - MAY 15, 2007  
 COMPLETION DATE - JUNE 26, 2007

ENG. EST.                      LOW BID  
 \$ 299,435.67                \$ 311,888.93

% OVER/UNDER EST.  
 4.16 %

2.05 mi of hot mix asphalt crack treatment on M-153 from 0.24 mi east of Lotz Road easterly to Wayne Road and 1.25 mi of overband crack fill and microsurfacing on M-153 from Wayne Road to Venoy Road located in the cities of Westland and Garden City, Wayne County. This project includes two 2 year pavement performance warranties.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Strawser Incorporated</b>	<b>\$ 311,888.93</b>	<b>Same</b>	<b>1 **</b>
Terry Asphalt Materials, Inc.	\$ 321,330.44	Same	2
Fahrner Asphalt Sealers, Inc.			

2 Bidders

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

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

**Funding Source:**

87384A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %
87385A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %

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

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

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

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48185.













118. LETTING OF FEBRUARY 02, 2007  
 PROPOSAL 0702006  
 PROJECT STH 29609-84957  
 LOCAL AGRMT. 06-5639  
 START DATE - 10 days after award  
 COMPLETION DATE - JULY 20, 2007

ENG. EST.  
 \$ 262,574.24

LOW BID  
 \$ 213,959.58

% OVER/UNDER EST.  
 -18.51 %

0.36 mi of hot mix asphalt road reconstruction including earthwork, subbase, aggregate base, and slope restoration on Jefferson Road at the Winans Road intersection, Gratiot County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Wonsey Tree Service, Inc.</b>	<b>\$ 213,959.58</b>	<b>Same</b>	<b>1 **</b>
CL Trucking & Excavating, LLC.	\$ 243,522.47	Same	2
The Isabella Corporation	\$ 244,050.07	Same	3
Nashville Construction Company	\$ 246,163.58	Same	4
Jackson Bulldozing Company	\$ 250,675.69	Same	5
Kamminga & Roodvoets, Inc.	\$ 253,660.87	Same	6
Tri-Valley Landscaping, Inc.	\$ 274,456.34	Same	7
Fisher Contracting Company	\$ 275,464.52	Same	8
Central Michigan Contracting, Inc.	\$ 280,114.26	Same	9
C & D Hughes, Inc.	\$ 286,921.51	Same	10
Wooten Contracting Co.	\$ 287,379.10	Same	11
L.J. Construction, Inc.	\$ 290,534.75	Same	12
Cadwell Brothers Construction	\$ 298,423.66	Same	13
Miller Development, Inc.			
Glencorp, Inc.			
McGuirk Sand & Gravel, Inc.			
D.J. McQuestion & Sons, Inc.			
Milbocker and Sons, Inc.			
Malley Transport, LLC			
Central Asphalt, Inc.			
Rohde Brothers Excavating, Inc.			
Workman Contractors, Inc.			
D & E Excavating Corporation			
Crawford Contracting, Inc.			

13 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

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

**Source of Funds:**

84957A  
 Gratiot County 20.00 %  
 Federal Highway Administration Funds 80.00 %

**Selection:** Low bid.

**Zip Code:** 48801.



**Funding Source:**

78973A	
Clare County	21.00 %
Federal Highway Administration Funds	58.00 %
State Restricted Trunkline Funds	21.00 %
80576A	
Clare County	20.00 %
Federal Highway Administration Funds	80.00 %

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

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

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Road reconstruction.

**Selection:** Low bid.

**Zip Code:** 48617.







**Source of Funds:**

86135A

Federal Highway Administration Funds 78.53 %  
City of New Baltimore 21.47 %

**Selection:** Low bid.

**Zip Code:** 48047.

123. LETTING OF FEBRUARY 02, 2007 ENG. EST. LOW BID  
PROPOSAL 0702011 \$ 453,057.30 \$ 462,200.08  
PROJECT MCS 38019-86426  
LOCAL AGRMT. 06-5608 % OVER/UNDER EST.  
START DATE - JULY 09, 2007  
COMPLETION DATE - 90 calendar days 2.02 %

Remove and replace bridge along with related approach work on Mount Hope Road over the North Branch of the Portage River, Jackson County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>S.L. &amp; H. Contractors, Inc.</b>	<b>\$ 462,200.08</b>	<b>Same</b>	<b>1 **</b>
J. Slagter & Son Construction Co.	\$ 470,237.77	Same	2
Davis Construction, Inc.	\$ 486,939.46	Same	3
E.T. MacKenzie Company	\$ 493,011.18	Same	4
Jackson Contracting	\$ 534,680.89	Same	5
Anlaan Corporation	\$ 534,870.38	Same	6
Milbocker and Sons, Inc.	\$ 538,742.23	Same	7
J.E. Kloote Contracting, Inc.	\$ 571,097.47	Same	8
Walter Toebe Construction Co.	\$ 578,935.71	Same	9
Mead Bros. Excavating, Inc.			
Hardman Construction, Inc.			
Quantum Construction Company, Inc.			
L.W. Lamb, Inc.			
Heystek Contracting, Inc.			
Bailey Excavating, Inc.			

9 Bidders

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

**Purpose/Business Case:** This project is for the replacement of a bridge on or off the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

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

**Funding Source:**

86426A

Jackson County 5.00 %  
State Restricted Trunkline Funds 95.00 %

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

**Risk Assessment:** State & local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 49204.

124. LETTING OF FEBRUARY 02, 2007  
 PROPOSAL 0702012 ENG. EST. LOW BID  
 \$ 1,434,488.37 \$ 1,323,694.38  
 PROJECT MCS 41025-83881  
 LOCAL AGRMT. 06-5520 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 01, 2007 -7.72 %

Remove existing structure and construct a steel beam bridge and related approach work on the Alpine Avenue Bridge over Indian Mill Creek in the city of Grand Rapids, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Milbocker and Sons, Inc.</b>	<b>\$ 1,323,694.38</b>	<b>Same</b>	<b>1 **</b>
Anlaan Corporation	\$ 1,358,225.94	Same	2
J. Slagter & Son Construction Co.	\$ 1,439,531.08	Same	3
Walter Toebe Construction Co.	\$ 1,456,063.74	Same	4
J.E. Kloote Contracting, Inc.	\$ 1,494,959.97	Same	5
Davis Construction, Inc.	\$ 1,597,957.43	Same	6
C.A. Hull Co., Inc.			
Hardman Construction, Inc.			
Midwest Bridge Company			
L.W. Lamb, Inc.			
Diversco Construction Company Inc.			

6 Bidders

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

**Purpose/Business Case:** This project is for the replacement of a bridge on or off the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

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

**Funding Source:**

83881A	
City of Grand Rapids	6.78 %
State Restricted Trunkline Funds	93.22 %





127. LETTING OF FEBRUARY 02, 2007  
 PROPOSAL 0702015  
 PROJECT STH 25609-87634  
 LOCAL AGRMT. 06-5630  
 START DATE - APRIL 01, 2007  
 COMPLETION DATE - JUNE 30, 2007

ENG. EST.                      LOW BID  
 \$ 181,000.00                \$ 166,999.99

% OVER/UNDER EST.  
 -7.73 %

0.10 mi of roadway reconstruction and widening for turn lane, pavement removal, curb and gutter removal, earth excavation, aggregate base, hot mix asphalt, curb and gutter, storm sewer, and permanent signing on Erie Street at M-15 in the village of Goodrich, Genesee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Goretski's Construction Company</b>	<b>\$ 166,999.99</b>	<b>Same</b>	<b>1 **</b>
Zito Construction Co.	\$ 173,769.26	Same	2
Kelcris Corporation	\$ 175,077.42	Same	3
L.A. Construction Corporation	\$ 185,881.01	Same	4
C & D Hughes, Inc.	\$ 192,835.55	Same	5
Tri-Valley Landscaping, Inc.	\$ 194,152.95	Same	6
Eastlund Concrete Construction	\$ 197,499.62	Same	7
Six-S, Inc.	\$ 208,509.45	Same	8
Cadillac Asphalt, LLC.			
Snowden, Inc.			
Barrett Paving Materials, Inc.			
Rohde Brothers Excavating, Inc.			
DLF Trucking, Inc.			

8 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

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

**Source of Funds:**

87634A  
 Federal Highway Administration Funds                      80.00 %  
 Village of Goodrich    20.00 %

**Selection:** Low bid.

**Zip Code:** 48438.

128. LETTING OF FEBRUARY 02, 2007  
 PROPOSAL 0702016  
 PROJECT STE 13466-73831  
 LOCAL AGRMT. 06-5654  
 START DATE - 10 days after award  
 COMPLETION DATE - JULY 31, 2007

ENG. EST.  
 \$ 772,705.00

LOW BID  
 \$ 818,139.58

% OVER/UNDER EST.  
 5.88 %

1.63 mi of hot mix asphalt and concrete bike trail and pedestrian bridges on North Gale Street to Hannah Street in the city of Albion, Calhoun County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Milbocker and Sons, Inc.</b>	<b>\$ 818,139.58</b>	<b>Same</b>	<b>1 **</b>
Mead Bros. Excavating, Inc.	\$ 822,254.76	Same	2
Anlaan Corporation	\$ 892,384.50	Same	3
Bailey Excavating, Inc.			
Davis Construction, Inc.			
Walter Toebe Construction Co.			
J.E. Kloote Contracting, Inc.			
E.T. MacKenzie Company			
Quantum Construction Company, Inc.			
Midwest Bridge Company			
J. Slagter & Son Construction Co.			

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

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

**Source of Funds:**

73831A  
 City of Albion 28.00 %  
 Federal Highway Administration Funds 72.00 %

**Selection:** Low bid.

**Zip Code:** 49224.









133. LETTING OF FEBRUARY 02, 2007  
 PROPOSAL 0702021  
 PROJECT MCS 33010-83821  
 LOCAL AGRMT. 06-5626  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 27, 2007

ENG. EST.  
 \$ 2,581,517.83

LOW BID  
 \$ 2,214,501.82

% OVER/UNDER EST.  
 -14.22 %

Remove and replace bridge along with approach work on Hagadorn Road over the Red Cedar River in the city of East Lansing, Ingham County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Milbocker and Sons, Inc.</b>	<b>\$ 2,214,501.82</b>	<b>Same</b>	<b>1 **</b>
Anlaan Corporation	\$ 2,394,039.87	Same	2
Walter Toebe Construction Co.	\$ 2,417,804.26	Same	3
Davis Construction, Inc.	\$ 2,476,185.14	Same	4
E.T. MacKenzie Company	\$ 2,509,697.19	Same	5
J. Slagter & Son Construction Co.	\$ 2,520,875.03	Same	6
Midwest Bridge Company	\$ 2,858,486.54	Same	7
C.A. Hull Co., Inc.	\$ 2,871,335.46	Same	8
J.E. Kloote Contracting, Inc.			

8 Bidders

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

**Purpose/Business Case:** This project is for the replacement of a bridge on or off the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

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

**Funding Source:**

83821A

Ingham County

5.48 %

State Restricted Trunkline Funds

94.52 %

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

**Risk Assessment:** State & local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 48823.

134. LETTING OF FEBRUARY 02, 2007  
 PROPOSAL 0702026  
 PROJECT HPP 33403-58808  
 LOCAL AGRMT. 06-5642  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 17, 2007

ENG. EST.                      LOW BID  
 \$ 3,346,197.00    \$ 2,467,255.73

% OVER/UNDER EST.  
 -26.27 %

0.80 mi of hot mix asphalt intersection construction including traffic signal installation, drainage, pavement markings, watermain upgrade, and landscaping on Red Cedar Road from the Red Cedar Road/Wilson Road intersection and Wilson Road to Farm Lane Road in the city of East Lansing, Ingham County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Six-S, Inc./C &amp; G Myers Construct.</b>	<b>\$ 2,467,255.73</b>	<b>Same</b>	<b>1 **</b>
Aggregate Industries-Central Region	\$ 2,539,285.84	Same	2
Hoffman Bros., Inc.	\$ 2,565,969.18	Same	3
C & D Hughes, Inc.	\$ 2,584,530.42	Same	4
Cadwell Brothers Construction	\$ 2,651,704.16	Same	5
Bailey Excavating, Inc.	\$ 2,722,426.42	\$ 2,721,426.42	6
CL Trucking & Excavating, LLC.	\$ 2,752,939.87	Same	7
E.T. MacKenzie Company	\$ 2,793,387.75	Same	8
Nashville Construction Company	\$ 2,812,870.40	Same	9
Milbocker and Sons, Inc.	\$ 2,832,028.58	Same	10
Dunigan Brothers, Inc.	\$ 2,999,630.70	Same	11
Kamminga & Roodvoets, Inc.	\$ 3,039,561.92	Same	12
Fonson, Inc.	\$ 3,138,150.50	\$ 3,136,928.50	13
V.I.L. Construction, Inc.	\$ 3,233,102.80	\$ 3,230,947.80	14
Mead Bros. Excavating, Inc.			
Rohde Brothers Excavating, Inc.			
L.J. Construction, Inc.			
Fisher Contracting Company			
Zito Construction Co.			

14 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

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

**Source of Funds:**

58808A  
 Federal Highway Administration Funds                      49.19 %  
 Michigan State University                                      50.81 %

**Selection:** Low bid.

**Zip Code:** 48823.



136. LETTING OF FEBRUARY 02, 2007  
 PROPOSAL 0702028  
 PROJECT BRO 31002-86400  
 LOCAL AGRMT. 06-5607  
 START DATE - 10 days after award  
 COMPLETION DATE - JULY 15, 2008

ENG. EST.  
 \$ 409,631.35

LOW BID  
 \$ 389,697.70

% OVER/UNDER EST.  
 -4.87 %

Bridge removal and replacement along with related approach work on Township Park Road at Traprock River, Houghton County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Zenith Tech, Inc.</b>	<b>\$ 389,697.70</b>	<b>Same</b>	<b>1 **</b>
Yalmer Mattila Contracting, Inc.	\$ 417,558.95	Same	2
Hebert Construction Company	\$ 440,964.20	Same	3
A. Lindberg & Sons, Inc.	\$ 456,040.00	Same	4
J. Slagter & Son Construction Co.	\$ 607,787.93	Same	5
Bacco Construction Company			
Snowden, Inc.			
Oberstar, Inc.			

5 Bidders

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

**Purpose/Business Case:** This project is for the replacement of a bridge not on the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

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

**Funding Source:**

86400A

Houghton County	5.12 %
Federal Highway Administration Funds	79.90 %
State Restricted Trunkline Funds	14.98 %

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

**Risk Assessment:** State & local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.





**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 49806.

139. LETTING OF FEBRUARY 02, 2007  
 PROPOSAL 0702036  
 PROJECT EDFF 73566-87766, ETC  
 LOCAL AGRMT. 06-5656  
 START DATE - APRIL 15, 2007  
 COMPLETION DATE - SEPTEMBER 30, 2009

	ENG. EST.	LOW BID	% OVER/UNDER EST.
	\$ 3,464,447.45	\$ 3,540,329.85	
			2.19 %

Hot mix asphalt road reconstruction and streetscape including traffic, pedestrian signal upgrades, decorative sidewalk, crosswalks, streetlights, fencing, walls, and landscaping on Johnson Street at North Jefferson Avenue, Warren Avenue, North Washington Avenue to Sixth Street, and North Second Avenue in the city of Saginaw, Saginaw County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>L.J. Construction, Inc.</b>	<b>\$ 3,540,329.85</b>	<b>Same</b>	<b>1 **</b>
Dan's Excavating, Inc.	\$ 3,688,188.21	Same	2
Champagne and Marx Excavating, Inc.	\$ 3,748,856.33	Same	3
Tri-Valley Landscaping, Inc.	\$ 3,807,720.13	Same	4
Rohde Brothers Excavating, Inc.	\$ 3,866,572.95	Same	5
Fisher Contracting Company	\$ 3,898,537.46	Same	6
A. J. Rehmus & Son, Inc.			
Lee Wood Contracting, Inc.			
Tony Angelo Cement Construction Co.			
Six-S, Inc.			
Kelcris Corporation			
Saginaw Asphalt Paving Company			
Milbocker and Sons, Inc.			
Snowden, Inc.			
Florence Cement Company			
Abbott Construction, Inc.			
Angelo Iafrate Construction Company			
Posen Construction, Inc.			
Zito Construction Co.			
Young's Environmental Cleanup, Inc.			

6 Bidders

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

**Purpose/Business Case:** This project is for the resurfacing of a predetermined portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

**Funding Source:**

87766A		
	Federal Highway Administration Funds	80.00 %
	City of Saginaw	20.00 %
87948A		
	Federal Highway Administration Funds	61.43 %
	City of Saginaw	38.57 %
88789A		
	Federal Highway Administration Funds	76.00 %
	City of Saginaw	24.00 %

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

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

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Road resurfacing.

**Selection:** Low bid.

**Zip Code:** 48607.





142. LETTING OF FEBRUARY 02, 2007  
 PROPOSAL 0702040  
 PROJECT STU 33403-72114, ETC  
 LOCAL AGRMT. 06-5659  
 START DATE - APRIL 16, 2007  
 COMPLETION DATE - SEPTEMBER 19, 2010

ENG. EST. \$ 3,284,957.80  
 LOW BID \$ 2,992,797.53  
 % OVER/UNDER EST. -8.89 %

0.15 miles of hot mix asphalt roadway reconstruction on East Michigan Avenue from Grand Avenue to Capitol Avenue, 0.72 miles of streetscaping including, planter island pavers, concrete, trees, lighting on East Michigan Avenue from Capitol Avenue to Pennsylvania Avenue, and replace portion of bridge deck on M-143 (East Michigan Avenue) over Museum Drive in the city of Lansing, Ingham County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Aggregate Industries/Eastlund Conc.</b>	<b>\$ 2,992,797.53</b>	<b>Same</b>	<b>1 **</b>
Kamminga & Roodvoets, Inc.	\$ 3,179,005.51	Same	2
Tri-Valley Landscaping, Inc.	\$ 3,221,757.52	Same	3
C & D Hughes, Inc.	\$ 3,455,860.08	Same	4
E.T. MacKenzie Company	\$ 3,711,341.66	Same	5
Zito Construction Co.	\$ 3,788,355.05	Same	6
Bailey Excavating, Inc.			
L Squared Construction, LLC.			
Nashville Construction Company			
Davis Construction, Inc.			

6 Bidders

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

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

72114A		
Federal Highway Administration Funds	53.41 %	
City of Lansing	46.59 %	
87826A		
Federal Highway Administration Funds	78.29 %	
City of Lansing	21.71 %	
89222A		
State Restricted Trunkline Funds	100 %	

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



**Purpose/Business Case:** This project is for the reconstruction and widening of a predetermined portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the federal Highway Administration.

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

**Funding Source:**

75329A

Washtenaw County	6.37 %
Federal Highway Administration Funds	43.07 %
State Restricted Trunkline Funds	50.56 %

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

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

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Road reconstruction.

**Selection:** Low bid.

**Zip Code:** 48103.



**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Road reconstruction.

**Selection:** Low bid.

**Zip Code:** 49506.

145. LETTING OF FEBRUARY 02, 2007  
 PROPOSAL 0702043  
 PROJECT EDCF 41544-74901  
 LOCAL AGRMT. 06-5627  
 START DATE - APRIL 03, 2007  
 COMPLETION DATE - JULY 13, 2007

ENG. EST.                      LOW BID  
 \$ 1,589,136.00    \$ 1,567,566.75

% OVER/UNDER EST.  
 -1.36 %

0.70 mi of realignment and reconstruction including concrete curb and gutter, hot mix asphalt paving, traffic signal improvements, drainage improvements, concrete sidewalk, and pavement markings on Rivertown Parkway and 44th Street at the Ivanrest Avenue intersection in the city of Grandville, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Schippers Excavating, Inc.</b>	<b>\$ 1,567,566.75</b>	<b>Same</b>	<b>1 **</b>
Nashville Construction Company	\$ 1,568,859.08	Same	2
Nagel Construction, Inc.	\$ 1,572,152.27	Same	3
Diversco Construction Company Inc.	\$ 1,572,211.07	Same	4
Kamminga & Roodvoets, Inc.	\$ 1,580,602.37	Same	5
Bond Construction Company	\$ 1,627,813.00	Same	6
Milbocker and Sons, Inc.	\$ 1,639,206.77	Same	7
Dykema Excavators, Inc.	\$ 1,660,308.35	Same	8
Kentwood Excavating, Inc.	\$ 1,668,739.10	Same	9
Wyoming Excavators, Inc.	\$ 1,758,450.00	Same	10

10 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

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

**Source of Funds:**

74901A  
 Federal Highway Administration Funds                      78.62 %  
 City of Grandville    21.38 %

**Selection:** Low bid.

**Zip Code:** 49418.

146. LETTING OF FEBRUARY 02, 2007  
 PROPOSAL 0702051  
 PROJECT STU 63459-89071, ETC  
 LOCAL AGRMT. 06-5667  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 31, 2009

ENG. EST.                      LOW BID  
 \$ 2,610,903.35    \$ 2,329,328.71

% OVER/UNDER EST.  
 -10.78 %

0.55 mi of three lane hot mix asphalt roadway and adjacent parking reconstruction with concrete curb and gutter, center turn lane/median boulevard, sidewalk, streetscape, pavement markings, and traffic signal improvements on North Old Woodward Avenue from Hamilton Avenue to Oak Street in the city of Birmingham, Oakland County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Peter A. Basile Sons, Inc.</b>	<b>\$ 2,329,328.71</b>	<b>Same</b>	<b>1 **</b>
South Hill Construction Company	\$ 2,378,060.19	Same	2
Cadillac Asphalt, LLC.	\$ 2,407,422.53	Same	3
John Carlo, Inc.	\$ 2,532,833.80	Same	4
Six-S, Inc./Asix Asphalt Paving	\$ 2,538,944.57	Same	5
Dan's Excavating, Inc.	\$ 2,588,664.05	\$ 2,600,364.05	6
Pamar Enterprises, Inc.	\$ 2,626,096.30	Same	7
Angelo Iafrate Construction Company	\$ 2,729,187.47	Same	8
L Squared Construction, LLC.	\$ 2,833,200.20	Same	9
Posen Construction, Inc.	\$ 3,130,104.61	Same	10
Warren Contractors & Development	\$ 3,366,099.45	Same	11
DeAngelis Landscape, Inc.			
L.J. Construction, Inc.			
ABC Paving Company			
Ajax Paving Industries, Inc.			
Barrett Paving Materials, Inc.			
Pro-Line Asphalt Paving Corp.			
L. D'Agostini & Sons, Inc.			

11 Bidders

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

**Purpose/Business Case:** This project is for the reconstruction and widening of a predetermined portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the federal Highway Administration.

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

**Funding Source:**

89071A		
City of Birmingham		12.79 %
Federal Highway Administration Funds		69.77 %
State Restricted Trunkline Funds		17.44 %
89084A		
City of Birmingham		59.19 %
Federal Highway Administration Funds		40.81 %

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

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

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Road reconstruction.

**Selection:** Low bid.

**Zip Code:** 48012.

147.	LETTING OF FEBRUARY 02, 2007	ENG. EST.	LOW BID
	PROPOSAL 0702052	\$ 218,983.00	\$ 157,152.20
	PROJECT HRRR 45609-88390		
	LOCAL AGRMT. 06-5637		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 13, 2007		-28.24 %

Reconstruct bridge and relocate bridge piers outside of roadway shoulder on County Road 633 at Leelanau Trail (Pere Marquette Railroad) bridge, Leelanau County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>L.W. Lamb, Inc.</b>	<b>\$ 157,152.20</b>	<b>Same</b>	<b>1 **</b>
Anlaan Corporation	\$ 157,232.17	Same	2
Miller Development, Inc.	\$ 175,725.17	Same	3
J.E. Kloote Contracting, Inc.	\$ 177,369.25	Same	4
John Henry Excavating, Inc.	\$ 188,811.00	Same	5
Heystek Contracting, Inc.	\$ 206,354.00	Same	6
J. Slagter & Son Construction Co.	\$ 207,136.17	Same	7
Midwest Bridge Company	\$ 208,720.17	Same	8
S.L. & H. Contractors, Inc.			
Milbocker and Sons, Inc.			
Davis Construction, Inc.			

8 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

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

**Source of Funds:**

88390A

Leelanau County 10.00 %  
Federal Highway Administration Funds 90.00 %

**Selection:** Low bid.

**Zip Code:** 49684.

148. LETTING OF FEBRUARY 02, 2007 ENG. EST. LOW BID  
PROPOSAL 0702053 \$ 352,256.25 \$ 360,494.26  
PROJECT CM 23041-50862  
LOCAL AGRMT. 05-5455 % OVER/UNDER EST.  
START DATE - 10 days after award  
COMPLETION DATE - JULY 03, 2007 2.34 %

0.71 mi of hot mixed asphalt non-motorized wide walk construction including pedestrian structure, boardwalk, and restoration on M-43 (Saginaw Highway) from Jenne Street to Timbercreek Drive in the city of Grand Ledge, Eaton County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>L.W. Lamb, Inc.</b>	<b>\$ 360,494.26</b>	<b>Same</b>	<b>1 **</b>
Youngstrom Contracting, Inc.	\$ 365,664.00	Same	2
Davis Construction, Inc.	\$ 405,580.92	Same	3
L.J. Construction, Inc.	\$ 405,794.50	Same	4
E.T. MacKenzie Company	\$ 439,139.20	Same	5
Quantum Construction Company, Inc.	\$ 489,367.25	Same	6
Anlaan Corporation	\$ 507,638.00	Same	7
Walter Toebe Construction Co.			
Midwest Bridge Company			
J.E. Kloote Contracting, Inc.			
Milbocker and Sons, Inc.			

7 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

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

**Source of Funds:**

50862A

Federal Highway Administration Funds 80.00 %  
City of Grand Ledge 20.00 %

**Selection:** Low bid.

**Zip Code:** 48837.



**EXTRAS**

150. **Extra 2007- 17**

Control Section/Job Number: 52555-76711 Local Agency Project

State Administrative Board - This project is under \$800,000 and the extras exceed the \$48,000 Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Payne & Dolan, Inc.  
P. O. Box 351  
Gladstone, MI 49837

Designed By: Local Agency  
Engineer's Estimate: \$550,714.04

Description of Project:

5.41 miles of hot mix asphalt overlay and single course chip seal on County Road 550 from County Road KCI to County Road KCD and on County Road 480 from US-41 to M-553, Marquette County.

Administrative Board Approval Date:	July 5, 2006	
Contract Date:	July 11, 2006	
Original Contract Amount:	\$733,538.00	
Total of Overruns/Changes (Approved to Date):	(7,836.34)	- 1.07%
Total of Extras/Adjustments (Approved to Date):	47,981.09	+ 6.54%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>6,647.90</u></b>	<b><u>+ 0.91%</u></b>
<b>Revised Total</b>	<b><u>\$780,330.65</u></b>	<b>+ 6.38%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.47% over the original budget for an **Authorized to Date Amount** of \$773,682.75.

Approval of this extra will place the authorized status of the contract 6.38% or \$46,792.65 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2

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

**CM 2**

Crack Treatment – AMZ, Roadbed

0.330 Rbmi @ \$20,145.16/Rbmi

\$6,647.90

**Total**

**\$6,647.90**

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

**CM 2**

The contractor was directed to apply AMZ crack treatment to the road prior to applying the chipseal. Once the project was started, it was determined that the existing cracks were too large for just a chipseal treatment. The engineer determined they should first be filled with a substance that would allow the chipseal to perform as designed. This item was originally set up on contract modification #1; this contract modification will pay for the actual quantities used. The extra cost for Crack Treatment – AMZ, Roadbed was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with other projects within the area with similar work items.

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

This Extra is recommended for approval by the State Administrative Board.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

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

**Funding Source:** FHWA, 80%; State Restricted Economic Development, 20%.

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

**Risk Assessment:** These items were required for the safe and timely completion of the project.

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

**Selection:** Low bid.

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

**Zip Code:** 49855.

151. **Extra 2007 - 18**

Control Section/Job Number: 82191-79011 MDOT Project

State Administrative Board - This project has at least one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

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

Designed By: MDOT  
Engineer's Estimate: \$60,402,742.44

Description of Project:

3.71 mi of freeway reconstruction, ramps, storm sewer reconstruction, signing, and pavement marking upgrade on I-75 from north of Gibraltar Road northerly to north of King Road along with reconstruction and rehabilitation of 22 bridges on I-75 from Gibraltar Road northerly to North Line Street, in the cities of Woodhaven, Southgate, Taylor and Flat Rock, Wayne County. This project includes a 5-year materials and workmanship pavement warranty and a 2-year bridge painting warranty.

Administrative Board Approval Date:	September 5, 2006	
Contract Date:	September 21, 2006	
Original Contract Amount:	\$53,517,860.76	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>158,035.89</u></b>	<b><u>+ 0.30%</u></b>
<b>Revised Total</b>	<b><u>\$53,675,896.65</u></b>	<b>+ 0.30%</b>
<b><u>Offset Information</u></b>		
Total Offsets This Request	(\$316,071.78)	- 0.59%
Net Revised Request	(\$158,035.89)	- 0.30%

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$53,517,860.76.

Approval of this extra will place the authorized status of the contract 0.30% or \$158,035.89 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

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

**CM 1**

Value Engineering Change Budget  
 Total

\$158,035.89  
\$158,035.89

**CM 1 Offset Information**

Aggregate Base, 12 inch	-9,015.680 Syd @ \$5.00/Syd	(\$45,078.40)
Excavation, Earth	-4,499.890 Cyd @ \$4.50/Cyd	(20,249.51)
HMA, 2C	-1,482.890 Ton @ \$52.00/Ton	(77,110.28)
HMA, 3C	-1,482.890 Ton @ \$55.00/Ton	(81,558.95)
HMA, 4C	-991.720 Ton @ \$58.00/Ton	(57,519.76)
Mulch Blanket	-3,000.000 Syd @ \$1.00/Syd	(3,000.00)
Pavt, Rem	-9,015.680 Syd @ \$3.50/Syd	(31,554.88)
<b>Total</b>		<b><u>(\$316,071.78)</u></b>

**Net Revised CM 1 Request**

**(\$158,035.89)**

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

A Value Engineering Change Proposal (VECP) was submitted by the contractor. The VECP was submitted per the requirements in the supplemental specification for VECP, as contained in the project proposal. The VECP was submitted with a decrease in contract work of \$316,071.78. The contractor is to receive one-half net savings; therefore, this contract modification will authorize payment to the contractor in the amount of \$158,035.89. The VECP proposed a change in the maintaining of traffic that will reduce the quantity of temporary contract items during Stage 1 of construction on the I-75 reconstruction project from Gibraltar Road to Sibley Road. The temporary widening along with gore modifications were eliminated. Traffic will be maintained within the lane widths and shy distances called for on the plans.

Concurrence was received from the Design Division on maintaining a minimum 1 foot shy distance from barrier wall, and a 2 foot shy distance on the outside southbound I-75 shoulder. Asphalt shoulders and gores to be left in place were verified to be 9 and 11 inches in thickness and are in good condition. The contractor has agreed to cover any costs associated with repairs necessary to these locations during construction if the need arises. The cost for the Value Engineering Change Budget was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and the supplemental specification for VECP. The cost was deemed reasonable as part of a VECP review.

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

This extra is recommended for approval by the State Administrative Board.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

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

**Funding Source:** FHWA, 89.99%; State Restricted Trunkline, 9.93%; City of Taylor, 0.05%; City of Southgate, 0.02%; SBC Communications, 0.01%.

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

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.  
**Selection:** Low bid.  
**New Project Identification:** This is an existing project already under contract.  
**Zip Code:** 48174.

**OVERRUN**

152. **Overrun 2007 - 05**

Control Section/Job Number: 13609-84933 Local Agency Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: Severance Electric Co., Inc.  
 4140 Rollridge  
 Kalamazoo, MI 49004

Designed By: Local Agency  
 Engineer's Estimate: \$236,780.01

Description of Project:

Geometric improvements, traffic signal modernization, and installation of pedestrian signals on Champion Street at North Washington Avenue, in the city of Battle Creek, Calhoun County.

Administrative Board Approval Date:	March 21, 2006	
Contract Date:	April 6, 2006	
Original Contract Amount:	\$187,666.75	
Total of Overruns/Changes (Approved to Date):	18,766.68	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	5,202.50	+ 2.77%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>8,306.40</u></b>	<b>+ <u>4.43%</u></b>
<b>Revised Total</b>	<b><u>\$219,942.33</u></b>	<b>+ 17.20%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.77% over the original budget for an **Authorized to Date Amount** of \$211,635.93.

Approval of this overrun will place the authorized status of the contract 17.20% or \$32,275.58 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Sidewalk Ramp, ADA, Modified	304.000 Sft @ \$15.00/Sft	\$4,560.00
Sidewalk, Conc, 4 inch, Modified	1784.000 Sft @ \$2.10/Sft	3,746.40
<b>Total</b>		<b><u>\$8,306.40</u></b>

**Reason(s) for Overrun(s):**

The City of Battle Creek had two projects near the intersection of Champion Street and Washington Avenue during the summer of 2006. One project was a major reconstruction of Washington Avenue. The other was this project, a signal modernization and geometric improvements on Champion Street at Washington Avenue. The city thought the signal contractor would have all the underground work complete prior to the project on Washington Avenue starting up. When this did not happen, they deleted the sidewalk and sidewalk ramp quantities from the Washington Avenue project and increased the quantities on this project. This way they would not install new sidewalk and then remove it to place the new signal and associated items. This caused the increase in quantities of Sidewalk Ramp, ADA, Modified and Sidewalk, Conc, 4 inch, Modified causing an overrun in the original bid items.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA, 80%; City of Battle Creek, 20%.

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

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**Selection:** Low bid.

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

**Zip Codes:** 49017.

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

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

Respectfully submitted,

Kirk T. Steudle  
Director