

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE  
STATE ADMINISTRATIVE BOARD

T&NR Meeting: June 15, 2005 – North Central Conference Room,  
4<sup>th</sup> Floor, Treasury Building, 3:30 PM

State Administrative Board Meeting: June 21, 2005 - 1921 Department of Conservation Room,  
7<sup>th</sup> Floor, Mason Building, 11:00 AM

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CONTRACTS

1. HIGHWAYS (Real Estate) – Resolution “ A” (Direct Sale to Local Municipality)  
Tract 353, Control Section 82022, Parcel 3, Part D, 5 Part A, Parcel 6 Part C, Parcel 22A Part A,  
30 Part A, Parcel 31 Part A, Parcel 32, Part A

The subject tract is located in the city of Romulus, Wayne County, Michigan, and contains approximately 1.52 acres. The appraisal was completed by Norman Thomas of R.S. Thomas & Associates, Inc., an independent fee appraiser, on December 26, 2001, at \$230,000. The appraisal was reviewed by Paul Sander, Metro Region Appraiser, on April 15, 2002, at \$230,000. An updated appraisal review was completed by Paul Sander, Metro Region Appraiser, on February 28, 2005, at the amount of \$230,000. The tract was approved for sale by Patrick Scarlett, Excess Property Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on February 28, 2005, for the amount of \$230,000. The City of Romulus Tax Increment Authority has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$46,000, which represents a 20 percent bid deposit. The property was offered to all local municipalities. The property has been declared excess by the Bureau of Highways – Development.

\$230,000

**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:** 48174.

2. HIGHWAYS (Real Estate) - Resolution “B” (Direct Sale to Local Municipality)  
Tract 813, Control Section 82022, Parcel 1517, Part A

The subject tract is located in the city of Romulus, Wayne County, Michigan, and contains approximately 9,670 square feet. The appraisal was completed by Gerard Lacey, Metro Region Staff Appraiser, on January 28, 2005, at \$34,000. The appraised tract was approved for sale by Paul Sander, Metro Region Appraisal Manager, on February 4, 2005, for the amount of \$34,000. The City of Romulus Tax Increment Authority has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$6,800, which represents a 20 percent bid deposit. The property was offered to all local municipalities. The property has been declared excess by the Bureau of Highways – Development.

\$34,000

**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:** 48174.

3. HIGHWAYS (Real Estate) - Resolution “C” (Direct Sale to Local Municipality)  
Tract 814, Control Section 82022, Parcel 1519, Part A

The subject tract is located in the city of Romulus, Wayne County, Michigan, and contains approximately 1,920 square feet. The appraisal was completed by Gerard Lacey, Metro Region Staff Appraiser, on January 28, 2005, at \$6,700. The appraised tract was approved for sale by Paul Sander, Metro Region Appraisal Manager, on February 4, 2005, for the amount of \$6,700. The City of Romulus Tax Increment Authority has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$1,340, which represents a 20 percent bid deposit. The property was offered to all local municipalities. The property has been declared excess by the Bureau of Highways – Development.

\$6,700

**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:** 48174.

4. HIGHWAYS (Real Estate) - Resolution "D" (Direct Sale to Local Municipality)  
Tract 815, Control Section 82022, Parcel 1521, Part A

The subject tract is located in the city of Romulus, Wayne County, Michigan, and contains approximately 12,070 square feet. The appraisal was completed by Gerard Lacey, Metro Region Staff Appraiser, on January 28, 2005, at \$42,250. The appraised tract was approved for sale by Paul Sander, Metro Region Appraisal Manager, on February 4, 2005, for the amount of \$42,250. The City of Romulus Tax Increment Authority has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$8,450, which represents a 20 percent bid deposit. The property was offered to all local municipalities. The property has been declared excess by the Bureau of Highways – Development.

\$42,250

**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:** 48174.

5. HIGHWAYS (Real Estate) - Resolution "E" (Direct Sale to Local Municipality)  
Tract 816, Control Section 82022, Parcel 1524, Part A, Parcel 1525, Part A

The subject tract is located in the city of Romulus, Wayne County, Michigan, and contains approximately 6,040 square feet. The appraisal was completed by Gerard Lacey, Metro Region Staff Appraiser, on January 28, 2005, at \$21,100. The appraised tract was approved for sale by Paul Sander, Metro Region Appraisal Manager, on February 4, 2005, for the amount of \$21,100. The City of Romulus Tax Increment Authority has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$4,200, which represents a 20 percent bid deposit. The property was offered to all local municipalities. The property has been declared excess by the Bureau of Highways – Development.

\$21,100

**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:** 48174.

6. HIGHWAYS (Real Estate) - Resolution "F" (Direct Sale to Local Municipality)  
Tract 817, Control Section 82022, Parcel 1528, Part A

The subject tract is located in the city of Romulus, Wayne County, Michigan, and contains approximately 3,170 square feet. The appraisal was completed by Gerard Lacey, Metro Region Staff Appraiser, on February 1, 2005, at \$11,000. The appraised tract was approved for sale by Paul Sander, Metro Region Appraisal Manager, on February 4, 2005, for the amount of \$11,000. The City of Romulus Tax Increment Authority has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$2,200, which represents a 20 percent bid deposit. The property was offered to all local municipalities. The property has been declared excess by the Bureau of Highways – Development.

\$11,000

**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:** 48174.

7. HIGHWAYS (Real Estate) - Resolution "G" (Excess Property Easement)  
Tract 207, Control Section 63103, Parcel 1097, Part B

The subject tract is located in the township of Royal Oak, Oakland County, Michigan, and contains approximately 300 square feet. Michigan Bell Telephone Company has requested the easement to place a utility cabinet and appurtenances on the property. The appraisal was completed by Glenn McKennon, Metro Region Staff Appraiser, on February 2, 2005, at \$750. The appraised tract was approved for sale by Paul Sander, Metro Region Appraisal Manager, on February 22, 2005, for the amount of \$750. Michigan Bell Telephone Co., d/b/a SBC Michigan, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$750, which represents payment in full. The tract was not offered to the local municipalities because it is an easement. The property has been declared excess by the Bureau of Highways – Development.

\$750

**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 our property while we maintain 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 in which 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:** 48220.

8. HIGHWAYS (Real Estate) – Resolution "H" (Direct Sale to abutting owner)  
Tract 708, Control Section 63082, Parcel C-1030, Part A

The subject tract is located in the city of Southfield, Oakland County, Michigan, and contains approximately 26,948 square feet. The tract has two abutting owners. The highest and best use of the tract is assemblage with the abutting land. The tract is being sold directly to one abutting owner, because that owner has a vested right of access to US-10 (Northwestern Highway) over the subject tract. The tract was appraised by Michael Odette, Staff Appraiser, Metro Region Real Estate, on March 29, 2005, at \$325,000. It was reviewed by Gerald Lacey, Staff Appraiser, Metro Region Real Estate, on March 29, 2005, at \$325,000. The tract was approved for sale by Paul Sander, Appraisal Manager, Metro Region Real Estate, on April 5, 2005, for the amount of \$325,000. Northwestern Real Estate Ventures, LLC, one of the abutting owners, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$65,000, which represents a 20 percent bid deposit. The tract was offered to the local municipality prior to being offered to the public. The tract was determined to be excess by the Bureau of Highways - Development.

\$325,000

**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:** 48076.

9. HIGHWAYS (Real Estate) – Resolution “I” (Direct Sale to Local Municipality)  
Tract 489, Control Section 63192, Parcel 1860N, Part A

The subject tract is located in the township of Commerce, Oakland County, Michigan, and contains approximately 0.38 acres. The appraisal was completed by Glenn McKennon, Metro Region Staff Appraiser, on April 18, 2005, at \$165,300. The appraisal was reviewed by Donald Suchocki, Metro Region Staff Appraiser, on April 28, 2005, at the amount of \$165,300. The tract was approved for sale by Paul Sander, Metro Region Appraisal Manager, on April 28, 2005, for the amount of \$165,300. The Charter Township of Commerce Downtown Development Authority has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$33,060, which represents a 20 percent bid deposit. The property was offered to all local municipalities. The property has been declared excess by the Bureau of Highways – Development.

\$165,300

**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:** 48390.

10. HIGHWAYS (Real Estate) – Resolution “J” (Over-the-Counter Sale)  
Tract 102, Control Section 18041, Parcel C-73, Part A

The subject tract is located in the township of Redding, Clare County, Michigan, and contains approximately 8,963 square feet. The appraisal was completed by Thomas P. Williams, The Oetzel-Williams Group, an independent fee appraiser, on August 20, 2002, at \$1,600. The appraisal was reviewed by Patricia Gnotek, Bay Region Property Analyst, on March 3, 2005, at the amount of \$1,600. The tract was approved for sale by Andrew Philip, Bay Region Real Estate Agent, on March 4, 2005, for the amount of \$1,600. The tract was offered for sale at public auction on April 26, 2005, and did not sell. The tract was approved to be available on Over-the-Counter on May 1, 2005. Timberlee Management has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$320, which represents a 20 percent bid deposit. The property was offered to the local municipalities prior to being offered to the public. The property has been declared excess by the Bureau of Highways – Development.

\$1,600

**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:** 48625.

11. HIGHWAYS (Real Estate) – Resolution “K” (Excess Property Exchange)  
Tract 771, Control Section 09011, Parcel 243, Part A, Parcel 244, Part A, Parcel 245, Part A

The subject tract is located in the township of Frankenlust, Bay County, Michigan, and contains approximately 1.09 acres. The property to be acquired is located in the township of Frankenlust, Bay County, Michigan, contains approximately 8.11 acres, and is valued at \$528,700. MDOT is acquiring property from Harry and Geraldine Farris for the M-84 project. During negotiations, they indicated that they were interested in the adjacent excess tract owned by MDOT. They signed the option subject to purchasing MDOT’s excess property. The appraisal for the subject tract was completed by Patricia Gnotek, Bay Region Property Analyst, on May 7, 2004, at \$5,700. It was reviewed by R. Michael Smith, Bay Region Property Manager, on May 7, 2004, at the amount of \$5,700. The tract was approved for sale by Andrew Philp, Bay Region Real Estate Agent on May 7, 2005, for the amount of \$5,700. Mr. and Mrs. Farris agreed to settle in the amount of the appraised value of \$528,700 for their property, plus the excess property valued at \$5,700. This negotiated agreement precludes additional expenses incurred if it becomes necessary to proceed with condemnation action. The transaction was approved for exchange by Andrew Philp, Bay Region Real Estate Agent, on May 26, 2005. The property was not offered to the local municipalities because it was part of an exchange. The property has been declared excess by the Bureau of Highways – Development.

\$5,700

**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:** 48706.

12. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z17/R1) under Contract (2001-0665) between MDOT and Tetra Tech MPS will renew the authorization and extend the authorization term to provide sufficient time for the consultant to complete the construction engineering services. The original authorization, which expired on January 31, 2005, provided for construction engineering services to be performed on I-94 from M-59 to 23 Mile Road, Chesterfield Township, Macomb County. The additional time is needed because the low bidder for the construction contract withdrew its bid, requiring the project to be put on hold and MDOT to revise the construction schedule. The construction contract was then delayed until this construction season. No services will be performed between the expiration of the original authorization and the award of this authorization revision. The revised authorization term will be from February 5, 2004, through January 31, 2005, and from the date of award of this authorization revision through July 31, 2006. The authorization amount remains unchanged at \$65,220.97. The contract term is January 31, 2002, through July 31, 2006. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Purpose/Business Case:** To renew the authorization and extend the authorization term to provide sufficient time for the consultant to complete construction engineering services. The additional time is needed because the low bidder withdrew its bid, causing a delay in construction.

**Benefit:** Will allow the services to be completed in a timely manner, avoiding additional delays and conflicts for the contractor, the consultant, MDOT, and motorists.

**Funding Source:** 90% 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 approve this authorization revision will result in additional delays in the completion of the services.

**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:** 48310.

13. HIGHWAYS - IDS Design Consultant Services

Authorization (Z23) under Contract (2003-0321) between MDOT and Tyme Engineering, Inc., will provide for bridge project scoping services to be performed for the development of repair recommendations for bridge structures within the Metro Region (CS Various - JN 83124). The work items include site review, engineering analysis of findings, and report preparation. The authorization will be in effect from the date of award through June 5, 2006. The authorization amount will be \$198,876.87. The contract term is June 5, 2003, through June 5, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the inspection of bridge structures within the Metro Region. This is an activity that should be performed when scheduled inspection data shows the poor condition of a structure and a detailed scope of work is needed to include the structure in the rehabilitation program. It is important to perform a detailed scope for each structure to provide an appropriate rehabilitation recommendation for the Lansing Bridge Design Support Area. All structures to be scoped are included in the Five Year Plan. Once the condition of a bridge is assessed, a report will be written that will provide detailed descriptions of condition and necessary repairs and a cost estimate for the rehabilitation.

**Benefit:** Will provide a clear understanding of the conditions of the structures and help to determine rehabilitation options for the structures that require immediate or future repairs. This will ensure the continued and future in-service safety and proper management of the Metro Region bridge network.

**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:** Further deterioration of the structures, which could require emergency repairs to be performed or load restrictions on the structures.

**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 the bridge inspection of existing bridges in the Metro Region.

**Zip Code:** 48075.

14. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z1/R2) under Contract (2004-0091) between MDOT and Capital Consultants, Inc., will provide for the performance of additional design services, including a redesign based on MDOT hydraulics recommendations and Michigan Department of Environmental Quality (MDEQ) requirements on M-66 and M-79/Lawrence Road, Barry County (CS 08051 - JN 50760C), and will increase the authorization amount by \$10,287.77. The work items include moving the M-79 intersection farther north and realigning the M-79 drainage. The original authorization provides for the design of M-66 from Assyria Road to Francis Street in the village of Nashville, Maple Grove Township, Barry County. The authorization term remains unchanged, March 4, 2004, through February 3, 2007. The revised authorization amount will be \$269,292.24. The contract term is February 3, 2004, through February 3, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of additional design services, including a redesign to be performed on M-66 and M-79/Lawrence Road, Barry County, and will increase the authorization amount by \$10,287.77. The work items include moving the M-79 intersection farther north and realigning the M-79 drainage.

**Benefit:** Will allow slow-moving traffic turning from M-66 onto M-79 and Lawrence Road to move of the flow of traffic and into the center left turn lane.

**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:** Not authorizing this service could result in MDOT not achieving its crash reduction goal. Economies and efficiencies gained by combination with a larger road project would be lost and could not be recovered on a stand alone safety 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 revision; qualifications-based for original authorization.

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

**Zip Code:** 49953.

15. HIGHWAYS - IDS Design Consultant Services

Authorization (Z5) under Contract (2004-0104) between MDOT and NTH Consultants, Ltd., will provide for the performance of bridge project scoping services for the development of repair recommendations for bridge structures within the Metro Region (CS Various - JN 83127). The work items include site review, engineering analysis of findings, and report preparation. The authorization will be in effect from the date of award through February 23, 2007. The authorization amount will be \$219,732.05. The contract term is February 23, 2004, through February 23, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the inspection of bridge structures within the Metro Region. This is an activity that should be performed when scheduled inspection data shows the poor condition of a structure and a detailed scope of work is needed to include the structure in the rehabilitation program. It is important to perform a detailed scope for each structure to provide an appropriate rehabilitation recommendation for the Lansing Bridge Design Support Area. All structures to be scoped are included in the Five Year Plan. Once the condition of a bridge is assessed, a report will be written that will provide detailed descriptions of condition and necessary repairs and a cost estimate for the rehabilitation.

**Benefit:** Will provide a clear understanding of the conditions of the structures and help to determine rehabilitation options for the structures that require immediate or future repairs. This will ensure the continued and future in-service safety and proper management of the Metro Region bridge network.

**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:** Further deterioration of the structures, which could require emergency repairs to be performed or load restrictions on the structures.

**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 the bridge inspection of existing bridges in the Metro Region.

**Zip Code:** 48075.

16. HIGHWAYS - IDS Design Consultant Services

Authorization (Z19) under Contract (2004-0174) between MDOT and Wade-Trim/Associates, Inc., will provide for the performance of bridge project scoping services for the development of repair recommendations for bridge structures within the Metro Region (CS Various - JN 83125). The work items include site review, engineering analysis of findings, and report preparation. The authorization will be in effect from the date of award through April 7, 2007. The authorization amount will be \$204,841.01. The contract term is April 7, 2004, through April 4, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the inspection of bridge structures within the Metro Region. This is an activity that should be performed when scheduled inspection data shows the poor condition of a structure and a detailed scope of work is needed to include the structure in the rehabilitation program. It is important to perform a detailed scope for each structure to provide an appropriate rehabilitation recommendation for the Lansing Bridge Design Support Area. All structures to be scoped are included in the Five Year Plan. Once the condition is assessed, a report will be written that will provide detailed descriptions of condition and necessary repairs and a cost estimate for the rehabilitation.

**Benefit:** Will provide a clear understanding of the conditions of the structures and help determine rehabilitation options for the structures that require immediate or future repairs. This will ensure the continued and future in-service safety and proper management of the Metro Region bridge network.

**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:** Further deterioration of the structures, which could require emergency repairs to be performed or load restrictions on the structures.

**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 the bridge inspection of existing bridges in the Metro Region.

**Zip Code:** 48075.

17. HIGHWAYS - IDS Design Consultant Services

Authorization (Z4) under Contract (2005-0050) between MDOT and Surveying Solutions, Inc., will provide for surveying and staking services to be performed on an as-needed basis for various road and bridge projects in the Taylor Transportation Service Center service area, Wayne County (CS Various - JN Various). The work items include construction staking, road design surveying, bridge design surveying, right-of-way surveying, establishing ground control points, and establishing geodetic control points. The authorization will be in effect from the date of award through February 1, 2008. The authorization amount will be \$299,968.33. The contract term is February 1, 2005, through February 1, 2008. 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 surveying and staking services to be performed on an as-needed basis for various road and bridge projects in the Taylor Transportation Service Center service area, Wayne County. The work items include construction staking, road design surveying, bridge design surveying, right-of-way surveying, establishing ground control points, and establishing geodetic control points.

**Benefit:** The availability of these as-needed services will ensure that construction schedules can be maintained and will result in higher quality performance. These benefits will lead to overall cost savings to MDOT, Michigan taxpayers, and local economies.

**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:** Lack of available surveying and staking services will significantly delay construction projects and possibly result in poor performance issues. Could lead to increased costs to MDOT, Michigan taxpayers, and local economies.

**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:** 48180.

18. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z3) under Contract (2005-0126) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for full construction engineering services to be performed on US-24 (Telegraph Road) from Orchard Lake Road to Elizabeth Lake Road in the cities of Pontiac and Sylvan Lake, Bloomfield and Waterford Townships, Oakland County (CS 63052 - JN 50291A). 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 April 5, 2008. The authorization amount will be \$884,926.64. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: 81.85% Federal Highway Administration Funds, 7.25% State Restricted Trunkline Funds, 7.8% City of Pontiac Funds, 2.8% Waterford Township Funds, and 0.3% SBC Communications Funds.

**Purpose/Business Case:** To provide for full construction engineering to be performed on US-24 (Telegraph Road) from Orchard Lake Road to Elizabeth Lake Road in the cities of Pontiac and Sylvan Lake, Bloomfield and Waterford Townships, Oakland County. The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records.

**Benefit:** Will provide for construction engineering services to be performed on US-24 that are required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

**Funding Source:** 81.85% Federal Highway Administration Funds, 7.25% State Restricted Trunkline Funds, 7.8% City of Pontiac Funds, 2.8% Waterford Township Funds, and 0.3% SBC Communications 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 would 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:** 48341.

19. HIGHWAYS - IDS Design Consultant Services

Authorization (Z5) under Contract (2005-0126) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for the development of a transportation improvement plan for western Wayne County (CS 82900 – JN 45381). The work items include project initiation, data collection, evaluation of existing conditions, development of travel demand forecasts, development of improvement scenarios, development of alternative improvement scenarios, development of preferred transportation alternatives, and plan documentation. The authorization will be in effect from the date of award through April 5, 2008. The authorization amount will be \$458,377.08. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: State Restricted Trunkline Funds - \$208,377.08; Canton Township Funds - \$150,000; Van Buren Township Funds - \$100,000. Local agency costs are fixed costs; all costs incurred above the fixed cost amount will be paid by State Restricted Trunkline Funds.

By association with the above consultant contract, we are also asking for approval of cost participation agreement (Contract 2005-5275).

**Purpose/Business Case:** To provide for the development of a transportation improvement plan for western Wayne County in cooperation with Canton and Van Buren Townships. Some of the routes to be studied include Ford Road and I-275. The work items include project initiation, data collection, evaluation of existing conditions, development of travel demand forecasts, development of improvement scenarios, development of alternative improvement scenarios, development of preferred transportation alternatives, and plan documentation. The purpose of this study is to identify deficiencies and develop improvement options in the state and local transportation networks, both in 2005 under current conditions and in 2030 as development continues, through an area-wide approach. The final plan must address both motorized and non-motorized transportation options. The study also meets a Federal Highway Administration (FHWA) requirement, allowing consideration of future improvements and expansion projects for I-275.

**Benefit:** The population of the Wayne County suburbs has burgeoned, pushing the boundary of the urban area further from its core. These suburbs demonstrate the highest percentage of single occupant vehicles in the entire country, creating significant traffic congestion problems and an opportunity for improvement. This project will provide for the optimal use of future transportation funding by indicating the best plans for future travel demands, relieving congestion, and improving safety. The study will meet FHWA requirements for improvement projects on I-275.

**Funding Source:** State Restricted Trunkline Funds - \$208,377.08; Canton Township Funds - \$150,000; Van Buren Township Funds - \$100,000. Local agency costs are fixed costs; all costs incurred above the fixed cost amount will be paid by 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:** The lack of a transportation improvement plan study would eliminate an opportunity to improve future traffic flow and solve present and future congestion problems on multiple corridors. Local agencies might propose improvement projects that will not solve the congestion and safety issues of an area. The FHWA might not allow improvement projects on I-275.

**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:** 48188.

20. HIGHWAYS - IDS Design Consultant Services

Authorization (Z5) under Contract (2005-0137) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for the performance of bridge project scoping services for the development of repair recommendations for bridge structures within the Metro Region (CS Various - JN 83126). The work items include site review, engineering analysis of findings, and report preparation. The authorization will be in effect from the date of award through April 5, 2008. The authorization amount will be \$220,125.93. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the inspection of bridge structures within the Metro Region. This is an activity that should be performed when scheduled inspection data shows the poor condition of a structure and a detailed scope of work is needed to include the structure in the rehabilitation program. It is important to perform a detailed scope for each structure to provide an appropriate rehabilitation recommendation for the Lansing Bridge Design Support Area. All structures to be scoped are included in the Five Year Plan. Once the condition is assessed, a report will be written that will provide detailed descriptions of condition and necessary repairs and a cost estimate for the rehabilitation.

**Benefit:** Will provide a clear understanding of the conditions of the structures and help to determine rehabilitation options for the structures that require immediate or future repairs. This will ensure the continued and future in-service safety and proper management of the Metro Region bridge network.

**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:** Further deterioration of the structures, which could require emergency repairs to be performed or load restrictions on the structures.

**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 the bridge inspection of existing bridges in the Metro Region.

**Zip Code:** 48075.

21. \*HIGHWAYS - Construction Engineering Services

Contract (2005-0236) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for full construction engineering services to be performed for the reconstruction of I-75 from Eight Mile Road to Twelve Mile Road in the cities of Hazel Park, Royal Oak, and Madison Heights, Oakland County (CS 63174 - JN 50290A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation and documentation of quantities, reporting and record keeping, and finaling all project documentation. The contract will be in effect from the date of award through March 31, 2007. The contract amount will be \$829,928.58. Source of Funds: 90% Federal Highway Administration Funds, 9.49% State Restricted Trunkline Funds, 0.45% City of Royal Oak Funds, and 0.06% City of Madison Heights Funds.

**Purpose/Business Case:** To provide for full construction engineering services to be performed for the reconstruction of I-75 from Eight Mile Road to Twelve Mile Road in the cities of Hazel Park, Royal Oak, and Madison Heights, Oakland County.

**Benefit:** Adequate project administration and inspection and testing, as required by federal law, which will result in a high quality product. The services will ensure that all parts of the construction are up to current MDOT and federal standards.

**Funding Source:** 90% Federal Highway Administration Funds, 9.49% State Restricted Trunkline Funds, 0.45% City of Royal Oak Funds, and 0.06% City of Madison Heights Funds.

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

**Risk Assessment:** Inadequate construction engineering oversight, including inspection and testing could result in substandard work and a subsequent loss of federal funding for construction due to lack of required oversight. Additionally, not authorizing these services now may also result in the loss of federal funding for this entire 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:** Qualifications-based.

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

**Zip Code:** 48071.

22. HIGHWAYS - IDS Engineering Services

Contract (2005-0292) between MDOT and Collins Engineers, Inc., 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.

23. HIGHWAYS – Cost Participation for Local Agency Construction Contract  
Amendatory Contract (2005-5209) between MDOT and the City of Portland will provide for funding participation in the following improvements:

The construction of approximately 10,600 feet of 12-inch watermain from the interchange of Highway I-96 and Grand River Avenue easterly to the Portland rest area and approximately 9,900 feet of 8-inch sanitary sewer from the intersection of Rowe Avenue and the old C&O Railway grade to the Portland rest area, including MDOT's share for the construction of a lift station.

This amendment will retroactively extend the contract term by thirteen months (21 days retroactive). The original contract, which expired on May 30, 2005, needs to be extended because jurisdictional and intergovernmental negotiations between the City of Portland and Danby Township took longer than anticipated. The estimated project cost remains unchanged.

Estimated Funds:

No funding changes were made to the project.

IM 34044 – 58727; Ionia County  
Amendment

**Purpose/Business Case:** To extend the contract term by thirteen months (21 days retroactive). The original contract, which expired on May 30, 2005, needs to be extended because jurisdictional and intergovernmental negotiations between the City of Portland and Danby Township took longer than anticipated.

**Benefit:** Will provide additional time for the City of Portland to complete the project work.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, and Bridge Construction Funds.

**Commitment Level:** 90% federal and 10% state.

**Risk Assessment:** The project work cannot be completed without this time extension.

**Cost Reduction:** N/A. (The original contract was capped at \$915,000).

**Selection:** N/A.

**New Project Identification:** N/A; this is to extend the term of an existing contract.

**Zip Code:** 48875.

24. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2005-5212) between MDOT and the Village of New Era will provide for participation in the construction under contract by the Village of the following Transportation Enhancement improvements:

Streetscaping work along First Street from Garfield Street to Ray Street, including concrete paver sidewalk, ornamental street lighting, street furniture, and landscaping work.

Estimated Funds:

Federal Highway Administration Funds	\$221,970
Village of New Era Funds	<u>\$147,980</u>
Total Funds	<u>\$369,950</u>

STE 64831 – 82615; Oceana County  
 Local Letting

**Purpose/Business Case:** To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21).

**Benefit:** Beautification of transportation system.

**Funding Source:** Federal Transportation Enhancement Activities Funds and Village of New Era Funds.

**Commitment Level:** 60% federal up to \$221,970 and the balance by Village of New Era; based on estimate.

**Risk Assessment:** Contract required in order for the Village to receive these federal funds.

**Cost Reduction:** Low bid.

**Selection:** Low bid.

**New Project Identification:** New beautification of existing roadway.

**Zip Code:** 49446.

25. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2005-5214) between MDOT and the City of Bay City will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Historic restoration work for the Pere Marquette Railroad Depot located at 919 Boutell Place, city of Bay City, Michigan.

Estimated Funds:

Federal Highway Administration Funds	\$706,872
City of Bay City Funds	<u>\$176,718</u>
Total Funds	<u>\$883,590</u>

STE 09101 – 81087; Bay County  
 Local Letting

**Purpose/Business Case:** To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21).

**Benefit:** Historic preservation.

**Funding Source:** Federal Transportation Enhancement Activities Funds and City of Bay City Funds.

**Commitment Level:** 80% federal up to \$706,872 and the balance by City of Bay City; based on estimate.

**Risk Assessment:** Contract required in order for the City to receive these federal funds.

**Cost Reduction:** Low bid.

**Selection:** Low bid.

**New Project Identification:** Historic preservation of existing building.

**Zip Code:** 48708.

26. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2005-5230) between MDOT and the Gogebic County Road Commission will provide for participation in the following improvements:

Hot mix asphalt paving work along South Boundary Road from the Presque Isle River Bridge easterly approximately one mile, including base crushing and shaping, aggregate shoulder, and traffic control work.

Estimated Funds:

Federal Highway Administration Funds	\$71,500
Gogebic County Road Commission Funds	<u>\$17,900</u>
Total Funds	<u>\$89,400</u>

STL 27041 - 53249

Local Force Account

**Purpose/Business Case:** To preserve and extend the life of the roadway.

**Benefit:** Improved and extended life of roadway.

**Funding Source:** Federal Surface Transportation Program Funds and Gogebic County Road Commission Funds.

**Commitment Level:** 80% federal, 20% Gogebic County Road Commission.

**Risk Assessment:** Contract required in order for the County to receive these federal funds.

**Cost Reduction:** Local agency to perform work with own forces at a cost determined to be at least 6 percent less than if it were contracted.

**Selection:** N/A.

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 49968.

27. HIGHWAYS (Real Estate) - IDS Real Estate Services

Contract (2005-0290) between MDOT and MLN Real Estate Services will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area 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 \$500,000, and the maximum authorization amount will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

28. MULTI-MODAL - Section 5311 Capital Program

Project Authorization Revision (Z11/R1) under Master Agreement (2002-0003) between MDOT and the Allegan County Board of Commissioners will revise the project scope to allow the agency to purchase maintenance equipment instead of a transit vehicle. Allegan County recently became a nonattainment area for air quality and has become eligible for Federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program funding. Allegan County will be purchasing two transit buses under the CMAQ program and has requested that this authorization be revised to allow the purchase of needed maintenance equipment instead of an additional transit vehicle. This change has been approved by the Rural Task Force. The original authorization provides state matching funds for Allegan County's FY 2004 Section 5311 Nonurbanized Area Formula Capital Program grant. The authorization term remains unchanged, September 14, 2004, to September 13, 2007. The authorization amount remains unchanged at \$27,300. 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 Funds - \$21,840; FY 2005 State Restricted Comprehensive Transportation Funds - \$5,460.

**Purpose/Business Case:** To revise the project scope to permit the agency to purchase needed maintenance equipment instead of an additional transit vehicle.

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

**Funding Source:** Federal Transit Administration Funds - \$21,840; FY 2005 State Restricted Comprehensive Transportation Funds - \$5,460.

**Commitment Level:** Authorization revision 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 FTA and is not negotiated.

**Selection:** N/A.

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

**Zip Code:** 49010.

29. MULTI-MODAL - Section 5307 Program

Project Authorization Revision (Z7/R1) under Master Agreement (2002-0054) between MDOT and the City of Jackson Transportation Authority (JTA) will increase state funds by \$125, decrease local funds by \$125, and adjust funding between line items. JTA has requested transferring funding from a line-item that has a local match requirement (office equipment) to a line-item that does not have a local match requirement (automatic data processing hardware and software). This change results in an increase to the state matching funds of \$125 and a decrease to the local matching funds of \$125. The change is requested by the agency to maximize funding by transferring unexpended funds to the line item where it can best be utilized. The original authorization provides state matching funds for the city's FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program grant. The authorization term remains unchanged, July 3, 2003, through July 2, 2006. The authorization amount remains unchanged at \$251,250. 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 Funds - \$201,000; FY 2002, FY 2003, and FY 2005 State Restricted Comprehensive Transportation Funds - \$50,250.

**Purpose/Business Case:** To provide for an increase in state matching funds of \$125 and a decrease in local matching funds of \$125 and to adjust funding between line items.

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

**Funding Source:** Federal Transit Administration Funds - \$201,000; FY 2002, FY 2003, and FY 2005 State Restricted Comprehensive Transportation Funds - \$50,250.

**Commitment Level:** Authorization revision 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 FTA and is not negotiated.

**Selection:** N/A.

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

**Zip Code:** 49203.

30. MULTI-MODAL - Time Extension

Amendatory Contract (2004-0032/A4) between MDOT and the Ann Arbor Transportation Authority (AATA) will extend the contract term by one year to allow AATA time to purchase and install computer equipment and software to implement a rideshare matching system. The original contract provides state matching funds for the FY 2004 rideshare program. The elimination of state rideshare funding in FY 2005 has delayed the implementation of this project. AATA has acquired Federal Congestion Mitigation and Air Quality Improvement Program funding under another agreement to cover this year's operating expenses; it is requesting a time extension to complete the purchase and installation of the computer equipment and software. The contract amount remains unchanged at \$142,800. The revised contract term will be from December 1, 2003, through June 30, 2006. Source of Funds: Federal Highway Administration Funds - \$100,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$42,800.

**Purpose/Business Case:** To provide for a one year time extension to allow AATA sufficient time to implement a web-based rideshare matching system.

**Benefit:** Reduced traffic congestion, wear and tear on the transportation infrastructure, energy consumption, and vehicle emissions, while making our roadways safer by reducing the number of vehicles using them.

**Funding Source:** Federal Highway Administration Funds - \$100,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$42,800.

**Commitment Level:** Contract amendment amount is based on cost estimates.

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

**Cost Reduction:** Grant amount is determined by MDOT based on cost estimates and is not negotiated.

**Selection:** N/A.

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

**Zip Code:** 48104.

31. \*MULTI-MODAL - Motor Carrier Safety Assistance Program

**Retroactive** Letter of Agreement (2005-0275) between MDOT and the Michigan Department of State Police (MDSP) will provide MDOT (as a sub-grantee of MDSP) United States Department of Transportation (USDOT) Motor Carrier Safety Assistance Program (MCSAP) funds. These funds will be used to perform intercity bus inspections that meet federal standards and other federally-approved activities, thereby increasing the safety of and service to Michigan intercity bus travelers. The random inspection efforts under MCSAP will be over and above our present inspection efforts. This agreement will be in effect from October 1, 2004, through September 30, 2005. This Letter of Agreement is being processed retroactively as the Letter of Agreement was just recently received from MDSP. The project cost will be \$113,345.61 Source of Funds: USDOT/Federal Motor Carrier Safety Administration Funds - \$90,676.49; FY 2005 State Restricted Comprehensive Transportation Funds - \$22,669.12.

**Purpose/Business Case:** To provide funds for the performance of intercity bus inspections and management safety audits that meet federal standards and for other federally-approved activities, thereby increasing the safety of and service to Michigan intercity bus travelers.

**Benefit:** Increased public safety through intercity bus inspection efforts.

**Funding Source:** USDOT/Federal Motor Carrier Safety Administration Funds - \$90,676.49; FY 2005 State Restricted Comprehensive Transportation Funds - \$22,669.12.

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

**Risk Assessment:** If this agreement is not awarded, travelers could unknowingly use unsafe buses. Also, federal funds could be lost, and the state could be exposed to liability for not performing its statutory safety responsibilities under PA 432.

**Cost Reduction:** Reduced cost to MDOT and state through use of 80 percent federal funds match.

**Selection:** N/A.

**New Project Identification:** Provides continuation funding for FY 2005.

**Zip Code:** 48909.

32. MULTI-MODAL (Aeronautics) – Resolution “A” (Direct Sale to Local Municipality)

The subject property is located in Duncan Township, Houghton County, Michigan, and contains approximately 1.6 acres. The appraisal was completed by Doug Bixby, Real Estate Division appraiser, and reviewed and approved by Doug Fishell, Real Estate Division project supervisor, on August 3, 2004, at a market value of \$100. The property includes an old vacant building that was used as a school until 1988. The building is unsafe and diminishes the value of the property due to estimated repair costs of \$250,000 and estimated demolition costs of \$10,000. Duncan Township has obtained a federal grant to repair and convert the building into a community center/fire hall. Duncan Township has deposited the appraised value of \$100 with MDOT. The property was offered to all local municipalities and was offered for sale in a public auction but was removed from the auction at the request of Duncan Township. The property has been declared excess by the Multi-Modal Transportation Services Bureau.

\$100

**Purpose/Business Case:** The purpose of excess property sales to local municipalities is to provide unused state properties to local units of government for a continued public use. An unsafe situation exists due to the condition of the building, which Duncan Township will remedy through repairs paid for by a federal grant.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and promoting continued public use on a local level.

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

**Commitment Level:** Excess property used for a public purpose is sold directly to local units of government to benefit to local community.

**Risk Assessment:** If the excess property is not used for a transportation purpose, we would not be supporting the development of transportation in the State of Michigan.

**Cost Reduction:** N/A

**Selection:** N/A.

**New Project Identification:** N/A

**Zip Code:** 49967.

33. \*MULTI-MODAL (Aeronautics) - Increase Amount, Revise Participation, Extend Term  
 Amendatory Contract (2003-0634/A1) between MDOT and the Marquette County Board of Commissioners will increase the contract amount by \$126,939 due to higher than anticipated costs for the construction of the storage building, will revise the participation percentages in accordance with a Federal Aviation Administration (FAA) determination that 97.2 percent, rather than 100 percent, of the building costs are eligible for federal participation, will decrease the federal and state funds and increase the local funds in accordance with the revised participation percentages, and will extend the contract term by seventeen years in order 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 original contract provides for the construction of a storage building for the storage of aircraft rescue fire fighting equipment and snow removal equipment at the Sawyer International Airport in Marquette, Michigan. The revised contract term will be November 14, 2003, through November 13, 2023. The revised contract amount will be \$5,804,625. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
FAA Funds	\$5,109,917	(\$ 8,521)	\$5,101,396
State Restricted Aeronautics Funds	\$ 283,884	(\$ 474)	\$ 283,410
Marquette County Funds	\$ 283,885	\$ 135,934	\$ 419,819
Total	<u>\$5,677,686</u>	<u>\$ 126,939</u>	<u>\$5,804,625</u>

This amendment was previously approved at the June 7, 2005, State Administrative Board meeting with an inaccurate description. The services are not being increased to add ineligible items; rather, the participation percentages are being revised. The revised amounts and term remain as given.

**Purpose/Business Case:** To increase the contract amount by \$126,939 due to higher than anticipated costs for the construction of the storage building, to revise the participation percentages in accordance with a Federal Aviation Administration (FAA) determination that 97.2 percent, rather than 100 percent, of the building costs are eligible for federal participation, and to adjust the funding amounts in accordance with the revised participation percentages. The twenty-year term will 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.

**Benefit:** Will adjust the contract amount to allow for final payment of the contract work. Eligibility of the building was determined to be at 97.2% of the total cost.

**Funding Source:** FAA Funds - \$5,101,396; State Restricted Aeronautics Funds - \$283,410; Marquette County Funds - \$419,819; Contract Total - \$5,804,625.

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

**Risk Assessment:** If the amendment is not awarded, local funds will not be increased in accordance with the revised participation percentages to allow for final payment of the contract work.

**Cost Reduction:** The amendment reduces federal and state funds.

**Selection:** N/A.

**New Project Identification:** This is an amendment to an existing contract.

**Zip Code:** 49841.

34. \*MULTI-MODAL (Aeronautics) - State Air Fleet Usage MOU  
Memorandum of Understanding (MOU) (2005-0291) between MDOT and the Michigan Department of State Police (MSP) will set forth the agencies' cooperative agreement for usage of the state's air fleet relative to the conduct of passenger air transportation of state personnel and for critical law enforcement and public safety emergencies/activities in the state of Michigan. The MOU will be in effect from the date of award through one year. The estimated annual cost to MDOT will be \$8,000. The estimated annual cost to MSP will be \$24,625. Source of Funds: State Restricted Aeronautics Funds - \$8,000; MSP Funds - \$24,625.
- Purpose/Business Case:** The MOU will set forth the conditions of the cooperative agreement for usage of MDOT and MSP aircraft. MDOT will charge MSP a rate of \$400 per hour for use of its King-Air 200, and it is estimated that MSP will use the aircraft 40 hours. MDOT will charge MSP a rate of \$115 per hour for use of its Beechcraft Baron, and it is estimated that MSP will use the aircraft 75 hours. MSP will charge MDOT \$80 per hour for use of its Cessna 182, and it is estimated that MDOT will use the aircraft 100 hours.
- Benefit:** Will provide for the efficient use of the state aircraft fleet, allowing both agencies to meet the unique demands of their respective missions.
- Funding Source:** State Restricted Aeronautics Funds - \$8,000; MSP Funds - \$24,625.
- Commitment Level:** Costs are based on an estimate of the number of hours the aircraft will be used by each agency.
- Risk Assessment:** The risk of not awarding the MOU is reduced air service efficiency for state personnel, reduced aviation resources, and reduced cost effectiveness and efficiency.
- Cost Reduction:** The consolidation of the state's air fleet will reduce the overall cost to the state for operation and maintenance.
- Selection:** N/A.
- New Project Identification:** This is a new project.
- Zip Code:** 48909.
35. MULTI-MODAL (Aeronautics) - Construction of Airport Improvements; Purchase of Equipment  
Contract (2005-0297) between MDOT and the MBS International Airport Commission will provide federal and state grant funds for the rehabilitation of the terminal sewer system, for airport pavement marking, and for the purchase of a deicing vehicle (spreader) at the MBS International Airport in Saginaw, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through 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 \$632,000. Source of Funds: FAA Funds - \$600,400; State Restricted Aeronautics Funds - \$15,800; MBS International Airport Commission Funds - \$15,800.
- Purpose/Business Case:** The project includes the rehabilitation of the terminal sewer system, airport pavement marking, and the purchase of a deicing vehicle (spreader).
- Benefit:** The sewer system is being rehabilitated to improve the flow capacity by separating the storm water drains from the system, which will free the system of backups caused by intermittent storm water flow. The pavement marking and deicing vehicle will enhance the safety of airport users.
- Funding Source:** FAA Funds - \$600,400; State Restricted Aeronautics Funds - \$15,800; MBS International Airport Commission Funds - \$15,800; Contract Total - \$632,000.
- Commitment Level:** The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

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

**Cost Reduction:** All construction contracts will be procured through federal procurement guidelines and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** The sewer work and pavement marking are rehabilitation projects. The deicing vehicle is a new purchase.

**Zip Code:** 48623.

36. MULTI-MODAL (Aeronautics) - Installation of Fencing and Lighting

Contract (2005-0298) between MDOT and the Roscommon County Board of Commissioners will provide federal and state grant funds for the installation of fencing and medium intensity runway lighting (MIRL) at the Roscommon County Airport in Houghton Lake, 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 \$238,500. Source of Funds: FAA Funds (via block grant) - \$190,800; State Restricted Aeronautics Funds - \$41,737; Roscommon County Funds - \$5,963.

**Purpose/Business Case:** To provide for the installation of fencing and MIRL.

**Benefit:** This project will enhance the safety of the airport for users. The fencing will provide animal control, as well as security, and the new lighting will replace the existing lights, which are currently unreliable.

**Funding Source:** FAA Funds (via block grant) - \$190,800; State Restricted Aeronautics Funds - \$41,737; Roscommon County Funds - \$5,963; Contract Total - \$238,500.

**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 construction will be bid through MDOT and awarded to the lowest bidder.

**Selection:** N/A.

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

**Zip Code:** 48629.

37. MULTI-MODAL (Aeronautics) - Rehabilitation of Runway and Clearing

Contract (2005-0299) between MDOT and the Branch County Board of Commissioners will provide federal and state grant funds for the rehabilitation of runway 6/24 and for clearing at the Branch County Memorial Airport in Coldwater, 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 \$1,099,490. Source of Funds: FAA Funds (via block grant) - \$88,250; State Restricted Aeronautics Funds - \$909,564; Branch County Funds - \$101,676.

**Purpose/Business Case:** To provide for the rehabilitation of runway 6/24 and the clearing of obstructions near the runway.

**Benefit:** The rehabilitation of the runway will extend the useful life of the runway. The clearing of obstructions near the runway will enhance the safety of the airport users.

**Funding Source:** FAA Funds (via block grant) - \$88,250; State Restricted Aeronautics Funds - \$909,564; Branch County Funds - \$101,676; Contract Total - \$1,099,490.

**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 construction will be bid through MDOT and awarded to the lowest bidder.

**Selection:** N/A.

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

**Zip Code:** 49036.

38. MULTI-MODAL (Aeronautics) - Construction of Airport Improvements

Contract (2005-0302) between MDOT and Mayfield Township will provide federal and state grant funds for the rehabilitation of parallel taxiway A, the rehabilitation and expansion of an apron, and the installation of taxiway lighting at the Dupont-Lapeer Airport in Lapeer, 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 \$735,000. Source of Funds: FAA Funds (via block grant) - \$588,000; State Restricted Aeronautics Funds - \$128,625; Mayfield Township Funds - \$18,375.

**Purpose/Business Case:** To provide for the rehabilitation of parallel taxiway A, the rehabilitation and expansion of an apron, and the installation of taxiway lighting.

**Benefit:** The rehabilitation will extend the useful life of the taxiway and apron as well as enhance safety. The taxiway lighting will enhance the safety of airport users.

**Funding Source:** FAA Funds (via block grant) - \$588,000; State Restricted Aeronautics Funds - \$128,625; Mayfield Township Funds - \$18,375; Contract Total - \$735,000.

**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 construction was bid through MDOT and awarded to the lowest bidder. There were eight bidders.

**Selection:** N/A.

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

**Zip Code:** 48446.

39. MULTI-MODAL (Aeronautics) - Rehabilitation and Extension of Runway

Contract (2005-0303) between MDOT and the Shiawassee Airport Board will provide federal and state grant funds for the rehabilitation and extension of runway 10/28, including electrical upgrades, at the Owosso Community Airport in Owosso, 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 \$1,305,685. Source of Funds: FAA Funds (via block grant) - \$572,547; State Restricted Aeronautics Funds - \$656,245; Shiawassee Airport Board Funds - \$76,893.

**Purpose/Business Case:** To provide for the rehabilitation and extension of runway 10/28, including electrical upgrades.

**Benefit:** The current runway length is not sufficient for aircraft needing to use the runway, and the new extended length will meet these needs. The rehabilitation will extend the useful life of the existing runway pavement. The electrical upgrades will meet FAA standards.

**Funding Source:** FAA Funds (via block grant) - \$572,547; State Restricted Aeronautics Funds - \$656,245; Shiawassee Airport Board Funds - \$76,893; Contract Total - \$1,305,685.

**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 construction was bid through MDOT and awarded to the lowest bidder. There were nine bidders.

**Selection:** N/A.

**New Project Identification:** This project is 70% rehabilitation and 30% expansion.

**Zip Code:** 48867.

40. MULTI-MODAL (Aeronautics) - Rehabilitate and Reconstruct Hangar Area

Contract (2005-0304) between MDOT and the City of Ann Arbor will provide state grant funds for the rehabilitation and reconstruction of the northwest hangar area at the Ann Arbor Municipal Airport in Ann Arbor, Michigan. 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 \$853,000. Source of Funds: State Restricted Aeronautics Funds - \$767,700; City of Ann Arbor Funds - \$85,300.

**Purpose/Business Case:** To provide for the rehabilitation and reconstruction of the northwest hangar area.

**Benefit:** The rehabilitation and reconstruction will extend the useful life of the existing pavement. It will also provide the based aircraft with continued safe use of the facility.

**Funding Source:** State Restricted Aeronautics Funds - \$767,700; City of Ann Arbor Funds - \$85,300; Contract Total - \$853,000.

**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 construction was bid through MDOT and awarded to the lowest bidder. There were three bidders.

**Selection:** N/A.

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

**Zip Code:** 48108.

41. MULTI-MODAL (Aeronautics) - Installation of Fuel System

Contract (2005-0305) between MDOT and the Village of Sparta will provide state grant funds for the installation of a fuel system at the Paul C. Miller-Sparta Airport in Sparta, Michigan. The contract will be in effect from the date of award through twenty years to comply with a Federal Aviation Administration (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 \$117,100. Source of Funds: State Restricted Aeronautics Funds - \$105,390; Village of Sparta Funds - \$11,710.

**Purpose/Business Case:** To provide for the installation of a fuel system.

**Benefit:** Will provide for the replacement of the current fuel tank and dispenser system, which does not meet regulatory requirements. The new system will meet FAA regulations.

**Funding Source:** State Restricted Aeronautics Funds - \$105,390; Village of Sparta Funds - \$11,710; Contract Total - \$117,100.

**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 state participation.

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

**Selection:** N/A.

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

**Zip Code:** 49345.

42. MULTI-MODAL (Aeronautics) - Construction of Taxiways and Lighting

Contract (2005-0306) between MDOT and the City of Three Rivers will provide federal and state grant funds for the construction of taxiways and medium intensity taxiway lighting (MITL) at the Three Rivers Municipal-Dr. Haines Airport in Three Rivers, 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 \$313,511. Source of Funds: FAA Funds (via block grant) - \$250,809; State Restricted Aeronautics Funds - \$54,864; City of Three Rivers Funds - \$7,838.

**Purpose/Business Case:** To provide for the construction of taxiways and medium intensity taxiway lighting.

**Benefit:** The project will improve safety by eliminating back taxiing on the runway.

**Funding Source:** FAA Funds (via block grant) - \$250,809; State Restricted Aeronautics Funds - \$54,864; City of Three Rivers Funds - \$7,838; Contract Total - \$313,511.

**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 construction will be bid through MDOT and awarded to the lowest bidder.

**Selection:** N/A.

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

**Zip Code:** 49093.

43-46. TRANSPORTATION PLANNING - Master Planning Agreement

The following project authorizations under master planning agreements between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for assistance in the undertaking of transportation planning activities at the local and regional levels using FY 2006 Funds. The authorizations will be in effect from July 1, 2005, through June 30, 2006. The term of the master agreement is from October 1, 2002, through September 30, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% SEMCOG Funds.

	<u>Contract/</u>				
	<u>Authorization</u>	<u>Urbanized Area</u>	<u>FHWA Funds</u>	<u>SEMCOG Funds</u>	<u>Total</u>
43.	2003-0009/Z40	Ann Arbor/Ypsilanti	\$ 288,062	\$ 63,877	\$ 351,939
44.	2003-0009/Z41	Port Huron	\$ 102,729	\$ 22,780	\$ 125,509
45.	2003-0009/Z42	Detroit	\$4,601,322	\$1,020,330	\$5,621,652
46.	2003-0009/Z43	Monroe/Toledo	\$ 63,853	\$ 14,160	\$ 78,013

**Purpose/Business Case:** In compliance with Title 23, Section 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 governments to carry out transportation planning activities.

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

**Funding Source:** Dedicated federal funds that must be passed through by federal regulations cited above to MPOs. 81.85% Federal Highways Administration and 18.15% SEMCOG.

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

**Risk Assessment:** Failure to comply with federal regulations as cited above could result in the decertification of MPOs and the inability to spend 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:** These are on-going projects for transportation planning administrative grants.

**Zip Code:** 48226.

47. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z44) issued under Master Planning Agreement (2003-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for assistance in the undertaking of transportation planning activities at the local and regional levels using FY 2006 funds. The authorization will be in effect from July 1, 2005, through June 30, 2006. The authorization amount will be \$1,647,874. The term of the master agreement is October 1, 2002, through September 30, 2006. Source of Funds: 80% Federal Transit Administration Funds and 20% SEMCOG 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 governments to carry out transportation planning activities.

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

**Funding Source:** Dedicated federal funds that must be passed through by federal regulations cited above to MPOs. 80% Federal Transit Administration Funds and 20% SEMCOG Funds.

**Commitment Level:** The cost of this project is based on the federally-approved Unified Work Program (UWP) for each MPO statewide. 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 each MPO, and the work is expected to be completed in the fiscal year for which it is approved.

**Risk Assessment:** Failure to comply with federal regulations as cited above could result in the decertification of MPOs and the inability to spend 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 project for transportation planning administrative grants.

**Zip Code:** 48226.

48. \*TRANSPORTATION PLANNING - Delineation, Classification, and GPS of Wetland Sites  
Contract (2005-0289) between MDOT and Wetland and Coastal Resources, Inc., will provide for delineation and classification of 23 MDOT wetland mitigation sites statewide that are currently due for sign off by the Michigan Department of Environmental Quality (MDEQ). The work consists of delineating and flagging wetland boundaries, classifying and flagging wetland types, and surveying wetland boundaries and types using Global Positioning System (GPS) technology. The contract will be in effect from the date of award through December 30, 2005. The contract amount will be \$60,204. Source of Funds: 100% State Restricted Michigan Transportation Funds.

**Purpose/Business Case:** In order to receive federal funds for projects, MDOT must comply with all federal and state environmental laws, including the U.S. Clean Water Act, Section 404; Federal Executive Order 11990; and Michigan's Natural Resources and Environmental Protection Act, 1994 PA 451, Part 303, which requires that any negative impact to wetlands must be compensated with in-kind replacement at a ratio that guarantees no net loss of wetland type or function. As a part of the guaranty, MDOT is required to monitor the development of each wetland mitigation site for six years, at the end of which the wetland must be delineated, and the types of wetland vegetation must be classified, delineated, and flagged for MDEQ review. The wetland is GPS mapped so MDOT and MDEQ can verify that the obligation has been met, and if the obligation has not been met, can identify what is required. There are 23 wetland mitigation sites that are at the end of the monitoring requirements. The purpose of this project is to get all 23 sites delineated, classified, flagged, and GPS-mapped for the current growing season so MDEQ can complete its review by 2006 and MDOT can list them as completed.

**Benefit:** This activity is extremely time intensive and must be completed within the same period as the active wetland monitoring program. This project will complete the work on 23 wetland mitigation sites and will allow MDOT to remove these sites from a list of 53 active sites.

**Funding Source:** 100% State Restricted Michigan Transportation Funds specifically earmarked for wetland mitigation requirements.

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

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned.

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

**Selection:** Qualifications-based/low-bid.

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

**Zip Code:** 48909.

49. \*TRANSPORTATION PLANNING - IDS Woodward Avenue Heritage Route  
Contract (2005-0295) between MDOT and the Woodward Avenue Action Association (WA3), a non-profit organization, will provide for transportation planning-related services to support the Woodward Avenue Heritage Route and National Byway activities to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through five years. The maximum contract amount will be \$3,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

50. \*TRANSPORTATION PLANNING - Economic Benefit Assessment  
Contract (2005-0307) between MDOT and the University of Michigan, Institute of Labor and Industrial Relations, will provide for the performance of a study to assess the economic benefits of MDOT's 2006-2010 Five-Year Program. The study will focus on manufacturing, tourism, and other important sectors of the state's economy. The contract will be in effect from the date of award through April 1, 2006. The contract amount will be \$43,138. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of a study to assess the economic benefits of MDOT's 2006-2010 Five-Year Program. The study will focus on manufacturing, tourism, and other important sectors of the state's economy. George Fulton, an economics professor at the University of Michigan, will perform the analysis.

**Benefit:** Will provide an economic analysis to be used to assist in educating the public on the overall benefits of MDOT's 2006-2010 Five-Year Transportation Program and the impact on the state's economy. The analysis will be presented to the Transportation Commission, the legislature, and other transportation stakeholders.

**Funding Source:** The funds for this study are from the state planning and research program. 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:** This analysis will be used to support the roll-out of the 2006-2010 Five-Year Transportation Plan. If the analysis is not completed, the public may question the economic impacts of MDOT's transportation program on the State of Michigan.

**Cost Reduction:** The costs are based on an actual cost basis.

**Selection:** N/A.

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

**Zip Codes:** 48109.



**Funding Source:**

55125A  
 Federal Highway Administration Funds 90.00 %  
 State Restricted Trunkline Funds 10.00 %  
 56924A  
 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 network and 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:** 48659.

52. LETTING OF JUNE 03, 2005 ENG. EST. LOW BID  
 PROPOSAL 0506002 \$ 9,096,982.21 \$ 9,946,796.04  
 PROJECT AIM 63174-50290  
 LOCAL AGRMT. 05-5175, 05-5176 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - JUNE 30, 2006 9.34 %

4.34 mi of hot mix asphalt cold milling and resurfacing and concrete pavement repairs on I-75 from 8 Mile Road to 12 Mile Road in the cities of Hazel Park, Madison Heights, and Royal Oak, Oakland County.

10.00 % DBE participation required

BIDDER	ORIGINAL A	AS-CHECKED A
<b>Ajax Paving Industries, Inc.</b>	<b>\$ 9,946,796.04</b>	<b>1 **</b>
Cadillac Asphalt, LLC.	\$ 11,365,050.91	2
John Carlo, Inc.		
ABC Paving Company		
Barrett Paving Materials, Inc.		

BIDDER	ORIGINAL A+Lane Rental	AS-CHECKED A+Lane Rental
<b>Ajax Paving Industries, Inc.</b>	<b>\$ 11,267,696.04</b>	<b>1 **</b>
Cadillac Asphalt, LLC.	\$ 13,225,050.91	2
John Carlo, Inc.		
ABC Paving Company		
Barrett Paving Materials, Inc.		

2 Bidders

NOTE: The ORIGINAL A+Lane Rental bid amount is used to determine the low bidder.

The ORIGINAL A bid amount reflects the actual contract price.

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:**

50290A		
Federal Highway Administration Funds		90.00 %
City of Madison Heights		0.05 %
City of Royal Oak		0.41 %
State Restricted Trunkline Funds		9.54 %

**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:** 48068.

53.	LETTING OF JUNE 03, 2005	ENG. EST.	LOW BID
	PROPOSAL 0506035	\$ 223,766.08	\$ 212,800.30
	PROJECT MER 11101-81652		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - AUGUST 01, 2005		
	COMPLETION DATE - SEPTEMBER 30, 2005		-4.90 %

Emergency joint replacement, structural steel repairs and partial painting on US-12 over the St. Joseph River, south of the city of Niles in Bertrand Township, Berrien County.

BIDDER	AS-SUBMITTED	AS-CHECKED
<b>Anlaan Corporation</b>	<b>\$ 212,800.30</b>	<b>Same 1 **</b>
L. W. Lamb, Inc.	\$ 237,244.10	Same 2
J. Slagter & Son Construction Co.	\$ 238,309.00	Same 3
C.A. Hull Co., Inc.	\$ 258,074.80	Same 4
Midwest Bridge Company	\$ 279,192.84	Same 5
Northern Indiana Construction Co.		
Hardman Construction, Inc.		
Walter Toebe Construction Co.		
Abhe & Svoboda, Inc.		

5 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:**

81652A

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:** 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:** 49120.

54. LETTING OF JUNE 03, 2005  
 PROPOSAL 0506036 \$ 410,122.19 \$ **491,965.48**  
 PROJECT STE 26011-81711  
 LOCAL AGRMT. 05-5178 % OVER/UNDER EST.  
 START DATE - SEPTEMBER 07, 2005  
 COMPLETION DATE - NOVEMBER 09, 2005 19.96 %

0.74 mi of enhancement streetscaping including sidewalks, landscaping, benches and trash receptacles on M-61 from M-18 (south) west to Bowery Avenue in the city of Gladwin, Gladwin County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Miller Development, Inc.</b>	<b>\$ 491,965.48</b>	<b>Same</b>	<b>1 **</b>
Porath Contractors, Inc.	\$ 543,772.56	\$ 543,682.56	2
Eastlund Concrete Construction	\$ 628,316.55	\$ 628,206.55	3
Tri-Valley Landscaping, Inc.	\$ 657,301.80	\$ 656,101.80	4
A. J. Rehms & Son, Inc.			
3-S Construction, Inc.			
Rieth-Riley Construction Co., Inc.			
J. Slagter & Son Construction Co.			
J.E. Kloote Contracting, Inc.			
Anlaan Corporation			
Fisher Contracting Company			
Hardman Construction, Inc.			
Walter Toebe Construction Co.			

4 Bidders

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







58. LETTING OF JUNE 03, 2005  
 PROPOSAL 0506045 \$ ENG. EST. 167,156.84 \$ LOW BID 201,890.60  
 PROJECT M 74072-81614  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - OCTOBER 03, 2005  
 COMPLETION DATE - NOVEMBER 12, 2005 20.78 %

Installation of scour countermeasures including heavy riprap, grout filled bags, temporary sheet piling and slope restoration on M-25, located north of Roach Road, south of Port Sanilac in Lexington Township, Sanilac County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Boddy Construction Company, Inc.</b>	\$ 201,890.60	Same	1 **
McDowell Construction , L.L.C.	\$ 203,739.76	Same	2
Hardman Construction, Inc.	\$ 240,391.26	\$ 240,300.26	3
Tri-Valley Landscaping, Inc.	\$ 252,469.75	\$ 251,944.75	4
L.J. Construction, Inc.	\$ 301,918.00	Same	5
Anlaan Corporation	\$ 591,800.76	Same	6
Miller Development, Inc.			
Heystek Contracting Inc.			
J.E. Kloote Contracting, Inc.			
J. Slagter & Son Construction Co.			
Walter Toebe Construction Co.			
E. C. Korneffel Co.			
Fisher Contracting Company			
S.L. & H. Contractors, Inc.			
C. R. Hunt Construction Company			
Pamar Enterprises, Inc.			
Davis Construction, 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:**

81614A

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:** 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:** 48450.



BIDDER	AS-SUBMITTED	AS-CHECKED
<b>Michigan Paving &amp; Materials Co.</b>	<b>\$ 735,000.00</b>	<b>Same 1 **</b>
Ace Asphalt & Paving Co.	\$ 777,192.06	Same 2
Rieth-Riley Construction Co., Inc.	\$ 887,133.70	Same 3
Saginaw Asphalt Paving Company		

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 retard 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:**

50729A

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:** 48476.

61.	LETTING OF JUNE 03, 2005	ENG. EST.	LOW BID
	PROPOSAL 0506067	\$ 521,069.37	\$ 448,037.80
	PROJECT M 71091-83750		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - AUGUST 01, 2005		
	COMPLETION DATE - OCTOBER 28, 2005		-14.02 %

4.99 mi of hot mix asphalt cold milling and resurfacing on US-23BR from south of St. Clair Street northerly to US-23, on M-68 from east US-23 easterly to US-23BR, on M-33 from south of Loden Street northerly to M-68, on M-68 from M-33 to Ninth Street, on M-65 from Detour Street northerly to Grand Lake Highway in the village of Posen, cities of Rogers City and Onaway, in Belknap, Rogers, Posen and Allis Townships, Presque Isle County.

A 2005 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED
<b>Bolen Asphalt Paving, Inc.</b>	<b>\$ 448,037.80</b>	<b>Same 1 **</b>
Rieth-Riley Construction Co., Inc.	\$ 684,162.55	Same 2
Payne & Dolan, 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 retard 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:**

83750A

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:** 49779.

62. LETTING OF JUNE 03, 2005	ENG. EST.	LOW BID
PROPOSAL 0506068	\$ 156,696.68	\$ 156,243.68
PROJECT MIR 25997-80993		
LOCAL AGRMT. 05-5199		% OVER/UNDER EST.
START DATE - AUGUST 01, 2005		
COMPLETION DATE - AUGUST 12, 2005		-0.29 %

0.60 mi of hot mix asphalt cold milling and resurfacing on Service Drive off Miller Road at various locations on the campus of the Michigan School for the Deaf in the city of Flint, Genesee County.

BIDDER	AS-SUBMITTED	AS-CHECKED
<b>Ace Asphalt &amp; Paving Co.</b>	<b>\$ 156,243.68</b>	<b>Same 1 **</b>
Barrett Paving Materials, Inc.	\$ 175,359.93	Same 2
Pro-Line Asphalt Paving Corp.	\$ 181,692.35	Same 3
Pyramid Paving & Contracting	\$ 184,159.51	Same 4
Cadillac Asphalt, LLC.	\$ 185,903.00	Same 5
Florence Cement Company		
Saginaw Asphalt Paving 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:** The Michigan Institutional Roads (MIR) Program constructs, improves, and maintains all access roads on State-owned property and institutions per P.A. 1941 No. 90.

**Benefit:** Ensures safe and efficient access to the public at all State-owned property and institution sites.

**Funding Source:**

80993A

Michigan School for the Deaf	25.34 %
State Restricted Trunkline Funds	74.66 %

**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 operational and surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs and accident-related costs to the public.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48502.

63.	LETTING OF JUNE 03, 2005	ENG. EST.	LOW BID
	PROPOSAL 0506069	\$ 93,050.00	\$ 93,043.00
	PROJECT M 52041-M10550		
	LOCAL AGRMT.	% OVER/UNDER EST.	
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 19, 2005		-0.01 %

2.41 mi of shoulder trenching and hot mix asphalt shoulder widening on US-41 from County Road 496 westerly to west of M-95 in Ely and Humboldt Townships, Marquette County.

BIDDER	AS-SUBMITTED	AS-CHECKED
<b>Payne &amp; Dolan, Inc.</b>	<b>\$ 93,043.00</b>	<b>Same 1 **</b>
Bacco Construction Company	\$ 124,170.70	Same 2
Smith Paving, Inc.	\$ 130,030.00	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 retard 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:**

M10550

State Restricted Trunkline Funds	100 %
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**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.









BIDDER	AS-READ	AS-CHECKED
<b>Ace Asphalt &amp; Paving Co.</b>	<b>\$ 480,601.10</b>	<b>Same 1 **</b>
Raymond Excavating Company	\$ 521,934.53	Same 2
John Carlo, Inc.	\$ 529,997.30	Same 3
Pamar Enterprises, Inc.	\$ 545,123.80	Same 4
Barrett Paving Materials, Inc.	\$ 554,722.15	Same 5
Ajax Paving Industries, Inc.	\$ 603,891.57	Same 6
Peake Contracting, Inc.		
Teltow Contracting, Inc.		
Pro-Line Asphalt Paving Corp.		
Cadillac Asphalt, LLC		

6 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:**

75339A	
Federal Highway Administration Funds	81.85 %
City of Marysville	18.15 %

**Selection:** Low bid.

**Zip Code:** 48040.

69. LETTING OF JUNE 03, 2005  
 PROPOSAL 0506003 \$ ENG. EST. 310,203.25 \$ LOW BID 362,179.75  
 PROJECT STH 70609-78276  
 LOCAL AGRMT. 05-5083 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 30, 2005 16.76 %

Intersection improvements, constructing indirect left turn lanes, and curb and gutter on Greenly Street at US-31, Ottawa County.

BIDDER	AS-SUBMITTED	AS-CHECKED
<b>Langlois &amp; Sons Excavating, Inc.</b>	<b>\$ 362,179.75</b>	<b>Same 1 **</b>
Schippers Excavating, Inc.	\$ 364,540.96	Same 2
Milbocker and Sons, Inc.	\$ 367,754.34	Same 3
Wadel Stabilization, Inc.	\$ 372,969.22	Same 4
Stein Construction Co., Inc.	\$ 384,086.50	Same 5
Kammaing & Roodvoets, Inc.	\$ 395,297.76	Same 6
Brenner Excavating, Inc.	\$ 395,614.19	Same 7
Dykema Excavators, Inc.	\$ 415,247.32	Same 8
Geocon, Inc.	\$ 428,117.25	Same 9
Diversco Construction Company	\$ 458,729.08	Same 10
Nashville Construction Company	\$ 490,001.33	Same 11
Nagel Construction, Inc.		
Dan Hoe Excavating, Inc.		
C & D Hughes, Inc.		
Workman Contractors, Inc.		

11 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:**

78276A  
 Ottawa County 20.00 %  
 Federal Highway Administration Funds 80.00 %

**Selection:** Low bid.

**Zip Code:** 49422.

70. LETTING OF JUNE 03, 2005 ENG. EST. LOW BID  
 PROPOSAL 0506004 \$ 181,379.30 \$ **182,842.44**  
 PROJECT STUL 61407-45546  
 LOCAL AGRMT. 05-5151 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 31, 2005 0.81 %

0.25 mi of road reconstruction including pavement removal, sanitary sewer work, watermain work, aggregate base, hot mix asphalt paving and pavement markings on Park Street from Young Avenue to Laketon Avenue, in the city of Muskegon, Muskegon County.

BIDDER	AS-SUBMITTED	AS-CHECKED
<b>Dan Hoe Excavating, Inc.</b>	<b>\$ 182,842.44</b>	<b>Same 1 **</b>
Brenner Excavating, Inc.	\$ 187,149.45	Same 2
Milbocker and Sons, Inc.	\$ 197,440.96	Same 3
Kamminga & Roodvoets, Inc.	\$ 198,010.44	Same 4
Diversco Construction Company	\$ 199,159.50	Same 5
C & D Hughes, Inc.	\$ 212,865.96	Same 6
Nashville Construction Company	\$ 226,774.00	Same 7
Omans Contracting, Inc.		
Hardman Construction, Inc.		
Michigan Paving & Materials Co.		
Geocon, Inc.		
Hallack Contracting, Inc.		
Nagel Construction, 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:**

45546A  
 Federal Highway Administration Funds 67.87 %  
 City of Muskegon 32.13 %

**Selection:** Low bid.

**Zip Code:** 49443.



**Purpose/Business Case:** The project is for the reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21<sup>st</sup> Century by the local agency regional planning authority, which 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:**

76629A		
Federal Highway Administration Funds		69.00 %
State Restricted Trunkline Funds		31.00 %

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

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

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

**Selection:** Low bid.

**New Project Identification:** Resurfacing.

**Zip Code:** 49032.

73.	LETTING OF JUNE 03, 2005	ENG. EST.	LOW BID
	PROPOSAL 0506008	\$ 553,429.69	\$ 593,323.50
	PROJECT ASTU 47469-75331		
	LOCAL AGRMT. 05-5168		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 15, 2005		7.21 %

0.28 miles of hot mix asphalt paving, pavement removal, hot mix asphalt cold milling, curb and gutter removal and replacement, drainage work, earthwork, aggregate shoulders, and guardrail on Pinckney Road (County Road D-19) from south of Francis Road to north of Francis Road in Marion Township, Livingston County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED
<b>C &amp; D Hughes, Inc.</b>	<b>\$ 593,323.50</b>	<b>Same 1 **</b>
DeAngelis Landscape, Inc.	\$ 604,600.00	Same 2
Fonson, Inc.	\$ 621,471.33	Same 3
Aggregate Industries-Central Region	\$ 626,818.90	Same 4
Cadillac Asphalt, LLC.	\$ 630,905.82	Same 5
Barrett Paving Materials, Inc.	\$ 720,764.74	Same 6
Angelo Iafrate Construction Company		
ABC Paving Company		
Ajax Paving Industries, Inc.		
Bailey Excavating, Inc.		
Florence Cement Company		
Fisher Contracting Company		
Pro-Line Asphalt Paving Corp.		

6 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:**

75331A  
 Livingston County 18.15 %  
 Federal Highway Administration Funds 81.85 %

**Selection:** Low bid.

**Zip Code:** 48843.

74. LETTING OF JUNE 03, 2005 ENG. EST. LOW BID  
 PROPOSAL 0506009 \$ 671,361.25 \$ 619,189.76  
 PROJECT EDDF 71555-77486  
 LOCAL AGRMT. 05-5165 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 01, 2005 -7.77 %

3.83 mi of hot mix asphalt crushing and shaping, hot mix asphalt paving, aggregate shoulders, earthwork, culverts and guardrail on North Allis Highway from Roost Road to North Ocqueoc Road, in North Allis and Ocqueoc Townships, Presque Isle County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED
<b>Cordes Excavating, Inc.</b>	\$ 619,189.76	Same 1 **
Bernie Johnson Trucking, Inc.	\$ 696,982.40	Same 2
Payne & Dolan, Inc.	\$ 760,497.10	Same 3
Rieth-Riley Construction Co., Inc.	\$ 946,416.78	Same 4
Bolen Asphalt Paving, Inc.		

4 Bidders

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

**Purpose/Business Case:** The project is for the reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21<sup>st</sup> Century by the local agency regional planning authority, which 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:**

77486A  
 Presque Isle County 9.00 %  
 Federal Highway Administration Funds 77.00 %  
 State Restricted Trunkline Funds 14.00 %

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

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

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

**Selection:** Low bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 49759.

75. LETTING OF JUNE 03, 2005  
 PROPOSAL 0506010 \$ ENG. EST. 383,756.00 \$ LOW BID 343,646.80  
 PROJECT BRO 46010-59746  
 LOCAL AGRMT. 05-5145 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 30, 2005 -10.45 %

Removal of a single span bridge, construction of a prestressed post-tensioned concrete box beam bridge and related approach work on Hack Road over the North Branch Macon Creek, in Macon Township, Lenawee County.

BIDDER	AS-SUBMITTED	AS-CHECKED
<b>S.L. &amp; H. Contractors, Inc.</b>	<b>\$ 343,646.80</b>	<b>Same 1 **</b>
Davis Construction, Inc.	\$ 378,067.77	Same 2
McDowell Construction, L.L.C.	\$ 380,057.77	Same 3
J.E. Kloote Contracting, Inc.	\$ 408,897.24	Same 4
Milbocker and Sons, Inc.	\$ 429,969.42	Same 5
Anlaan Corporation	\$ 439,303.97	Same 6
E. C. Korneffel Co.	\$ 444,779.22	Same 7
Miller Development, Inc.		
E.T. MacKenzie Company		
Hardman Construction, Inc.		
J. Slagter & Son Construction Co.		
Walter Toebe Construction Co.		
C.A. Hull Co., Inc.		

7 Bidders

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

**Purpose/Business Case:** The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

**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:**

59746A	
Lenawee County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

**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 Critical 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 critical 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 the contract is in violation of Federal regulation and MDOT specifications.

**Selection:** Low bid.

**New Project Identification:** Bridge replacement.

**Zip Code:** 49229.

76. LETTING OF JUNE 03, 2005  
 PROPOSAL 0506011 \$ ENG. EST. 150,424.50 \$ LOW BID 160,276.72  
 PROJECT STH 50609-80608  
 LOCAL AGRMT. 05-5152 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 15, 2005 6.55 %

Intersection improvements, widening, installing taper lanes and curbed island on 24 Mile Road at Washington Road and Ridge Road, in the city of New Baltimore, Macomb County.

BIDDER	AS-SUBMITTED	AS-CHECKED
<b>Peake Contracting, Inc.</b>	<b>\$ 160,276.72</b>	<b>Same 1 **</b>
Boddy Construction Company, Inc.	\$ 179,900.28	Same 2
Pamar Enterprises, Inc.	\$ 183,756.89	Same 3
John Carlo, Inc.	\$ 199,461.05	Same 4
Dan's Excavating, Inc.	\$ 211,489.38	Same 5
DiPonio Contracting L.L.C.		
Ajax Paving Industries, Inc.		
Florence Cement Company		
Teltow Contracting, Inc.		
Barrett Paving Materials, Inc.		
Pro-Line Asphalt Paving Corp.		
D.L.F. Trucking, Inc.		

5 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:**

80608A  
 Federal Highway Administration Funds 79.60 %  
 City of New Baltimore 20.40 %

**Selection:** Low bid.

**Zip Code:** 48047.



BIDDER	AS-SUBMITTED	AS-CHECKED
<b>A. Lindberg &amp; Sons, Inc.</b>	<b>\$ 200,879.89</b>	<b>Same 1 **</b>
Hebert Construction Company	\$ 229,164.29	Same 2
Bacco Construction Company	\$ 357,712.32	Same 3
Lunda Construction Company	\$ 366,360.92	Same 4
Zenith Tech, Inc.		
Snowden, Inc.		
J. Slagter & Son Construction Co.		
Hardman Construction, Inc.		

4 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:**

81567A

Luce County	20.00 %
Federal Highway Administration Funds	80.00 %

**Selection:** Low bid.

**Zip Code:** 49820.

79.	LETTING OF JUNE 03, 2005	ENG. EST.	LOW BID
	PROPOSAL 0506014	\$ 483,478.00	<b>\$ 407,376.83</b>
	PROJECT STUL 52423-80677		
	LOCAL AGRMT. 05-5163		% OVER/UNDER EST.
	START DATE - SEPTEMBER 06, 2005		
	COMPLETION DATE - OCTOBER 30, 2005		-15.74 %

0.64 mi of road rehabilitation including hot mix asphalt base crushing and shaping, aggregate base, hot mix asphalt surfacing and guardrail installation on County Road 480 from Healy Avenue easterly to the railroad trestle in Negaunee Township and in the city of Negaunee, Marquette County.

BIDDER	AS-SUBMITTED	AS-CHECKED
<b>Bacco Construction Company</b>	<b>\$ 407,376.83</b>	<b>Same 1 **</b>
Payne & Dolan, Inc.	\$ 439,507.33	Same 2
Smith Paving, Inc.		

2 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:**

80677A  
Marquette County 18.15 %  
Federal Highway Administration Funds 81.85 %

**Selection:** Low bid.

**Zip Code:** 49866.

80. LETTING OF JUNE 03, 2005 ENG. EST. LOW BID  
PROPOSAL 0506015 \$ 257,537.15 \$ 248,976.78  
PROJECT STUL 17419-80699  
LOCAL AGRMT. 05-5185 % OVER/UNDER EST.  
START DATE - 10 days after award  
COMPLETION DATE - OCTOBER 14, 2005 -3.32 %

Drainage repairs, base reconstruction, curb and gutter,  
pavement markings and traffic control on Ryan  
Avenue/Sheridan Drive/Fort Street from West Easterday Avenue  
to Eureka Street, in the city of Sault Ste. Marie, Chippewa  
County.

BIDDER	AS-SUBMITTED	AS-CHECKED
<b>Norris Contracting, Inc.</b>	<b>\$ 248,976.78</b>	<b>Same 1 **</b>
Burton Excavating, Inc.	\$ 249,630.21	Same 2
Oberstar, Inc.		
M & M Excavating Co., Inc.		
Bacco Construction Company		

2 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:**

80699A  
Federal Highway Administration Funds 81.85 %  
City of Sault Ste Marie 18.15 %

**Selection:** Low bid.

**Zip Code:** 49783.

81. LETTING OF JUNE 03, 2005 ENG. EST. LOW BID  
PROPOSAL 0506016 \$ 512,889.00 \$ 440,420.57  
PROJECT STUL 53432-82741  
LOCAL AGRMT. 05-5149 % OVER/UNDER EST.  
START DATE - 10 days after award  
COMPLETION DATE - SEPTEMBER 02, 2005 -14.13 %

0.63 mi of road reconstruction, including base crushing  
and shaping, storm sewer, sanitary sewer, concrete curb and  
gutter, concrete sidewalk, hot mix asphalt paving and  
pavement markings on Tinkham Avenue from Washington Avenue  
to William Avenue, in the city of Ludington, Mason County.

BIDDER	AS-SUBMITTED	AS-CHECKED
<b>Hallack Contracting, Inc.</b>	<b>\$ 440,420.57</b>	<b>Same 1 **</b>
Schultz Excavating & Asphalt	\$ 449,317.50	Same 2
Maclean Construction Company	\$ 479,975.82	Same 3
Kamminga & Roodvoets, Inc.	\$ 492,915.07	Same 4
CJ's Excavating Septic Service, In	\$ 498,541.84	Same 5
Wadel Stabilization, Inc.	\$ 500,302.03	Same 6
C & D Hughes, Inc.	\$ 503,007.07	Same 7
Elmer's Crane & Dozer, Inc.		
Omans Contracting, Inc.		
Nagel Construction, Inc.		
Hardman Construction, Inc.		
Rieth-Riley Construction Co., Inc.		
L.J. Construction, Inc.		
Bernie Johnson Trucking, 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:**

82741A

Federal Highway Administration Funds	72.15 %
City of Ludington	27.85 %

**Selection:** Low bid.

**Zip Code:** 49431.

82. LETTING OF JUNE 03, 2005	ENG. EST.	LOW BID
PROPOSAL 0506017	\$ 551,431.12	<b>\$ 497,117.86</b>
PROJECT EDDF 52555-38560		
LOCAL AGRMT. 05-5164		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - OCTOBER 30, 2005		-9.85 %

0.72 mi of road reconstruction including earth excavation, aggregate base, drainage improvement and hot mix asphalt paving on County Road 550 from south of County Road KN to north of County Road KN, in Powell Township, Marquette County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED
<b>Oberstar, Inc.</b>	<b>\$ 497,117.86</b>	<b>Same 1 **</b>
Smith Paving, Inc.	\$ 530,048.75	Same 2
A. Lindberg & Sons, Inc.	\$ 566,716.08	Same 3
Bacco Construction Company	\$ 833,019.49	Same 4
Associated Constructors, LLC		
Payne & Dolan, Inc.		

4 Bidders

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

**Purpose/Business Case:** The project is for the reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21<sup>st</sup> Century by the local agency regional planning authority, which 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:**

38560A	
Marquette County	13.00 %
Federal Highway Administration Funds	48.00 %
State Restricted Trunkline Funds	39.00 %

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

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

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

**Selection:** Low bid.

**New Project Identification:** Resurfacing.

**Zip Code:** 49855.

83.	LETTING OF JUNE 03, 2005	ENG. EST.	LOW BID
	PROPOSAL 0506018	\$ 322,345.00	\$ 262,311.31
	PROJECT STUL 58052-83130		
	LOCAL AGRMT. 05-5135		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 31, 2005		-18.62 %

Replace deck on the Winchester Street bridge over the River Raisin, in the city of Monroe, Monroe County.

BIDDER	AS-SUBMITTED	AS-CHECKED
<b>C.A. Hull Co., Inc.</b>	<b>\$ 262,311.31</b>	<b>Same 1 **</b>
J. Slagter & Son Construction Co.	\$ 275,888.57	Same 2
Posen Construction, Inc.	\$ 307,889.31	Same 3
Anlaan Corporation	\$ 389,645.68	Same 4
Walter Toebe Construction Co.	\$ 435,797.81	Same 5
Midwest Bridge Company	\$ 451,336.70	Same 6
E. C. Korneffel Co.		

6 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:**

83130A  
Federal Highway Administration Funds 81.85 %  
City of Monroe 18.15 %

**Selection:** Low bid.

**Zip Code:** 48161.

84. LETTING OF JUNE 03, 2005 ENG. EST. LOW BID  
PROPOSAL 0506019 \$ 471,894.45 \$ 471,585.40  
PROJECT EDDF 45555-76686  
LOCAL AGRMT. 05-5192 % OVER/UNDER EST.  
START DATE - 10 days after award  
COMPLETION DATE - SEPTEMBER 16, 2005 -0.07 %

2.36 mi of road resurfacing, including trenching, aggregate base, hot mix asphalt paving, aggregate shoulders, and slope restoration on County Road 633 (Cherry Bend Road) and County Road 614 (Fouch Road) from Breithaupt Road to Bugai Road, in Elmwood Township, Leelanau County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 471,585.40</b>	<b>Same 1 **</b>
Elmer's Crane & Dozer, Inc.	\$ 521,381.46	Same 2

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:** The project is for the reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21<sup>st</sup> Century by the local agency regional planning authority, which 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.

76686A  
Federal Highway Administration Funds 80.00 %  
State Restricted Trunkline Funds 20.00 %'

**Funding Source:**

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

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

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

**Selection:** Low bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 49684.



BIDDER	AS-SUBMITTED	AS-CHECKED
<b>C &amp; D Hughes, Inc.</b>	<b>\$ 1,565,930.55</b>	<b>Same 1 **</b>
Cadillac Asphalt, LLC.	\$ 1,655,441.50	Same 2
Ajax Paving Industries, Inc.	\$ 1,726,435.73	Same 3
Barrett Paving Materials, Inc.	\$ 1,807,075.37	Same 4
Rieth-Riley Construction Co., Inc.	\$ 1,972,890.06	Same 5
Aggregate Industries-Central Region	\$ 2,065,820.57	Same 6

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:** The project is for the reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21<sup>st</sup> Century by the local agency regional planning authority, which 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:**

76568A

Livingston County	9.00 %
Federal Highway Administration Funds	58.00 %
State Restricted Trunkline Funds	33.00 %

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

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

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

**Selection:** Low bid.

**New Project Identification:** Resurfacing.

**Zip Code:** 48836.

87.	LETTING OF JUNE 03, 2005	ENG. EST.	LOW BID
	PROPOSAL 0506022	\$ 825,950.00	\$ 696,953.50
	PROJECT EDDF 08555-78051		
	LOCAL AGRMT. 05-5161		% OVER/UNDER EST.
	START DATE - AUGUST 01, 2005		
	COMPLETION DATE - SEPTEMBER 01, 2005		-15.62 %

5.18 mi of hot mix asphalt paving, cold milling asphalt, aggregate shoulders and guardrail work on North Avenue from north of Lacey Road to north of Baseline Road, in Assyria and Johnstown Townships, Barry County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED
<b>Aggregate Industries-Central Region</b>	<b>\$ 696,953.50</b>	<b>Same 1 **</b>
Michigan Paving & Materials Co.	\$ 722,751.35	Same 2
Rieth-Riley Construction Co., Inc.	\$ 901,681.25	Same 3

3 Bidders

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

**Purpose/Business Case:** The project is for the reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21<sup>st</sup> Century by the local agency regional planning authority, which 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:**

78051A

Federal Highway Administration Funds	79.00 %
State Restricted Trunkline Funds	21.00 %

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

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

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

**Selection:** Low bid.

**New Project Identification:** Resurfacing.

**Zip Code:** 49021.

88.	LETTING OF JUNE 03, 2005	ENG. EST.	LOW BID
	PROPOSAL 0506023	\$ 437,177.03	\$ 465,192.53
	PROJECT EDDF 22555-76789		
	LOCAL AGRMT. 05-5167		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 31, 2005		6.41 %

3.00 mi of road rehabilitation including hot mix asphalt base crushing and shaping, aggregate base, hot mix asphalt paving, aggregate shoulders, drainage improvements, guardrail improvements along with 14.14 mi of pavement markings on County Road 569, in Breen and Waucedah Townships, Dickinson County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED
<b>Bacco Construction Company</b>	\$ 465,192.53	Same 1 **
Payne & Dolan, Inc.	\$ 504,395.51	Same 2
Smith Paving, 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:** The project is for the reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21<sup>st</sup> Century by the local agency regional planning authority, which 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:**

76789A

Dickinson County	20.00 %
Federal Highway Administration Funds	64.00 %
State Restricted Trunkline Funds	16.00 %

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

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

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

**Selection:** Low bid.

**New Project Identification:** Resurfacing.

**Zip Code:** 49834.

89.	LETTING OF JUNE 03, 2005	ENG. EST.	LOW BID
	PROPOSAL 0506024	\$ 293,775.67	\$ 318,007.29
	PROJECT STH 73609-78285		
	LOCAL AGRMT. 05-5142	% OVER/UNDER EST.	
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 30, 2005		8.25 %

Intersection realignment, geometrics, boulevard and widening for turn lanes on Davis Road at Tittabawassee Road intersection, Saginaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED
<b>Lois Kay Contracting Co.</b>	<b>\$ 318,007.29</b>	<b>Same 1 **</b>
Bourdow Trucking Company	\$ 369,892.37	Same 2
3-S Construction, Inc.	\$ 379,044.79	Same 3
Champagne and Marx Excavating, Inc.	\$ 380,989.96	Same 4
Ron Bretz Excavating, Inc.	\$ 396,237.07	Same 5
A. J. Rehms & Son, Inc.	\$ 397,924.96	Same 6
Fisher Contracting Company	\$ 436,491.28	Same 7
Lee Wood Contracting, Inc.		
Rohde Brothers Excavating, Inc.		
Saginaw Asphalt Paving Company		
CRS/Shaw Contracting Co.		

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:**

78285A	
Saginaw County	80.00 %
Federal Highway Administration Funds	20.00 %

**Selection:** Low bid.

**Zip Code:** 48604.

90.	LETTING OF JUNE 03, 2005	ENG. EST.	LOW BID
	PROPOSAL 0506025	\$ 577,788.75	\$ 568,735.76
	PROJECT MCS 74015-59823		
	LOCAL AGRMT. 04-5321		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 01, 2005		-1.57 %

Remove and replace bridge with related road work on Aitken Road over Black River Drain, in Lexington Township, Sanilac County.

BIDDER	AS-SUBMITTED	AS-CHECKED
<b>C. R. Hunt Construction Company</b>	<b>\$ 568,735.76</b>	<b>Same 1 **</b>
S.L. & H. Contractors, Inc.	\$ 591,099.20	Same 2
Davis Construction, Inc.	\$ 652,304.46	Same 3
Anlaan Corporation	\$ 723,564.10	Same 4
Angelo Iafrate Construction Company	\$ 767,007.57	Same 5
McDowell Construction, L.L.C.		
J. Slagter & Son Construction Co.		
C.A. Hull Co., Inc.		
Hardman Construction, Inc.		
J.E. Kloote Contracting, Inc.		
Walter Toebe Construction Co.		

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:** The project is for the replacement of a bridge off the Federal aid route under local jurisdiction. It was selected through the critical bridge selection process set under Public Act 51 of 1951.

**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:**

59823A

Sanilac 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 Critical 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 critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will affect vehicular traffic to the point of restricting emergency services.

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

**Selection:** Low bid.

**New Project Identification:** Bridge replacement.

**Zip Code:** 48422.

91.	LETTING OF JUNE 03, 2005	ENG. EST.	LOW BID
	PROPOSAL 0506026	\$ 2,529,305.31	\$ 2,242,237.16
	PROJECT EDDF 23555-50354		
	LOCAL AGRMT. 05-5155		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 01, 2005		-11.35 %

4.0 mi of road reconstruction on Vermontville Highway from I-69 to Canal Road, Eaton County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED
<b>Hoffman Bros., Inc.</b>	<b>\$ 2,242,237.16</b>	<b>Same 1 **</b>
C & D Hughes, Inc.	\$ 2,262,801.47	Same 2
L & L Construction Co., Inc.	\$ 2,395,376.57	Same 3
Bernie Johnson Trucking, Inc.	\$ 2,405,694.42	Same 4
Nashville Construction Company	\$ 2,493,402.25	Same 5
Aggregate Industries-Central Region	\$ 2,622,822.41	Same 6
Cadwell Brothers Construction	\$ 2,639,630.34	Same 7
E.T. MacKenzie Company		
Kamminga & Roodvoets, Inc.		
Bailey Excavating, Inc.		
Fisher Contracting Company		
Milbocker and Sons, Inc.		
L.J. Construction, 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:**

50354A  
 Eaton County 20.00 %  
 Federal Highway Administration Funds 80.00 %

**Selection:** Low bid.

**Zip Code:** 48821.

92. LETTING OF JUNE 03, 2005 ENG. EST. LOW BID  
 PROPOSAL 0506027 \$ 1,208,448.75 \$ 1,056,885.87  
 PROJECT STUL 38409-56005, ETC  
 LOCAL AGRMT. 04-5286 % OVER/UNDER EST.  
 START DATE - JULY 15, 2005  
 COMPLETION DATE - 90 calendar days -12.54 %

1.06 mi of cold milling hot mix asphalt pavement, rubblizing concrete pavement, storm sewer, ditching, culverts, curb and gutter, hot mix asphalt paving and pavement marking on Lansing Avenue from north of Parnell Road to Morrill Road, Jackson County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED
<b>Bailey Excavating, Inc.</b>	<b>\$ 1,056,885.87</b>	<b>Same 1 **</b>
C & D Hughes, Inc.	\$ 1,227,843.64	Same 2
Aggregate Industries-Central Region	\$ 1,305,904.19	Same 3
Nashville Construction Company	\$ 1,443,786.64	Same 4
Dunigan Brothers, Inc.		
Milbocker and Sons, Inc.		

4 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:**

56005A  
 Jackson County 18.15 %  
 Federal Highway Administration Funds 81.85 %  
 79015A  
 Jackson County 18.15 %  
 Federal Highway Administration Funds 81.85 %

**Selection:** Low bid.

**Zip Code:** 49202.



BIDDER	AS-SUBMITTED	AS-CHECKED
<b>Hardman Construction, Inc.</b>	<b>\$ 1,465,977.76</b>	<b>Same 1 **</b>
Davis Construction, Inc.	\$ 1,561,214.97	Same 2
E. C. Korneffel Co.	\$ 1,566,003.73	Same 3
C & D Hughes, Inc.	\$ 1,654,501.05	Same 4
J.E. Kloote Contracting, Inc.	\$ 1,697,303.95	Same 5
Walter Toebe Construction Co.	\$ 1,715,419.28	Same 6
Anlaan Corporation	\$ 1,758,245.84	Same 7
Slusarski Excavating & Paving, Inc.	\$ 1,764,910.46	Same 8
S.L. & H. Contractors, Inc.		
Michigan Paving & Materials Co.		
Milbocker and Sons, Inc.		
C.A. Hull Co., Inc.		
J. Slagter & Son Construction Co.		
L. W. Lamb, Inc.		
Barrett Paving Materials, Inc.		
Angelo Iafrate Construction Company		

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:** The project is for the reconstruction and widening of a Federal Aid route under local jurisdiction. It was selected through a process outlined in the Transportation Equity Act for the 21<sup>st</sup> Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

**Funding Source:**

80561A	
Lenawee County	18.15 %
Federal Highway Administration Funds	81.85 %
82643A	
Lenawee County	20.00 %
State Restricted Trunkline 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 will have to be returned to the Federal government for use in another Federal Aid project, possibly not in the state of Michigan.

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

**Selection:** Low bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 49221.



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

**Selection:** Low bid.

**New Project Identification:** Bridge replacement.

**Zip Code:** 49615.

96. LETTING OF JUNE 03, 2005  
 PROPOSAL 0506033 ENG. EST. LOW BID  
 \$ 4,906,043.43 \$ 4,715,922.04  
 PROJECT BRT 63003-53396  
 LOCAL AGRMT. 05-5159 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - JUNE 01, 2007 -3.88 %

Remove existing structure and construct a prestressed, concrete box beam structure along with related approach work on Adams Road over Canadian National Railroad, in the city of Birmingham, Oakland County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED
<b>Posen Construction, Inc.</b>	<b>\$ 4,715,922.04</b>	<b>Same 1 **</b>
Walter Toebe Construction Co.	\$ 5,034,562.29	Same 2
Anlaan Corporation	\$ 5,059,337.64	Same 3
E. C. Korneffel Co.	\$ 5,097,523.91	Same 4
C.A. Hull Co., Inc.	\$ 5,185,502.46	Same 5
Dan's Excavating, Inc.	\$ 5,505,112.87	Same 6
John Carlo, Inc.		
Midwest Bridge Company		
J. Slagter & Son Construction Co.		
Hardman 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:** The project is for the replacement of a bridge on the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

**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:**

53396A	
City of Birmingham	14.75 %
Federal Highway Administration Funds	71.79 %
State Restricted Trunkline Funds	13.46 %

**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.



**Funding Source:**

59711A		
Jackson County		5.00 %
State Restricted Trunkline Funds		95.00 %
59713A		
Jackson County		6.22 %
Federal Highway Administration Funds		78.97 %
State Restricted Trunkline Funds		14.81 %

**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:** State Critical 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 critical 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 the contract is in violation of Federal regulation and MDOT specifications.

**Selection:** Low bid.

**New Project Identification:** Bridge replacement.

**Zip Code:** 49259.

98.	LETTING OF JUNE 03, 2005	ENG. EST.	LOW BID
	PROPOSAL 0506047	\$ 1,177,218.87	\$ 1,135,465.04
	PROJECT EDAF 21522-80656		
	LOCAL AGRMT. 05-5200		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 31, 2005		-3.55 %

6.97 mi of hot mix asphalt base crushing and shaping, hot mix asphalt paving, culvert replacement and road relocation on County Road 511 from south of US-2 to south of US-2, in Ensign and Bay de Noc Townships, Delta County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED
<b>Bacco Construction Company</b>	\$ 1,135,465.04	Same 1 **
Payne & Dolan, Inc.	\$ 1,227,664.34	Same 2

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** The project is for improving the network of highway services essential to economic competitiveness. This project was selected by the Office of Economic Development and Enhancement in accordance with Public Act 51 of 1951.

**Benefit** By awarding this project, the economic development and/or re-development of this improvement is enhanced by helping support private initiatives that create or retain jobs. The improvement further provides for increased economic benefit and preserves the quality of life for the people of Michigan.



**Source of Funds:**

76858A  
Federal Highway Administration Funds 66.41 %  
City of St. Johns 33.59 %

**Selection:** Low bid.

**Zip Code:** 48879.

100. LETTING OF JUNE 03, 2005 ENG. EST. LOW BID  
PROPOSAL 0506049 \$ 706,455.00 \$ **734,707.80**  
PROJECT EDFF 61555-78666  
LOCAL AGRMT. 05-5191 % OVER/UNDER EST.  
START DATE - 10 days after award  
COMPLETION DATE - 30 working days 4.00 %

3.81 mi of road resurfacing, including cold-in-place recycling, hot mix asphalt paving, aggregate shoulders, drainage, pavement marking, and slope restoration on Heights-Ravenna Road from Ensley Road easterly to the west village limits of Ravenna, Muskegon County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Michigan Paving &amp; Materials Co.</b>	<b>\$ 734,707.80</b>	<b>Same</b>	<b>1 **</b>
Omans Contracting, Inc.	\$ 817,307.18	Same	2
Rieth-Riley Construction Co., Inc.	\$ 821,841.60	Same	3
Aggregate Industries-Central Region			

3 Bidders

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

**Purpose/Business Case:** The project is for the reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21<sup>st</sup> Century by the local agency regional planning authority, which 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:**

78666A  
Muskegon County 33.00 %  
Federal Highway Administration Funds 63.00 %  
State Restricted Trunkline Funds 4.00 %

**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.





**Source of Funds:**

78226A  
Hillsdale County 20.00 %  
Federal Highway Administration Funds 80.00 %

**Selection:** Low bid.

**Zip Code:** 49242.

104. LETTING OF JUNE 03, 2005 ENG. EST. LOW BID  
PROPOSAL 0506053 \$ 917,706.55 \$ 810,860.39  
PROJECT EDFF 37555-76580, ETC  
LOCAL AGRMT. 05-5186 % OVER/UNDER EST.  
START DATE - 10 days after award  
COMPLETION DATE - OCTOBER 10, 2005 -11.64 %

0.33 mi of hot mix asphalt pavement reconstruction, concrete curb and gutter and drainage structure replacement along with streetscape and slope restoration on Wright Street from 1st Street to 3rd Street, in the village of Shepard, Isabella County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>The Isabella Corporation</b>	\$ 810,860.39	Same	1 **
Crawford Contracting, Inc.	\$ 827,901.83	Same	2
McGuirk Sand & Gravel, Inc.			
Central Asphalt, Inc.			
Fisher Contracting Company			
Kamminga & Roodvoets, Inc.			
Rieth-Riley Construction Co., Inc.			
Eastlund Concrete Construction			
Milbocker and Sons, Inc.			
Bernie Johnson Trucking, Inc.			
Cadwell Brothers Construction			
Rohde Brothers Excavating, Inc.			

2 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.

**Funding Source:**

76580A  
Federal Highway Administration Funds 60.00 %  
Village of Shepherd 40.00 %  
82610A  
Federal Highway Administration Funds 80.00 %  
Village of Shepherd 20.00 %

**Selection:** Low bid.

**Zip Code:** 48883.



BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Miller Development, Inc.</b>	<b>\$ 581,458.58</b>	<b>Same</b>	<b>1 **</b>
Davis Construction, Inc.	\$ 589,566.04	Same	2
3-S Construction, Inc.	\$ 615,418.42	Same	3
S.L. & H. Contractors, Inc.	\$ 619,321.83	Same	4
Anlaan Corporation	\$ 667,844.12	Same	5
Walter Toebe Construction Co.	\$ 672,794.43	Same	6
John Henry Excavating, Inc.			
J. Slagter & Son Construction Co.			
J.E. Kloote Contracting, Inc.			
Hardman Construction, Inc.			
Milbocker and Sons, Inc.			
C. R. Hunt Construction Company			
C.A. Hull Co., Inc.			
L. W. Lamb, 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:** The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

**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:**

56471A

Bay County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

**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 Critical 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 critical 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 the contract is in violation of Federal regulation and MDOT specifications.

**Selection:** Low bid.

**New Project Identification:** Bridge replacement.

**Zip Code:** 48706.





BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Southwestern Michigan Dust Control</b>	<b>\$ 604,993.75</b>	<b>Same</b>	<b>1 **</b>
Brenner Excavating, Inc.	\$ 608,131.89	Same	2
Langlois & Sons Excavating, Inc.	\$ 639,427.50	Same	3
Peters Construction Co.	\$ 657,991.23	Same	4
Balkema Excavating, Inc.	\$ 682,686.25	Same	5
Kalin Construction Co., Inc.	\$ 873,303.25	Same	6
Northern Construction Services, Co.			
Michigan Paving & Materials Co.			
Milbocker and Sons, Inc.			

6 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:**

83550A

Van Buren County	20.00 %
Federal Highway Administration Funds	80.00 %

**Selection:** Low bid.

**Zip Code:** 49064.

110.	LETTING OF JUNE 03, 2005	ENG. EST.	LOW BID
	PROPOSAL 0506061	\$ 82,186.00	\$ 85,553.30
	PROJECT STH 11609-80549		
	LOCAL AGRMT. 05-5108	% OVER/UNDER EST.	
	START DATE - 10 days after award		
	COMPLETION DATE - 30 working days		4.10 %

Intersection improvements, including hot mix asphalt cold milling, curb and gutter removal and replacement, masonry wall construction, earthwork and hot mix asphalt resurfacing on South 3rd Street at Silverbrook Avenue in the city of Niles, Berrien County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Northern Construction Services, Co.</b>	<b>\$ 85,553.30</b>	<b>Same</b>	<b>1 **</b>
Kalin Construction Co., Inc.	\$ 90,103.45	Same	2
Michigan Paving & Materials Co.			

2 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:**

80549A  
Federal Highway Administration Funds 80.00 %  
City of Niles 20.00 %

**Selection:** Low bid.

**Zip Code:** 49120.

111. LETTING OF JUNE 03, 2005 ENG. EST. LOW BID  
PROPOSAL 0506062 \$ 1,033,610.89 \$ 1,112,320.83  
PROJECT STUL 09408-81637  
LOCAL AGRMT. 05-5204 % OVER/UNDER EST.  
START DATE - 10 days after award  
COMPLETION DATE - OCTOBER 28, 2005 7.62 %

Intersection reconstruction and minor widening on Woodside Avenue at Borton Avenue intersection, in the city of Essexville, Bay County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Ron Bretz Excavating, Inc.</b>	<b>\$ 1,112,320.83</b>	<b>Same</b>	<b>1 **</b>
L.J. Construction, Inc.	\$ 1,186,195.00	Same	2
Rohde Brothers Excavating, Inc.	\$ 1,258,332.00	Same	3
Champagne and Marx Excavating, Inc.	\$ 1,277,363.71	Same	4
Lee Wood Contracting, Inc.	\$ 1,297,552.77	Same	5
CRS/Shaw Contracting Co.			
Saginaw Asphalt Paving Company			
Anlaan Corporation			
Bourdown Trucking Company			
A. J. Rehms & Son, Inc.			
Bernie Johnson Trucking, Inc.			
Fisher Contracting Company			
3-S Construction, Inc.			

5 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:**

81637A  
City of Essexville 37.85 %  
Federal Highway Administration Funds 62.15 %

**Selection:** Low bid.

**Zip Code:** 48732.



## INTERNATIONAL BRIDGE AUTHORITY PROJECTS

113. LETTING OF MAY 20, 2005 ENG. EST. LOW BID  
 PROPOSAL 0505277 \$ 1,065,920.60 \$ 1,318,628.62  
 PROJECT M 17034-M00205  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 01, 2005 23.71 %

Installation of a closed circuit television traffic monitoring and security system for the International Bridge in the city of Sault Ste Marie, Chippewa County.

BIDDER	AS-READ	AS-CHECKED	
<b>Windemuller Electric, Inc.</b>	<b>\$ 1,318,628.62</b>	<b>Same</b>	<b>1 **</b>
S & T Electrical Contractors Limit	\$ 1,439,921.74	Same	2
EO Integrated Systems, Inc.	\$ 1,562,891.00	Same	3
Siemens Building Technologies, Inc.	\$ 1,586,361.33	Same	4
Diebold Company of Canada Limited			
SimplexGrinnell			

4 Bidders

**Purpose/Business Case:** The goal of the IBA is to operate and maintain the bridge in a safe, secure and cost-effective manner. This project will enhance the ability to manage bridge safety and security in a cost-effective manner.

**Benefit:** The project protects the public investment in the bridge infrastructure and protects important border crossing assets.

**Funding Source:**

M00205

International Bridge Authority 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:** The project implements the recommendations from a security assessment study and report previously conducted. The measures that will be put in place address key vulnerabilities and substantially reduce threat risk.

**Cost Reduction:** Reduced likelihood of Infrastructure repair/replacement cost.

**Selection:** Low bid.

**New Project Identification:** New Project.

**Zip Code:** 49783.

**EXTRAS**

114. **Extra 2005 - 69**

Control Section/Job Number: 82023-51493-2 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Walter Toebe Construction Co.  
P. O. Box 930129  
Wixom, MI 48393

Designed By: MDOT

Engineer's Estimate: \$13,858,709.31

Description of Project:

Superstructure and deck replacements, abutment and substructure repairs, pier and cap replacement, reconstruction of pier caps and columns, pin and hanger replacement, beam painting, cleaning and coating, beam end repair, bearing replacements, three beam retrofit, and pedestrian fence on S24 southbound M-10 over I-94, S27 on northbound M-10 over I-94, S29 on northbound M-10 over I-94 ramp H-E from SB M-10, S38 on I-96 under McGraw Avenue, S41 on I-96 eastbound to I-94 eastbound ramp, S35 on I-96 under Pacific Avenue, S43 the Grand River Avenue entrance to westbound I-94, and S47 the Grand River Avenue exit from eastbound I-94 in the city of Detroit, Wayne County.

Administrative Board Approval Date:	June 1, 2004	
Contract Date:	June 3, 2004	
Original Contract Amount:	\$15,984,112.54	
Total of Overruns/Changes (Approved to Date):	1,032,601.13	+ 6.46%
Total of Extras/Adjustments (Approved to Date):	1,101,773.80	+ 6.89%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>76,969.97</u></b>	<b><u>+ 0.48%</u></b>
<b>Revised Total</b>	<b><u>\$18,195,457.44</u></b>	<b>+ 13.83%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.35% over the original budget for an **Authorized to Date Amount** of \$18,118,487.47.

Approval of this extra will place the authorized status of the contract 13.83% or \$2,211,344.90 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-27	15 r. 2	\$400,000.00	03/01/05
2005-56	19 r. 4, 21, 22	\$133,511.99	05/03/05
2005-58	18	\$6196.68	06/07/05

Contract Modification Number(s): 23 r. 1, 26 r. 2, 28

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

**CM 23**

Extra – Repair of Lighting Conduit	490.630 Ft @ \$1.00/Ft	\$490.63
Extra – S-41 Barrier Conduit	1,106.140 Ft @ \$1.00/Ft	1,106.14
Extra – Conduit Cleanout at Tower #4	840.060 Ft @ \$1.00/Ft	840.06
Extra – Conduit Cleanouts for S-24, S-27	2,871.820 Ft @ \$1.00/Ft	2,871.82
Extra – Underbridge Conduit Hangers		<u>24,175.85</u>
Total		<u>\$29,484.50</u>

**CM 26**

S29 Pier 1 and 2 Demolition		<u>\$45,000.00</u>
Total		<u>\$45,000.00</u>

**CM 28**

Repair Damaged Light Pole		<u>\$2,485.47</u>
Total		<u>\$2,485.47</u>

**Grand Total**

**\$76,969.97**

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

**CM 23**

The roadway shoulder under the S24 structure was removed to facilitate bridge pier reconstruction. A Michigan Intelligent Transportation Systems (MITS) Center conduit was damaged during this removal operation. The conduit was not marked on the shoulder nor shown on the project plans. The contractor was directed to repair the conduit. The cost for the item Extra – Repair of Lighting Conduit is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The contractor was directed to place a 3 inch PVC conduit in the barrier wall of S41. This conduit was required to complete the planned work, but was omitted from the original bid items during design. The cost for the item Extra – S-41 Barrier Conduit is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The contractor attempted to pull cable from the hand hole in the greenbelt to tower #4 without success due to obstructions. It was necessary to excavate to determine the location of the obstruction, clear the obstruction, and rod the existing conduit. The cost for the item Extra – Conduit Cleanout at Tower #4 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The contract documents directed the utilization of existing conduit for cable installation on westbound I-94 at the S24 and S27 structures. The existing conduits in these areas were obstructed. The conduits had to be rodded and cleaned before cable installation could be completed. The cost for the item Extra – Conduit Cleanouts for S-24, S-27 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The contract documents were not clear in regards to how the conduits were to be hung from the S43 and S35 structures. Conduit hangers that were later specified had to be furnished and installed. The cost for extra item Extra – Underbridge Conduit Hangers is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. The extra cost for Extra–Underbridge Conduit Hangers will be partially offset by a future reduction in the original pay item Pipe Sleeve, 14 inch, Placed.

## **CM 26**

The extra item S29 Pier 1 and 2 Demolition will establish a force account budget for the demolition of the S29 bridge piers 1 and 2. During substructure repairs on the S29 structure, pier 2 showed advanced signs of deterioration. The project designer was provided pictures of the excessive substructure patch repair removals and it was agreed that both piers are showing excessive deterioration. The deterioration witnessed at each pier dictated that the piers be removed and replaced. The budget is based on preliminary force account records. The final extra cost for S29 Pier 1 and 2 Demolition will be based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

## **CM 28**

Vehicular traffic damaged a light pole within the project limits. The contractor was directed to salvage the pole; replace the pole base, cable and luminaire; and dispose of damaged materials. The extra cost for Repair Damaged Light Pole is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

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

These Extras are 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 Trunkline, 18.17%; City of Detroit, 1.83%

**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:** 48202, 48201, 48208.

115. **Extra 2005 - 70**

Control Section/Job Number: 63020-49695 Local Agency Project  
 State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.  
 State Transportation Commission - Does not meet criteria.  
 Contractor: Walter Toebe Construction Co.  
 P. O. Box 930129  
 Wixom, MI 48393  
 Designed By: Consultant  
 Engineer's Estimate: \$1,858,929.00

Description of Project:

Removal of a single span steel beam bridge, construction of a pre-stressed concrete I-beam bridge and related approach work on 11 Mile Road over the Rouge River, in Southfield Township, city of Southfield, Oakland County

Administrative Board Approval Date:	April 20, 2004	
Contract Date:	May 10, 2004	
Original Contract Amount:	\$1,530,481.73	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	112,278.83	+ 7.34%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>8,981.90</u></b>	<b><u>+ 0.59%</u></b>
<b>Revised Total</b>	<b><u>\$1,651,742.46</u></b>	<b>+ 7.93%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.34% over the original budget for an **Authorized to Date Amount** of \$1,642,760.56.

Approval of this extra will place the authorized status of the contract 7.93% or \$121,260.73 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-32	2 r. 5	\$21,357.07	04/05/05

Contract Modification Number(s): 6 r. 3

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

**CM 6**

Removal of Temporary Concrete Barriers		
Along M-10 Highway R.O.W.	1.000 LS @ \$2,800.00/LS	\$2,800.00
Guardrail, Reconst, Type B	34.000 m @ \$26.35/m	895.90
Mulch Blanket High Velocity	1,762.000 m2 @ \$3.00/m2	5,286.00
<b>Total</b>		<b><u>\$8,981.90</u></b>

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

Temporary concrete barrier was placed to protect the required temporary power poles. An extra item was negotiated for this work on a previous authorized contract modification. The removal of the barrier was included in that cost. The utility company could not work the removal of the temporary poles into their schedule to accommodate the removal of the temporary concrete barrier and the demobilization of the contractor. Therefore, the contractor had to return at a later date, remobilize, and remove the sections of temporary concrete barrier with additional traffic control. The extra cost is above and beyond the previously negotiated cost and includes remobilization and traffic control. The extra cost for Removal of Temporary Concrete Barriers along M-10 Highway R.O.W. was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index. Reimbursement costs will be pursued with the local utility company.

Additional guardrail work was required to provide safety to the motoring public. The guardrail between the existing and proposed bridge structures was reconstructed to provide the proper height and standard guardrail connection between the bridges. This connection will reduce the potential for errant vehicles to leave the bridge structure. Reconstruction of guardrail was also required at one location to properly transition between existing guardrail and new guardrail. The extra cost for Guardrail, Reconst, Type B was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

The project was completed in late fall, and it was decided that the best restoration method to use was high velocity mulch blanket. High velocity mulch blanket is more appropriate for late placement as it resists erosion better than standard mulch. The late fall placement typically means more rainfall and thus more storm runoff. The high velocity mulch blanket is also better for watercourses where it was placed. The extra cost for Mulch Blanket High Velocity was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index. The extra cost for Mulch Blanket High Velocity will be partially offset by a future \$560.00 reduction in the original mulch pay item.

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, 79.45%; State Restricted Trunkline, 14.90%; City of Southfield, 5.65%  
**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:** 48037.

116. **Extra 2005 - 71**

Control Section/Job Number: 78443-56526 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Peters Construction Co.  
3325 East Kilgore Road  
Kalamazoo, MI 49001

Designed By: Consultant  
Engineer's Estimate: \$1,657,887.50

Description of Project:

Approximately 1.16 mi of pavement removal, storm sewer, sanitary sewer, water main, sidewalk, curb and gutter construction, hot mix asphalt paving and pavement markings on Portage Avenue from Prutzman Street to the north city limits of Three Rivers, in the city of Three Rivers, St Joseph County.

Administrative Board Approval Date:	April 20, 2004	
Contract Date:	May 5, 2004	
Original Contract Amount:	\$1,427,236.90	
Total of Overruns/Changes (Approved to Date):	50,370.68	+ 3.53%
Total of Extras/Adjustments (Approved to Date):	58,180.73	+ 4.08%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>42,587.80</u></b>	<b><u>+ 2.98%</u></b>
<b>Revised Total</b>	<b><u>\$1,578,376.11</u></b>	<b>+ 10.59%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.61% over the original budget for an **Authorized to Date Amount** of \$1,535,788.31.

Approval of this extra will place the authorized status of the contract 10.59% or \$151,139.21 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 5 r. 4, 6 r. 1

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

**CM 5**

Stormwater Treatment Drainage Structure 2	1.000 Ea @ \$37,450.00/Ea	<u>\$37,450.00</u>
Total		<u>\$37,450.00</u>

**CM 6**

Sanitary Sewer Lead, Fittings	89.000 Ea @ \$20.00/Ea	\$1,780.00
Rework Sanitary MH C	1.000 Ea @ \$1,077.80/Ea	1,077.80
Sanitary Cleanouts	3.000 Ea @ \$760.00/Ea	<u>2,280.00</u>
Total		<u>\$5,137.80</u>

**Grand Total** **\$42,587.80**

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

**CM 5**

An additional storm water outlet was placed during construction operations. The placement of this outlet necessitated the placement of a stormwater treatment drainage structure. A stormwater treatment drainage structure is a storm structure that captures sediments from storm runoff. The placement of this structure before the outlet is a requirement of the Inland Lakes and Streams permit issued by the MDEQ for this project. The extra Stormwater Treatment Drainage Structure 2 is 100 percent funded by the local agency and the cost for this extra is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

**CM 6**

The location of the existing sanitary sewer leads was unknown during construction operations. The actual field location of the leads required the placement of additional sewer fittings to provide the proper conveyance of sewer effluent. The extra cost for Storm Sewer Lead, Fittings is 100 percent funded by the local agency and was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable, as it is only the material cost as submitted by the material supplier, without markup.

The plans depict an internal drop inlet detail for constructing manhole C. After placing manhole C, the city requested the internal drop be changed to an external drop inlet. The external drop inlet allows access that is more convenient for city maintenance personnel to perform routine maintenance actions. The extra cost for Rework Sanitary MH C is 100 percent funded by the local agency and the cost is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Sanitary sewer cleanouts were necessary to provide a way to properly maintain the sanitary sewer. The extra cost for Sanitary Cleanouts is 100 percent funded by the local agency and is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

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

These Extras are 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, 53.83%; City of Three Rivers, 46.17%

**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:** 49093.

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 July 14, 2003.

Respectfully submitted,

Gloria J. Jeff  
Director