

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE  
STATE ADMINISTRATIVE BOARD

T&NR Meeting: March 26, 2003 - Secretary of State's Office, 3:30 PM  
State Administrative Board Meeting: April 1, 2003 - State Capitol, 11:00 AM

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CONTRACTS

1. HIGHWAYS - Increase Scope and Amount

Amendatory Contract (2002-0207/A2) between MDOT and Wade-Trim, Inc., will add additional design to extend the length of the reconstruction project on the US-24 and will increase the contract amount by \$87,047.57. The original contract provides for the design of I-96 (Telegraph Road to Jeffries Freeway), US-24 Telegraph Road, and Old M-14/Plymouth Road in Wayne County (CS 82122 - JN 45705C). The contract term remains unchanged, March 29, 2002, through December 30, 2003. The revised total contract amount will be \$5,073,727.08. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the continuation of the design of reconstruction plans for the purpose of the improved safety and structure rehabilitation.

**Benefit:** To improve ride, safety, and long term maintenance costs.

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

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

**Risk Assessment:** Not reconstructing this section of roadway will increase the ongoing maintenance costs and safety issues will not get resolved.

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

**New Project Identification:** This is a reconstruction of the existing roadway involving rehabilitation of three bridge structures.

2. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z12) under Contract (2002-0248) between MDOT and HNTB Michigan, Inc., will provide for construction engineering services to be performed for the I-75 new sound wall construction at Squirrel Road in Oakland County (CS 63174 - JN 55856A). The authorization will be in effect from the date of award through April 15, 2004. The authorization amount will be \$171,018.86. The contract term is February 26, 2002, through February 26, 2005. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Purpose/Business Case:** The purpose of this contract is to provide construction engineering, inspection, testing, and staking services for the oversight of construction of a sound wall on I-75 at Squirrel Road.

**Benefit:** This contract will provide for the inspection and oversight of all contract work to insure that all materials and workmanship are in accordance with MDOT specifications and guidelines and to measure, document, and process payment for all construction contract work.

\*Denotes a non-standard contract/amendment

**Funding Source:** Same as agenda item.

**Commitment Level:** The hourly costs are fixed, although the hours are negotiated to minimize total cost. In addition, the maximum contract amount is fixed.

**Risk Assessment:** Failure to provide oversight of the construction contract could result in a wide range of impacts including substandard workmanship and materials, traffic concerns, and public safety concerns and could jeopardize Federal funding participation in the construction contract.

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

**New Project Identification:** This sound wall is a new wall required for noise mitigation as a result of the widening of I-75 in the vicinity of Squirrel Road in 2000.

3.-6. HIGHWAYS - IDS Construction Engineering Services

Authorizations (Z1/Z2/Z3/Z4) under Contract (2002-0334) between MDOT and Tetra Tech MPS will provide for construction engineering services to be performed on US-24 from the I-75 connector to M-102, Wayne County (CS 82052 - JNs 59066A, 45694A, 58868A, and 59275A). The total cost of these authorizations will be \$783,400.32. The contract term is April 17, 2002, through April 16, 2005.

3. Authorization (Z1) will be in effect from the date of award through November 15, 2004. The authorization amount will be \$507,409.07 (JN 59066A). Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

4. Authorization (Z2) will be in effect from the date of award through November 15, 2004. The authorization amount will be \$235,205.73 (JN 45694A). Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

5. Authorization (Z3) will be in effect from the date of award through November 15, 2004. The authorization amount will be \$34,457.89 (JN 58868A). Source of Funds: 100% Federal Highway Administration Funds.

6. Authorization (Z4) will be in effect from the date of award through November 15, 2004. The authorization amount will be \$6,327.63 (JN 59275A). Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose:** Resurfacing and reconstruction of US-24 is part of the TSC and Region's five-year plan for meeting our preservation goals.

**Benefit:** Improved level of service to our customers using US-24. Relocation of a substantial section of antiquated watermain owned by city of Dearborn from under the pavement to a more desirable location outside of the curb line.

**Funding Source:** See description for each item.

**Commitment Level:** This is a cost plus fixed fee contract. Beyond the fixed fee, payment will only be for actual hours worked.

**Risk Assessment:** The risks associated with not performing this project include failing to deliver critical road rehabilitation, which is necessary to provide an acceptable level of service to our customers, and degradation of the relationship between MDOT and the city of Dearborn.

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

**New Project Identification:** This project is entirely dedicated to rehabilitating the existing roadway and related infrastructure.

7. MUNICIPAL - Cost Participation for State Trunkline Bridge Construction Contract  
 Contract (2002-5537) between MDOT and the Wisconsin Department of Transportation will provide for funding participation in the following improvements:

Replacement of existing Michigan structure B01 of 36011/Wisconsin structure B-21-0671, which carries Michigan Highway M-73 and Wisconsin State Trunkline Highway 55 over the Brule River between Iron County, Michigan, and Forest County, Wisconsin, including the removal of the old bridge, the construction of the new bridge, and the construction of the bridge approaches.

Estimated Funds:

Federal Highway Administration Funds (Michigan)	\$267,300
State Restricted Trunkline Funds	\$ 66,800
Wisconsin Funds (including Wisconsin FHWA Funds)	<u>\$559,800</u>
Total Funds	<u>\$893,900</u>

BRT 36011 - 51443A; Iron County  
 Local Letting

**Purpose/Business Case:** Replacement of interstate bridge and approaches on Federal Aid System.

**Benefit:** Provides safe and adequate access between Michigan and Wisconsin.

**Funding Source:** Federal Highway Bridge Replacement and Rehabilitation Program Funds; State Trunkline and Bridge Construction Funds; no Build Michigan III Funds.

**Commitment Level:** 80% Federal, 20% State, based on estimate.

**Risk Assessment:** Replacement of bridge necessitated at future date with increased cost.

**Cost Reduction:** Low bid by State of Wisconsin and concurrence by MDOT Superior Region.

**New Project Identification:** Replacement of existing bridge.

8. HIGHWAYS - Chemical Storage Facility  
 Contract (2003-0190) between MDOT and the Marquette County Road Commission will provide for construction of a chemical storage facility in the city of Skandia, Marquette County. The contract will be in effect from the date of award through two years. The total contract amount will be \$545,000. Source of Funds: 88% State Restricted Trunkline Funds and 12% Marquette County Funds.

This contract will replace Contract (2002-0385) between MDOT and the Marquette County Road Commission for construction of a chemical storage facility in the city of Skandia, which was approved by the State Administrative Board on April 16, 2002, with the same dollar amount and a two-year term, but was never awarded.

**Purpose/Business Case:** Will provide for the construction of a chemical storage facility in the city of Skandia. The chemical storage building will be a concrete wall-type bulk facility with a capacity of approximately 3,400 tons for the storage of bulk chemicals to be used on State trunkline highways and county roads.

**Benefit:** Will assure the most cost-effective and efficient way of delivering winter operation activities in the area.

**Funding Source:** 88% State Restricted Trunkline Funds and 12% Marquette County Funds.

**Commitment Level:** 88% State Restricted Trunkline Funds and 12% Marquette County Funds, based on estimate. Cost-sharing contract: MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

**Risk Assessment:** Construction of the chemical storage facility is essential to the operation and maintenance of State trunkline highways and county roads within Marquette County. Failure to award this contract and construct the facility would result in lack of availability of needed chemicals in a timely manner, resulting in potentially unsafe roads and travel conditions for the public.

**Cost Reduction:** Construction of the chemical storage facility will be closely monitored to prevent use of trunkline budget for any unnecessary work or expenditures.

**New Project Identification:** Construction of a new chemical storage facility.

9. HIGHWAYS - IDS Engineering Services

Contract (2003-0191) between MDOT and Alfred Benesch & Company 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.

**Purpose/Business Case:** To establish indefinite services contract so future engineering services can be authorized efficiently.

**Benefit:** Less administrative time needed to process authorizations versus contracts.

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

**Commitment level:** Total contract limits of \$4,000,000 are not committed until work is authorized.

**Risk Assessment:** Increase in administrative costs.

**Cost Reduction:** N/A

**New Project Identification:** This contract is not project or service specific.

10. HIGHWAYS - IDS Engineering Services

Contract (2003-0201) between MDOT and CH2M Hill Michigan, 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.

**Purpose/Business Case:** To establish indefinite services contract so future engineering services can be authorized efficiently.

**Benefit:** Less administrative time needed to process authorizations versus contracts.

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

**Commitment level:** Total contract limits of \$4,000,000 are not committed until work is authorized.

**Risk Assessment:** Increase in administrative costs.

**Cost Reduction:** N/A

**New Project Identification:** This contract is not project or service specific.

11. HIGHWAYS - IDS Engineering Services

Contract (2003-0202) between MDOT and EarthData International of North Carolina, LLC., 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 total 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.

**Purpose/Business Case:** To establish indefinite services contract so future engineering services can be authorized efficiently.

**Benefit:** Less administrative time needed to process authorizations versus contracts.

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

**Commitment level:** Total contract limits of \$4,000,000 are not committed until work is authorized.

**Risk Assessment:** Increase in administrative costs.

**Cost Reduction:** N/A

**New Project Identification:** This contract is not project or service specific.

12. HIGHWAYS - IDS Engineering Services

Contract (2003-0204) between MDOT and Finkbeiner, Pettis & Strout, 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.

**Purpose/Business Case:** To establish indefinite services contract so future engineering services can be authorized efficiently.

**Benefit:** Less administrative time needed to process authorizations versus contracts.

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

**Commitment level:** Total contract limits of \$4,000,000 are not committed until work is authorized.

**Risk Assessment:** Increase in administrative costs.

**Cost Reduction:** N/A

**New Project Identification:** This contract is not project or service specific.

13. HIGHWAYS - IDS Engineering Services

Contract (2003-0206) between MDOT and Northwest Consultants, 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.

**Purpose/Business Case:** To establish indefinite services contract so future engineering services can be authorized efficiently.

**Benefit:** Less administrative time needed to process authorizations versus contracts.

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

**Commitment level:** Total contract limits of \$4,000,000 are not committed until work is authorized.

**Risk Assessment:** Increase in administrative costs.

**Cost Reduction:** N/A

**New Project Identification:** This contract is not project or service specific.

14. HIGHWAYS - IDS Engineering Services

Contract (2003-0207) between MDOT and Orchard, Hiltz & McCliment, 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.

**Purpose/Business Case:** To establish indefinite services contract so future engineering services can be authorized efficiently.

**Benefit:** Less administrative time needed to process authorizations versus contracts.

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

**Commitment level:** Total contract limits of \$4,000,000 are not committed until work is authorized.

**Risk Assessment:** Increase in administrative costs.

**Cost Reduction:** N/A

**New Project Identification:** This contract is not project or service specific.

15. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract

Contract (2003-5008) between MDOT and the City of Caspian will provide for funding participation in the construction of the following improvements under the State Critical Bridge Program:

PART A

The removal and replacement of the structure B01 of 36-07-18, which carries Caspian Road over the Iron River, Section 1, T42N, R35W, city of Caspian, Michigan; the reconstruction of the approaches to the structure for approximately 363 feet westerly and 502 feet easterly of the structure.

PART B

Nameplate installation work for the structure B01 of 36-07-18, which carries Caspian Road over the Iron River.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
State Restricted Trunkline Funds	\$465,500	\$ 0	\$465,500
City of Caspian Funds	<u>\$ 24,500</u>	<u>\$ 500</u>	<u>\$ 25,000</u>
Total Funds	<u>\$490,000</u>	<u>\$ 500</u>	<u>\$490,500</u>

MCS 36007 - 56541; Iron County

Let 3/7/2003

**Purpose/Business Case:** To replace a structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

**Benefit:** To provide a safer structure.

**Funding Source:** Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and City of Caspian Funds.

**Commitment Level:** 80% Federal, 15% State, 5% City of Caspian for Part A; 100% City of Caspian for Part B; both parts based on estimates.

**Risk Assessment:** Possible failure of structure and closure to traffic.

**Cost Reduction:** Low bid.

\*Denotes a non-standard contract/amendment

**New Project Identification:** Replace existing structure.

16. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract  
Contract (2003-5011) between MDOT and the Gladwin County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program:

PART A

The removal and replacement of the structure B01 of 26-08-13, which carries Nickless Road over the South Branch of the Little Sugar River, Sections 7 and 8, T19N, R1W, Gladwin Township, Gladwin County, Michigan; the reconstruction of the approaches to the structure for approximately 366 feet southerly and 275 feet northerly of the structure.

PART B

Nameplate installation work for the structure B01 of 26-08-13, which carries Nickless Road over the South Branch of the Little Sugar River.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$292,800	\$ 0	\$292,800
State Restricted Trunkline Funds	\$ 54,900	\$ 0	\$ 54,900
Gladwin County Road Commission Funds	\$ 18,300	\$ 600	\$ 18,900
Total Funds	<u>\$366,000</u>	<u>\$ 600</u>	<u>\$366,600</u>

BRO 26008 - 56498

Let 3/7/2003

**Purpose/Business Case:** To replace a structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

**Benefit:** To provide a safer structure.

**Funding Source:** Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Gladwin County Road Commission Funds.

**Commitment Level:** 80% Federal, 15% State, 5% Gladwin County for Part A; 100% Gladwin County for Part B; both parts based on estimates.

**Risk Assessment:** Possible failure of structure and closure to traffic.

**Cost Reduction:** Low bid.

**New Project Identification:** Replace existing structure.

17. MUNICIPAL - Cost Participation for Local Agency Construction Contract  
Contract (2003-5034) between MDOT and the Clare County Road Commission will provide for funding participation in the construction of the following improvements utilizing Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

Pavement resurfacing work along Cook Avenue from Clarence Road to Highway M-61, including earthwork, aggregate base, hot mix asphalt base crushing and shaping, hot mix asphalt paving, drainage improvement, pavement marking, and turf establishment work.

Estimated Funds:

Federal Highway Administration Funds being used in lieu of State Restricted Economic Development Funds	\$290,500
Clare County Road Commission Funds	<u>\$ 72,600</u>
Total Funds	<u>\$363,100</u>

EDDF 18555 - 72414  
Let 3/7/2003

**Purpose/Business Case:** To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

**Benefit:** Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

**Funding Source:** Federal Minimum Guarantee Funds and Clare County Road Commission Funds.

**Commitment Level:** 80% Federal, 20% Clare County Road Commission, based on estimate.

**Risk Assessment:** Possible loss of development opportunities.

**Cost Reduction:** Low bid.

**New Project Identification:** Improve existing roadway.

18. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5053) between MDOT and the Mackinac County Road Commission will provide for funding participation in the construction of the following improvements utilizing Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

Reconstruction work along Three Mile Road from St. Ignace Road to approximately 500 feet north of Rockview Road, including crushing and shaping, aggregate base, hot mix asphalt paving, shoulder, and drainage improvement work.

Estimated Funds:

Federal Highway Administration Funds being used in lieu of State Restricted Economic Development Funds	\$148,800
Federal Highway Administration Funds	\$ 74,400
State Restricted Economic Development Funds	\$ 74,400
Mackinac County Road Commission Funds	<u>\$ 74,400</u>
Total Funds	<u>\$372,000</u>

EDDF 49555 - 72392  
Proposed 4/4/2003 Letting

**Purpose/Business Case:** To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

**Benefit:** Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

**Funding Source:** Federal Minimum Guarantee Funds, Federal Surface Transportation Program Funds, State Transportation Economic Development Funds, and Mackinac County Road Commission Funds.

**Commitment Level:** 60% Federal, 20% State, 20% Mackinac County, based on estimate.

**Risk Assessment:** Possible loss of development opportunities.

**Cost Reduction:** Low bid.

**New Project Identification:** Improve existing roadway.

19. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract  
 Contract (2003-5059) between MDOT and the Menominee County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program:

The removal and replacement of the structure B01 of 55-09-28, which carries 30 Mile Road over the Little Cedar River, Section 2, T36N, R27W, Nadeau Township and Section 35, T37N, R27W, Nadeau Township, Menominee County, Michigan; the reconstruction of the approaches to the structure for approximately 376 feet westerly and 824 feet easterly of the structure.

Estimated Funds:

Federal Highway Administration Funds	\$220,200
State Restricted Trunkline Funds	\$ 41,300
Menominee County Road Commission Funds	\$ 13,700
Total Funds	<u>\$275,200</u>

BRO 55009 - 59776  
 Proposed 4/4/2003 Letting

**Purpose/Business Case:** To replace a structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

**Benefit:** To provide a safer structure.

**Funding Source:** Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Menominee County Road Commission Funds.

**Commitment Level:** 80% Federal, 15% State, 5% Menominee County.

**Risk Assessment:** Possible failure of structure and closure to traffic.

**Cost Reduction:** Low bid.

**New Project Identification:** Replace existing structure.

20. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract  
 Contract (2003-5060) between MDOT and the Monroe County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program:

The removal and replacement of the structure B01 of 58-09-25, which carries LaPlaisance Road over Woodchuck Creek, Section 19, T7S, R9E, Monroe Township, Monroe County, Michigan; the reconstruction of the approaches to the structure for approximately 121 feet southerly and 271 feet northerly of the structure

Estimated Funds:

Federal Highway Administration Funds	\$260,800
State Restricted Trunkline Funds	\$ 48,900
Monroe County Road Commission Funds	\$ 16,300
Total Funds	<u>\$326,000</u>

BRT 58009 - 59778  
 Proposed 4/4/2003 Letting

**Purpose/Business Case:** To replace a structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

**Benefit:** To provide a safer structure.

**Funding Source:** Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Monroe County Road Commission Funds.

**Commitment Level:** 80% Federal, 15% State, 5% Monroe County.

**Risk Assessment:** Possible failure of structure and closure to traffic.

**Cost Reduction:** Low bid.

**New Project Identification:** Replace existing structure.

21. HIGHWAYS – Cost Participation for State Critical Bridge Construction Contract  
Contract (2003-5061) between MDOT and the Sanilac County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program:

The removal and replacement of the structure B02 of 74-26-20, which carries Galbraith Line Road over Birch Creek, Sections 22 and 27, T9N, R16E, Worth Township, Sanilac County, Michigan; the reconstruction of the approaches to the structure for approximately 235 feet westerly and 215 feet easterly of the structure.

Estimated Funds:

Federal Highway Administration Funds	\$155,200
State Restricted Trunkline Funds	\$ 29,100
Sanilac County Road Commission Funds	\$ <u>9,700</u>
Total Funds	<u>\$194,000</u>

BRT 74026 - 59821

Proposed 4/4/2003 Letting

**Purpose/Business Case:** To replace a structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

**Benefit:** To provide a safer structure.

**Funding Source:** Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Sanilac County Road Commission Funds.

**Commitment Level:** 80% Federal, 15% State, 5% Sanilac County.

**Risk Assessment:** Possible failure of structure and closure to traffic.

**Cost Reduction:** Low bid.

**New Project Identification:** Replace existing structure.

22. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2003-5066) between MDOT and the City of Ironwood will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category F Funds:

PART A

Reconstruction work along McLeod Avenue from the Highway US-2 business route to Lowell Street, including subbase, aggregate base, hot mix asphalt paving, curb and gutter, sidewalk, and drainage improvement work.

PART B

Watermain and sanitary sewer work along McLeod Avenue from the Highway US-2 business route to Lowell Street.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
State Restricted Economic Development Funds	\$308,900	\$ 0	\$308,900
City of Ironwood Funds	<u>\$ 82,100</u>	<u>\$139,000</u>	<u>\$221,100</u>
Total Funds	<u>\$391,000</u>	<u>\$139,000</u>	<u>\$530,000</u>

EDF 27566 - 55829; Gogebic County  
 Proposed 4/4/2003 Letting

**Purpose/Business Case:** To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

**Benefit:** To support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

**Funding Source:** State Transportation Economic Development Funds and City of Ironwood Funds.

**Commitment Level:** 79% State up to \$375,000 and the balance by City of Ironwood for Part A; 100% City of Ironwood for Part B; both parts based on estimates.

**Risk Assessment:** Possible loss of development opportunities.

**Cost Reduction:** Low bid.

**New Project Identification:** Improve existing roadway.

23. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract  
 Contract (2003-5067) between MDOT and the Menominee County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program:

The removal and replacement of the structure B02 of 55-02-22, which carries 47 Mile Road over Ten Mile Creek, Sections 2 and 11, T39N, R25W, Harris Township, Menominee County, Michigan; the reconstruction of the approaches to the structure for approximately 469 feet westerly and 348 feet easterly of the structure.

Estimated Funds:

Federal Highway Administration Funds	\$211,200
State Restricted Trunkline Funds	\$ 39,600
Menominee County Road Commission Funds	<u>\$ 13,200</u>
Total Funds	<u>\$264,000</u>

BRO 55002 - 59775  
Proposed 4/4/2003 Letting

**Purpose/Business Case:** To replace a structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

**Benefit:** To provide a safer structure.

**Funding Source:** Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Menominee County Road Commission Funds.

**Commitment Level:** 80% Federal, 15% State, 5% Menominee County.

**Risk Assessment:** Possible failure of structure and closure to traffic.

**Cost Reduction:** Low bid.

**New Project Identification:** Replace existing structure.

24. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5075) between MDOT and the Saginaw County Road Commission will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Bituminous pathway and pedestrian bridge work for the Saginaw Valley Rail Trail from Swan Creek Road to Benkert Road.

Estimated Funds:

Federal Highway Administration Funds	\$292,600
Saginaw County Road Commission Funds	<u>\$125,400</u>
Total Funds	<u>\$418,000</u>

STE 73054 - 58209

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:** To provide pedestrian and bicycle facilities.

**Funding Source:** Federal Transportation Enhancement Activities Funds and Saginaw County Road Commission Funds.

**Commitment level:** 70% Federal up to \$292,600 and the balance by Saginaw County Road Commission, based on estimate.

**Risk Assessment:** Contract required in order for County to receive these Federal Funds.

**Cost Reduction:** Low bid.

**New Project Identification:** Preservation of existing abandoned railway corridor.

25. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2003-5078) between MDOT and the City of Southfield will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Landscaping, street furniture, and crosswalk work along Greenfield Road from Eight Mile Road to Mt. Vernon Road.

Estimated Funds:

Federal Highway Administration Funds	\$ 84,000
City of Southfield Funds	\$ <u>56,000</u>
Total Funds	\$ <u>140,000</u>

STE 63459 - 43877; Oakland 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 City of Southfield Funds.

**Commitment Level:** 60% Federal up to \$84,000 and the balance by the City of Southfield, based on estimate.

**Risk Assessment:** Contract required in order for City to receive these Federal Funds.

**Cost Reduction:** Low bid.

**New Project Identification:** Beautifying existing roadway.

26. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Amendatory Contract (2003-5082) between MDOT and the Road Commission for Oakland County will provide for participation in the following improvements:

Traffic signal modernization work along Cooley Lake Road from Williams Lake Road easterly to Elizabeth Lake Road, along Elizabeth Lake Road from Williams Lake Road easterly to Telegraph Road (Highway US-24), along Pontiac Lake Road from Hospital Road easterly to Crescent Lake Road, at the intersection of Miller Road and Green Road, and at the intersection of Cass Lake Road and Cass-Elizabeth Road, including the upgrading and integration work necessary for Sydney Coordinated Adaptive Traffic System (SCATS) control.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMENDED</u>
Federal Highway Administration Funds	\$1,480,000	\$1,480,000
Road Commission for Oakland County Funds	\$ 0	\$ <u>202,400</u>
Total Funds	\$ <u>1,480,000</u>	\$ <u>1,682,400</u>

CMG 63459 - 53641  
 Amendment

The purpose of this amendment is to provide for five additional traffic signal locations, the increase in the estimated project cost, and a portion of the project work to be done by a contractor instead of by force account.

**Purpose/Business Case:** Amend the original contract to add five traffic signal locations, increase the estimated project cost, and contract a portion of the project work.

**Benefit:** To be able to include additional traffic signal locations and have a portion of the project done by a contractor instead of by force account.

**Funding Source:** Federal Congestion Mitigation and Air Quality Funds and Road Commission for Oakland County Funds.

**Commitment Level:** 100% Federal up to \$1,480,000 and the balance by Road Commission for Oakland County, based on estimate.

**Risk Assessment:** Amendment required in order for State to pay contractor and bill County for the local cost share.

**Cost Reduction:** Low bid and force account. (Original contract was for all force account.)

**New Project Identification:** N/A. (Original contract is to improve existing traffic signal system.)

27. HIGHWAYS – Cost Participation for State Critical Bridge Construction Contract  
Amendatory Contract (2003-5096) between MDOT and the Washtenaw County Road Commission will provide for funding participation in the following improvements:

PART A

The removal and replacement of the structure B02 of 81-02-17, which carries Hitchingham Road over Buck Creek, Sections 28 and 29, T4S, R7E, Augusta Township, Washtenaw County, Michigan; the reconstruction of the approaches to the structure for approximately 243 feet southerly and 272 feet northerly of the structure.

PART B

Mailbox post installation work for the structure B02 of 81-02-17, which carries Hitchingham Road over Buck Creek.

Estimated Funds:

<u>AMENDED</u>	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$262,400	\$ 0	\$262,400
State Restricted Trunkline Funds	\$ 49,200	\$ 0	\$ 49,200
Washtenaw County Road Commission Funds	<u>\$ 16,400</u>	<u>\$100</u>	<u>\$ 16,500</u>
Total Funds	<u>\$328,000</u>	<u>\$100</u>	<u>\$328,100</u>

BRO 81002 - 56644

Amendment

The purpose of this amendment is to provide for the addition of the Part B portion of the project.

**Purpose/Business Case:** Amend the original contract to add Part B.

**Benefit:** To be able to bill Washtenaw County for the addition of 100 percent locally funded mailbox post installation work related to the project.

**Funding Source:** Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Washtenaw County Road Commission Funds for Part A; Washtenaw County Road Commission Funds for Part B.

**Commitment Level:** 80% Federal, 15% State, 5% Washtenaw County for Part A; 100% Washtenaw County for Part B; both parts based on estimates.

**Risk Assessment:** State will not be able to collect amount due for Part B from Washtenaw County without the amendment.

**Cost Reduction:** N/A. (Original contract is for low bid.)

**New Project Identification:** N/A. (Original contract is to replace existing structure.)

\*Denotes a non-standard contract/amendment

28. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2003-5102) between MDOT and City of Mt. Morris will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Streetscaping work along Mt. Morris Road from Railroad Street to Union Street and along Saginaw Street from Albert Road to Dover Street, including brick paved sidewalk, stamped concrete crosswalks, street furniture, and landscaping work.

Estimated Funds:

Federal Highway Administration Funds	\$191,048
City of Mt. Morris Funds	<u>\$ 47,762</u>
Total Funds	<u>\$238,810</u>

STE 25402 – 54879; Genesee 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 City of Mt. Morris Funds.

**Commitment Level:** 80% Federal up to \$191,048 and balance by City of Mt. Morris; based on estimate.

**Risk Assessment:** Contract required in order for City to receive these Federal Funds.

**Cost Reduction:** Low bid.

**New Project Identification:** Beautifying existing roadway.

29. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2003-5104) between MDOT and the City of Sturgis will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

Relocation of Clark Street to approximately 400 feet west of the existing roadway from Wade Street to approximately 900 feet north of Wade Street.

Estimated Funds:

State Restricted Economic Development Funds	\$114,600
City of Sturgis Funds	<u>\$172,400</u>
Total Funds	<u>\$287,000</u>

EDA 78522 - 74484; St. Joseph County  
 Local Letting

**Purpose/Business Case:** To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

**Benefit:** Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

**Funding Source:** State Transportation Economic Development Funds and City of Sturgis Funds.

**Commitment Level:** 40% State up to \$114,600 and the balance by City of Sturgis, based on estimate.

**Risk Assessment:** Possible loss of development opportunities.

\*Denotes a non-standard contract/amendment

**Cost Reduction:** Low bid.

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

30. HIGHWAYS -IDS Construction Engineering Services

Authorizations (Z1/Z2) under Contract (2003-0184) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for construction engineering services to be performed on M-14, in Plymouth and Canton Townships, Wayne County (CS 82101 - JN 56659A and CS 82102 - JN 47067A). The total cost of these authorizations will be \$366, 991.07. The contract will be in effect from the date of award through three years.

Authorization (Z1) will provide for 2.2 miles of pavement repair and diamond grinding in Plymouth and Canton Townships, Wayne County (CS 82101 - JN 56659A). The authorization will be in effect from the date of award through December 30, 2003. The authorization amount will be \$141,028.37. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Authorization (Z2) will provide for 3.5 miles of milling and resurfacing in Plymouth Township, Wayne County (CS 82102 - JN 47067A). The authorization will be in effect from the date of award through April 31, 2004. The authorization amount will be \$225,962.70. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** The purpose of this contract is to provide for full oversight and construction administration. Project inspection needs to be consistent with FHWA/MDOT requirements.

**Benefit:** The benefits gained are that we capture Federal dollars for the project and are assured that the contractor performing the work will conform to the specifications.

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

**Commitment Level:** The hourly costs are fixed, although the hours are negotiated to minimize total costs. In addition, the maximum contract amount is fixed.

**Risk Assessment:** The risks of not awarding these authorizations are an increase in ongoing maintenance costs and a failure to resolve safety issues.

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

**New Project Identification:** These authorizations are for rehabilitation projects. No portion of the construction work is for new construction.

31. \*MULTI-MODAL (Aeronautics) - Retroactive Time Extension

**Retroactive Amendatory Contract (98-0844/A1)** between MDOT and Garland, Inc., will extend the contract term in order to cover the twenty-year period of airport operation required in Attachment 7 of the contract. The original contract provides for runway safety area grading and approach clearing at the Garland Airport in Lewiston, Michigan. The revised contract term will be August 10, 1998, through August 9, 2018. The contract amount remains unchanged at \$135,000. Source of Funds: State Restricted Aeronautics Funds - \$121,500; Garland, Inc., Funds - \$13,500.

**Purpose/Business Case:** This amendment will extend the contract term in order to cover the twenty-year period of airport operation required in Attachment 7 of the contract. The original contract term covered only the time allowed for completion of the project work. The airport property is about to be purchased, and it is essential that the new owner be bound to the twenty-year operating requirement.

**Benefit:** This time extension assures that the airport will be operated and maintained in a safe and reasonable condition on a year-round basis for the twenty-year period required. This amendment will also pave the way for the reassignment of contract responsibilities under Amendment 2 to the contract, which will be a novation.

**Funding Source:** Unchanged under this amendment: State Restricted Aeronautics Funds - \$121,500; Garland, Inc., Funds - \$13,500.

**Commitment Level:** The contract amount remains unchanged with this amendment. The original contract amount was initially based on estimates, but then was determined by competitive bid.

**Risk Assessment:** If this amendment is not awarded, the contract will not be able to be novated, as the new owners would not be bound to the twenty-year period of airport operation.

**Cost Reduction:** The cost of the project work was determined by competitive bid; the low bid was selected.

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

32. \*MULTI-MODAL (Aeronautics) - Novation

Amendatory Contract (98-0844/A2) between MDOT, Garland, Inc., and Eagle II Properties, LLC, will provide for the reassignment of the contract responsibilities from Garland, Inc., to Eagle II Properties, LLC, due to sale of the airport property. The original contract provides for runway safety area grading and approach clearing at the Garland Airport in Lewiston, Michigan. The contract term remains unchanged, August 10, 1998, through August 9, 2018. The contract amount remains unchanged at \$135,000. Source of Funds: State Restricted Aeronautics Funds - \$121,500; Garland, Inc., Funds - \$13,500.

**Purpose/Business Case:** This amendment is a novation that will provide for the reassignment of the contract responsibilities, including the operation and maintenance of the airport for the required period of twenty years from date of award, to the new owner.

**Benefit:** The novation will bind the new owner to the contract responsibilities, including the operation and maintenance of the airport for the required period of twenty years from date of award

**Funding Source:** Unchanged under this amendment: State Restricted Aeronautics Funds - \$121,500; Garland, Inc., Funds - \$13,500.

**Commitment Level:** The contract amount remains unchanged with this amendment. The original contract amount was initially based on estimates, but then was determined by competitive bid.

**Risk Assessment:** If this amendment is not awarded, the new owners would not be bound to the twenty-year period of airport operation.

**Cost Reduction:** The cost of the project work was determined by competitive bid; the low bid was selected.

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

33. \*MULTI-MODAL (Aeronautics) - Retroactive Time Extension

**Retroactive** Amendatory Contract (99-0634/A1) between MDOT and Garland, Inc., will extend the contract term in order to cover the twenty-year period of airport operation required in Attachment 7 of the contract. The original contract provides for runway lighting and fencing at the Garland Airport in Lewiston, Michigan. The revised contract term will be August 12, 1999, through August 11, 2019. The contract amount remains unchanged at \$260,000. Source of Funds: State Restricted Aeronautics Funds - \$234,000; Garland, Inc., Funds - \$26,000.

**Purpose/Business Case:** This amendment will extend the contract term in order to cover the twenty-year period of airport operation required in Attachment 7 of the contract. The original contract term covered only the time allowed for completion of the project work. The airport property is about to be purchased, and it is essential that the new owner be bound to the twenty-year operating requirement.

**Benefit:** This time extension assures that the airport will be operated and maintained in a safe and reasonable condition on a year-round basis for the twenty-year period required. This amendment will also pave the way for the reassignment of contract responsibilities under Amendment 2 to the contract, which will be a novation.

**Funding Source:** Unchanged under this amendment: State Restricted Aeronautics Funds - \$234,000; Garland, Inc., Funds - \$26,000.

**Commitment Level:** The contract amount remains unchanged with this amendment. The original contract amount was initially based on estimates, but then was determined by competitive bid.

**Risk Assessment:** If this amendment is not awarded, the contract will not be able to be novated, as the new owners would not be bound to the twenty-year period of airport operation.

**Cost Reduction:** The cost of the project work was determined by competitive bid; the low bid was selected.

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

34. \*MULTI-MODAL (Aeronautics) - Novation

Amendatory Contract (99-0634/A2) between MDOT, Garland, Inc., and Eagle II Properties, LLC, will provide for the reassignment of the contract responsibilities from Garland, Inc., to Eagle II Properties, LLC, due to sale of the airport property. The original contract provides for runway lighting and fencing at the Garland Airport in Lewiston, Michigan. The contract term remains unchanged, August 12, 1999, through August 11, 2019. The contract amount remains unchanged at \$260,000. Source of Funds: State Restricted Aeronautics Funds - \$234,000; Garland, Inc., Funds - \$26,000.

**Purpose/Business Case:** This amendment is a novation that will provide for the reassignment of the contract responsibilities, including the operation and maintenance of the airport for the required period of twenty years from date of award, to the new owner.

**Benefit:** The novation will bind the new owner to the contract responsibilities, including the operation and maintenance of the airport for the required period of twenty years from date of award.

**Funding Source:** Unchanged under this amendment: State Restricted Aeronautics Funds - \$234,000; Garland, Inc., Funds - \$26,000.

**Commitment Level:** The contract amount remains unchanged with this amendment. The original contract amount was initially based on estimates, but then was determined by competitive bid.

**Risk Assessment:** If this amendment is not awarded, the new owners would not be bound to the twenty-year period of airport operation.

**Cost Reduction:** The cost of the project work was determined by competitive bid; the low bid was selected.

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

35. \*MULTI-MODAL (Aeronautics) - Utility Coordination for Hangar Area

Contract (2003-0160) between MDOT and R.W. Armstrong and Associates, Inc., will provide for utility coordination for the southwest hangar area development, including electric and gas services, at Romeo State Airport in Romeo, Michigan. The contract will be in effect from the date of award through 18 months. The total contract amount will be \$14,230. Source of Funds: 100% State Restricted Aeronautics Funds.

**Purpose/Business Case:** To provide consultant services for the coordination of utility relocation and utility service for the new southwest hangar area at Romeo State Airport. The new hangar area will provide room for additional hangars for a waiting list of aircraft and anticipated additional demand.

**Benefit:** A new hangar area is being developed at the Romeo State Airport to meet a backlog of hangar needs as well as an anticipated demand when the airport in Utica closes. The initial contract for the design of the hangar area has already been approved and signed. This additional contract will provide for consultant coordination with the various utility companies that will have equipment relocated or added for this project.

**Funding Source:** 100% State Restricted Aeronautics Funds - \$14,230.

**Commitment Level:** The contract is a fixed cost for the project. The cost is 100% State Restricted Aeronautics Funds.

**Risk Assessment:** If the contract is not awarded, utility coordination would need to be performed by state employees or the project would not be able to proceed. Current staffing levels would make it difficult for the work to be accomplished in a manner which would not delay the project.

**Cost Reduction:** The cost has been examined and negotiated by an MDOT Project Manager and found to be complete and reasonable.

**New Project Identification:** The utility coordination is part of a project that has already had its design approved by the State Administrative Board.

36. \*MULTI-MODAL (Aeronautics) - Access Boulevard Easement

Contract (2003-0192) between MDOT and Linden Airport Leasing, LLC, will provide for an easement for an access boulevard for the purposes of ingress and egress and for installing and maintaining utilities within the easement at the Price Airport in Linden, Michigan. The contract will be in effect from the date of award until the last responsibility between the parties has been fulfilled. This is a zero dollar contract.

**Purpose/Business Case:** Linden Airport is State-owned facility that is leased by Linden Airport Leasing, LLC. Linden Airport Leasing, LLC, is developing airport facilities on property owned by Linden Airport Leasing, LLC, including hangars and residential units that include hangars. Access to the development will require an easement over State-owned land.

**Benefit:** Price Airport is a joint-benefit facility where the State owns the air-side portion of an airport facility and a private entity owns or develops the landside facilities. The State benefits from the development of an airport without the cost of the landside development, and the private entity benefits from a reduction of the infrastructure of an airport. This airport is the first of its kind in Michigan and is patterned after several facilities located in other states. The easement is required due to the physical limitations of the site.

**Funding Source:** There are no funds required for this contract.

**Commitment Level:** There is no financial commitment on the part of the State, but there is a commitment to allow Linden Airport Leasing, LLC, the use of the easement.

**Risk Assessment:** If the contract for the easement is not approved, Linden Airport Leasing, LLC, will have to change the plans for the development.

**Cost Reduction:** There is no cost to the State.

**New Project Identification:** This contract is related to ongoing contracts for this development.

37. \*MULTI-MODAL (Aeronautics) - Construct Snow Removal Equipment Building

Memorandum of Understanding (MOU) (2003-0194) between MDOT and the Mackinac Island State Park Commission will provide Federal and State grant funds for construction of a snow removal equipment building at the Mackinac Island Airport on Mackinac Island, Michigan. The Commission will have 36 months from the date of award to complete the project items. The contract will be in effect from the date of award through twenty years. Source of Funds: Federal Aviation Administration Funds (via Block Grant) - \$94,500; State Restricted Aeronautics Fund - \$10,500; Contract Total - \$105,000.

**Purpose/Business Case:** The airport on Mackinac Island is owned by the Mackinac Island State Park Commission with local funding provided by the Michigan Aeronautics Commission. This MOU is to provide the funding for construction of a building to house the airport's snow removal equipment.

**Benefit:** The airport on Mackinac Island is required to be operational the entire year. In order to accomplish this the airport must have the ability to house its snow removal equipment. This grant will provide the funds to build this facility.

**Funding Source:** Federal Aviation Administration Funds (via Block Grant) - \$94,500; State Restricted Aeronautics Funds - \$10,500; Contract Total - \$105,000.

**Commitment Level:** This is a fixed cost contract.

**Risk Assessment:** If the contract is not awarded, the airport will not build the building, which will result in detrimental affects on the snow removal equipment.

**Cost Reduction:** The cost of the building will be determined by competitive bid and will be examined by the project manager for completeness and appropriateness.

**New Project Identification:** This will be a new project.

38. MULTI-MODAL (Aeronautics) - Airport Awareness Project Air Service Program  
Contract (2003-0203) between MDOT and the Alpena County Board of Commissioners will provide for a grant under the Air Service Program to improve community awareness of available air service and airport facilities at the Alpena County Regional Airport in Alpena, Michigan. The contract will be in effect from the date of award through one year. The cost of the project is estimated to be \$16,667. Source of Funds: State Restricted Aeronautics Funds-\$15,000; Alpena County Funds-\$1,667.

**Purpose/Business Case:** Airport Awareness projects seek to increase public awareness of community airports and available air passenger and air cargo services. Encouraging the use of the local airport through education increases awareness of the facility, acceptance of new advanced commute/regional aircraft, and understanding of schedules, destinations, and fares.

**Benefit:** The program focus involves increased concentration on educational activities for community awareness and media relations. Impacting these areas through greater involvement with service organizations and local business cultivates potential users and increases knowledge of the economic benefits of services provided at the airport. Specific information about the airport facility and its services can be utilized by community leaders to attract new business or industry to the area.

**Funding Source:** Ninety (90%) percent of the funds come from State Restricted Aeronautics Funds, ten (10%) of the funds come from local sources.

**Commitment Level:** Actual costs are reimbursed up to the maximum amount of the contract.

**Risk Assessment:** If the contract is not awarded certain awareness (marketing/advertising) activities would not be accomplished by the local airport, as they could not afford to complete the project without State assistance.

**Cost Reduction:** In the early 1990s, \$50,000 per airport was allocated for these types of projects. Since that time grants have been reduced to \$15,000 or \$20,000, which allows a marketing presence to be maintained within the community.

**New Project Identification:** This is not a new construction project and does not deal with existing roadways/structures.

39. \*MULTI-MODAL (UPTRAN) - Increase Amount  
Amendatory Contract (99-0291/A3) between MDOT and Greyhound Lines, Inc., will increase the FY 2003 Federal and State operating funds by \$112,100. The increase in operating funds will provide an additional \$40,000 for the Marquette, Michigan, to Green Bay, Wisconsin, route and \$72,100 for the St. Ignace, Michigan, to Duluth, Minnesota, route. Also, \$36,000 in operating funds will be transferred from the Calumet, Michigan, to Milwaukee, Wisconsin, route to the St. Ignace, Michigan, to Duluth, Minnesota, route. The contract provides for an operating subsidy based on a guaranteed rate per mile less revenue. The miles of service being provided by Greyhound have increased slightly based on route changes approved by MDOT, and the revenue received from riders has been less than anticipated. The original contract provides funding for intercity bus service in the Upper Peninsula. The contract term remains unchanged, May 19, 1999, through September 30, 2003. The revised total contract amount will be \$5,677,042. Source of Funds: Federal Transit Administration Funds - \$2,592,796; FY 1999, FY 2000, FY 2001, FY 2002, and FY 2003 State Restricted Comprehensive Transportation Funds - \$3,084,246.

**Purpose/Business Case:** Provides additional Federal and State funding for intercity bus service in the Upper Peninsula.

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

**Funding Source:** Federal Transit Administration Funds - \$2,592,796; FY 1999 - FY 2003 State Restricted Comprehensive Transportation Funds - \$3,084,246.

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

**Risk Assessment:** The risks of not awarding this amendment are that the guaranteed rate specified in the contract would not be met and service would be discontinued. There are no risks other than those associated with any contractual relationship.

**Cost Reduction:** Service was bid out, and contract was awarded to lowest bidder.

**New Project Identification:** Not a new construction project.

40. \*MULTI-MODAL (UPTRAN) - Increase Amount

Amendatory Contract (99-0531/A2) between MDOT and Interurban Transit Partnership (ITP), Grand Rapids, will add \$6,187,681 to the contract for real estate acquisition related to ITP's surface transportation center project. This amendment will add \$4,950,145 of Federal discretionary funds earmarked for this type of program, received by ITP, and \$1,237,536 in State matching funds. The original contract provides State matching funds for ITP's FY 1997 Federal Section 5309 grant. Project items include real estate acquisition and passenger shelters and amenities. The contract term remains unchanged, June 17, 1997, through June 16, 2004. The revised total contract amount will be \$8,668,931. Source of Funds: Federal Transit Administration Funds - \$6,935,145; State Restricted Comprehensive Transportation Funds - \$1,733,786.

**Purpose/Business Case:** Provides the State matching funds for ITP's FY 1997 Federal Section 5309 grant, which includes real estate acquisition and passenger shelters and amenities.

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

**Funding Source:** Federal Transit Administration Funds - \$6,935,145; State Restricted Comprehensive Transportation Funds - \$436,250; Bond Funds - \$1,297,536.

**Commitment level:** Contract based on cost estimates.

**Risk Assessment:** The risks of not awarding this amendment are that Federal funds would be lost and a needed transfer center would not be constructed. There are no risks other than those associated with any contractual relationship.

**Cost Reduction:** Grant amount is not negotiated.

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

41. \*MULTI-MODAL (UPTRAN) - Renew, Extend Term, Increase Amount, Adjust Line Item Amounts

Renewal and Amendatory Contract (99-0726/A1) between MDOT and the Capital Area Transportation Authority (CATA), Lansing, will renew the contract and extend the contract term by approximately 21 months to allow CATA time to complete the facility renovation project, will increase the contract amount by \$268,000 (\$214,400 in Federal funds and \$53,600 in State funds) because of a reobligation of Federal funds, and will adjust the line-item amounts. CATA is now purchasing articulated buses and, therefore, needs to adjust the scope of its facility renovations to accommodate these buses. This has caused a delay in completing the renovations. Also, unused Federal funds have been deobligated from another grant and reobligated to this grant to complete the needed facility renovations. The original contract provided State matching funds for CATA's FY 1999 Federal Section 5307 Program grant. The revised contract term will be from September 3, 1999, through September 2, 2002, and from the date of award of this renewal/ amendment through December 31, 2004. No costs will be incurred during the time period from expiration of the prime contract through award of this renewal/amendment. The revised total contract amount will be \$4,320,266. Source of Funds: Federal Transit Administration Funds - \$3,456,213; FY 1999 and FY 2003 State Restricted Comprehensive Transportation Funds - \$848,053; CATA Funds - \$16,000.

**Purpose/Business Case:** Provides the State match for CATA's FY 1999 Federal Section 5307 Program grant. This amendment renews the contract and extends the contract term to allow CATA time to complete the facility renovation project. It will also increase State funds by \$53,600 because of a reobligation of Federal funds and will adjust the line-item amounts.

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

**Funding Source:** Federal Transit Administration Funds - \$3,456,213; State Restricted Comprehensive Transportation Funds - \$848,053; CATA Funds - \$16,000.

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

**Risk Assessment:** The risks of not awarding this amendment are that Federal funds would be lost and the needed facility work would not be completed. There are no risks other than those associated with any contractual relationship.

**Cost Reduction:** Grant amount is not negotiated.

**New Project Identification:** Not a new construction project.

42. **\*MULTI-MODAL (UPTRAN) - Renew, Extend Term, Decrease Amount, Adjust Line Item Amounts**  
Renewal and Amendatory Contract (2000-0441/A2) between MDOT and the Capital Area Transportation Authority (CATA), Lansing, will renew the contract and extend the contract term by approximately nine months to allow CATA sufficient time to complete transfer center improvements and the purchase of signs and kiosks, will reduce the contract amount by \$268,000 (\$214,400 in Federal funds and \$53,600 in State funds) because of a reobligation of Federal funds, will add a line-item for the purchase of contractor buses, and will adjust the line-item amounts. The transfer center improvements did not cost as much as anticipated, so CATA has moved some of these funds to the maintenance equipment line-item. CATA will purchase additional necessary maintenance equipment once this amendment is awarded. CATA is also purchasing scrolling information signs for its buses, and the new buses that will need these signs have not yet been delivered. The original contract provides State matching funds for CATA's FY 2000 Federal Section 5307 Program grant. The revised contract term will be from January 26, 2000, through January 25, 2003, and from the date of award of this renewal/amendment through December 31, 2003. No costs will be incurred during the time period from expiration of the prime contract through award of the renewal/amendment. The revised total cost of the contract will be \$3,391,155. Source of Funds: Federal Transit Administration Funds - \$2,712,924; FY 2000 and FY 2001 State Restricted Comprehensive Transportation Funds - \$662,231; CATA Funds - \$16,000.

**Purpose/Business Case:** Provides State matching funds for CATA's FY 2000 Federal Section 5307 Program grant. This amendment will renew and extend the contract term by approximately nine months to allow CATA sufficient time to complete transfer center improvements and the purchase of signs and kiosks.

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

**Funding Source:** Federal Transit Administration Funds - \$2,712,924; State Restricted Comprehensive Transportation Funds - \$662,231; CATA Funds - \$16,000.

**Commitment level:** Contract based on cost estimates.

**Risk Assessment:** The risks of not awarding this amendment are that Federal funds would be lost and the needed transit improvements would not be made. There are no risks other than those associated with any contractual relationship.

**Cost Reduction:** Grant amount is not negotiated

**New Project Identification:** Not a new construction project.

43.-47. MULTI-MODAL (UPTRAN) - Section 3037

The following Project Authorizations issued under Master Agreements between MDOT and the following agencies will provide State matching funds for the FY 2002 Federal Section 3037 Job Access and Reverse Commute Program grant for non-urban public transportation services. The Job Access and Reverse Commute Program provides funds for projects to transport welfare recipients and low income individuals to and from employment, job training, and child care. Activities such as expanding the service area and hours of existing public transit agencies, purchasing or leasing additional vehicles, and contracting with private transportation providers will be funded under this grant program. The effective dates of the authorizations will be the effective date of the Federal grant, and the authorizations will be in effect for three years. The authorizations may be retroactive due to the terms matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total cost of these authorizations will be \$1,414,996. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$707,498; FY 2003 State Restricted Comprehensive Transportation Funds - \$492,535; Family Independence Agency (FIA) Funds - \$214,963.

	<u>Master Agreement/ Project Authorization</u>	<u>Agency</u>	<u>FTA</u>	<u>MDOT</u>	<u>FIA</u>	<u>Total</u>
43.	2002-0003\Z5	Allegan County Board of Comm.	\$150,000	\$ 75,000	\$75,000	\$300,000
44.	2002-0036\Z5	Eaton County Transp. Authority	\$ 107,498	\$ 69,124	\$38,374	\$214,996
45.	2002-0061\Z5	Ludington Mass Transp. Authority	\$ 150,000	\$150,000	\$ 0	\$300,000
46.	2002-0069\Z5	Midland County Board of Comm.	\$ 150,000	\$123,411	\$26,589	\$300,000
47.	2002-0092\Z5	Van Buren County Board of Comm.	\$ 150,000	\$ 75,000	\$75,000	\$300,000

**Purpose/Business Case:** Provides funds for projects to transport welfare recipients and low income individuals to and from employment, job training, and child care.

**Benefit:** Expands the service area and hours of existing public transit agencies.

**Funding Source:** Federal Transit Administration Funds - \$707,498; FY 2003 State Restricted Comprehensive Transportation Funds - \$492,535; Family Independence Agency Funds - \$214,963.

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

**Risk Assessment:** No risks other than those associated with any contractual relationship.

**Cost Reduction:** Grant amount is not negotiated.

**New Project Identification:** Not a new construction project.

48. MULTI-MODAL (UPTRAN) - Increase Amount

Project Authorization Revision (Z2/R1) under Master Agreement (2002-0013) between MDOT and the City of Battle Creek will provide additional Federal and State funding of \$65,000 for facility renovations. The increase in funding is necessary because the bids received were more than the amount estimated for the project. The original authorization provides State matching funds to Federal Section 5311(f) Program funds to improve the Battle Creek Intermodal Transportation Facility. The improvements include roof repairs, heating and air conditioning upgrades, replacement of automatic doors, electric lighting upgrades, lobby and restroom improvements, and installation of Americans with Disabilities Act-compliant platform tactile edge and ticket counter. The authorization term remains unchanged, August 13, 2002, through August 12, 2004. The revised authorization amount will be \$ 317,462. The term of the Master Agreement is from October 1, 2002, 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 - \$253,970; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$63,492.

**Purpose/Business Case:** Provides Federal and State funding for facility improvements for the Battle Creek Intermodal Transportation Facility.

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

**Funding Source:** Federal Transit Administration Funds - \$253,970; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$63,492.

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

**Risk Assessment:** The risk of not awarding this project authorization is that the needed facility improvements will not be completed. There are no risks other than those associated with any contractual relationship.

**Cost Reduction:** Grant amount is not negotiated.

**New Project Identification:** Not a new construction project.

49. MULTI-MODAL (UPTRAN) - Section 5307/CMAQ

Project Authorization (Z1) under Master Agreement (2002-0045) between MDOT and the City of Holland will provide State matching funds for the agency's FY 2002 Federal Section 5307/Congestion Mitigation/Air Quality Program grant. Project items include facility architecture and engineering design and the purchase of bus route signs, a trolley and a bus, radios, and bus equipment. The project authorization will be in effect from August 12, 2002, through August 11, 2005. The authorization is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$347,500. The term of the Master Agreement is from October 1, 2002, 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 - \$278,000; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$69,500.

**Purpose/Business Case:** Provides for A&E facility design, bus route signs, a trolley and a bus, radios, bus equipment, and maintenance equipment.

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

**Funding Source:** Federal Transit Administration Funds - \$278,000; FY 2003 State Restricted Comprehensive Transportation Funds - \$69,500.

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

**Risk Assessment:** The risks of not awarding this project authorization are that Federal funds would be lost and the needed facility work and transit improvements would not be completed. There are no risks other than those associated with any contractual relationship.

**Cost Reduction:** Grant amount is not negotiated.  
**New Project Identification:** Not a new construction project.

50. MULTI-MODAL (UPTRAN) - Section 5307

Project Authorization Revision (Z5/R1) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership (ITP), Grand Rapids, will provide additional State matching funds of \$8,000 for the purchase of an additional van. Flexible Federal funds in the amount of \$32,000 were recently received by ITP for the purchase of an additional van. The original authorization provides State matching funds for ITP's FY 2002 Federal Section 5307 Program grant. The term of the authorization remains unchanged, May 1, 2002, through April 30, 2005. The revised total authorization amount will be \$8,684,995. The term of the Master Agreement is from October 1, 2002, 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 - \$6,950,496; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$1,667,249; ITP Funds - \$67,250.

**Purpose/Business Case:** Provides State matching funds for the agency's FY 2002 Section 5307 and Congestion Mitigation/Air Quality grant. Revision provides additional State matching funds of \$8,000 for the purchase of a van.

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

**Funding Source:** Federal Transit Administration Funds - \$6,950,496; State Restricted Comprehensive Transportation Funds - \$1,667,249; Interurban Transit Partnership Funds - \$67,250.

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

**Risk Assessment:** The risks of not awarding this authorization revision are that Federal funds would be lost and the needed van would not be purchased. There are no risks other than those associated with any contractual relationship.

**Cost Reduction:** Grant amount is not negotiated.

**New Project Identification:** Not a new construction project.

51. MULTI-MODAL (UPTRAN) - Section 5311(f)

Project Authorization (Z9) under Master Agreement (2002-0049) between MDOT and Interurban Transit Partnership, Grand Rapids, will provide for land acquisition, engineering services, and design of a new intermodal bus terminal in Grand Rapids. The project also includes demolition of the existing structure, tenant relocation costs, and environmental remediation. The authorization will be in effect from the date of award through three years. The total authorization amount will be \$905,224. 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 - \$724,179; FY 2003 State Restricted Comprehensive Transportation Funds - \$181,045.

**Purpose/Business Case:** Provides Federal and State funding for land acquisition, engineering, and design of a new intermodal bus terminal in Grand Rapids. The project also includes demolition of the existing structure, tenant relocation costs, and environmental remediation.

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

**Funding Source:** Federal Transit Administration Funds - \$724,179; FY 2003 State Restricted Comprehensive Transportation Funds - \$181,045.

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

**Risk Assessment:** The risks of not awarding this project authorization are that Federal funds would be lost and the needed intermodal terminal would not be constructed. No risks other than those associated with any contractual relationship.

**Cost Reduction:** Grant amount is not negotiated.

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

\*Denotes a non-standard contract/amendment

52. MULTI-MODAL (UPTRAN) - Section 3037

Project Authorization (Z6) under Master Agreement (2002-0050) between MDOT and the City of Ionia will provide State matching funds for Ionia's FY 2002 Federal Section 3037 Job Access and Reverse Commute Program grant for nonurban public transportation services. The Job Access and Reverse Commute Program provides funds for projects to transport welfare recipients and low income individuals to and from employment, job training, and child care. Activities such as expanding the service area and hours of existing public transit agencies, purchasing or leasing additional vehicles, and contracting with private transportation providers will be funded under this grant program. The effective date of this authorization will be the effective date of the Federal grant, and the authorization will be in effect for three years. The authorization may be retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total authorization amount will be \$143,220. 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 - \$71,610; FY 2003 State Restricted Comprehensive Transportation Funds - \$71,610.

**Purpose/Business Case:** Provides funds for projects to transport welfare recipients and low income individuals to and from employment, job training, and child care.

**Benefit:** Expands the service area and hours of existing public transit agencies.

**Funding Source:** Federal Transit Administration Funds - \$71,610; FY 2003 State Restricted Comprehensive Transportation Funds - \$71,610.

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

**Risk Assessment:** The risks of not awarding this project authorization are that Federal funds would be lost and the needed transit service would not be provided. No risks other than those associated with any contractual relationship.

**Cost Reduction:** Grant amount is not negotiated.

**New Project Identification:** Not a new construction project.

53. MULTI-MODAL (UPTRAN) - Section 5307

Project Authorization Revision (Z4/R1) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), Flint, will increase the services and the authorization amount, add new line items, and increase the amounts allowed for two existing line items. The authorization revision will add \$383,916 in Federal Section 5307 Program funds and \$95,979 in State matching funds and will add the following new line items: engines/transmissions, Automatic Data Processing hardware/software, two support vehicles, and shop equipment. The original authorization provides State matching funds for MTA's FY 2002 Section 5307 Program grant. The authorization term remains unchanged, February 26, 2002, through February 25, 2005. The revised total authorization amount will be \$5,159,145. The term of the Master Agreement is from October 1, 2002, 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 - \$4,127,316; State Restricted Comprehensive Transportation Funds - \$1,031,829.

**Purpose/Business Case:** Provides State match for MTA's FY 2002 Federal Section 5307 program, and the revision adds \$383,916 in Federal 5307 funds and \$95,979 in State matching funds for engines/transmissions, Automatic Data Processing hardware/software, two support vehicles, and shop equipment.

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

**Funding Source:** Federal Transit Administration Funds - \$4,127,316; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$1,031,829.

\*Denotes a non-standard contract/amendment

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

**Risk Assessment:** The risks of not awarding this project authorization are that Federal funds would be lost and the needed transit equipment would not be purchased. No risks other than those associated with any contractual relationship.

**Cost Reduction:** Grant amount is not negotiated.

**New Project Identification:** Not a new construction project.

54. MULTI-MODAL (UPTRAN) - Section 5307 Capital

Project Authorization (Z11) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), Flint, will provide State matching funds to MTA's FY 2002 Federal Section 5307 grant for the construction of a transit service center, the purchase of communications systems and mobile fare collections equipment, the provision of construction management, and the rehabilitation/rebuilding of 40-foot buses. The authorization will be in effect from February 2, 2003, through February 1, 2006. The authorization is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total authorization amount will be \$2,248,676. The term of the Master Agreement is from October 1, 2002, 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 - \$1,798,941; State Restricted Comprehensive Transportation Funds - \$449,735.

**Purpose/Business Case:** Provides for transit service center, communications systems, mobile fare collections equipment, construction management, and rehabilitation/rebuilding of 40-foot buses.

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

**Funding Source:** Federal Transit Administration Funds - \$1,798,941; State Restricted Comprehensive Transportation Funds - \$449,735.

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

**Risk Assessment:** The risks of not awarding this project authorization are that Federal funds would be lost and the needed transit service center would not be constructed and the needed transit equipment would not be purchased. No risks other than those associated with any contractual relationship.

**Cost Reduction:** Grant amount is not negotiated.

**New Project Identification:** Includes construction of a transit service center.

55. MULTI MODAL (UPTRAN) - Section 5307 Capital

Project Authorization (Z11) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART) in Wayne County will provide State matching funds to SMART's FY 2003 Federal Section 5307 grant. SMART's service area includes parts of Wayne, Oakland, Macomb, and Monroe Counties. The project item is preventive maintenance. The authorization will be in effect from February 3, 2003, through February 2, 2006. The authorization is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total authorization amount will be \$5,655,610. 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 - \$4,524,488; FY 2003 State Restricted Comprehensive Transportation Funds - \$1,131,122.

**Purpose/Business Case:** Provides for preventive maintenance.

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

**Funding Source:** Federal Transit Administration Funds - \$4,524,488; FY 2003 State Restricted Comprehensive Transportation Funds - \$1,131,122.

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

**Risk Assessment:** The risks of not awarding this project authorization are that Federal funds would be lost and the needed preventive maintenance would not be completed. No risks other than those associated with any contractual relationship.

**Cost Reduction:** Grant amount is not negotiated.

**New Project Identification:** Not a new construction project.

56. \*MULTI-MODAL (UPTRAN) - Reduce Loan Amount

Amendatory Contract (2002-0178/A1) between MDOT and Lafarge North America will reduce the original loan amount by \$14,249.80 due to lower than expected project construction costs. The original contract provides for financial assistance in the form of a loan to Lafarge North America to assist in the replacement of the Thunder Bay River railroad bridge in the city of Alpena, Alpena County, Michigan. Provisions included in the contract permit the loan to be forgiven incrementally over a five-year period if Lafarge North America meets its annual shipping and/or receiving commitment of 1,850 freight carloads. The contract term remains unchanged, from January 9, 2002, until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid or forgiven, but no later than March 31, 2008. The revised total contract amount will be \$966,394.70. Source of Funds: FY 2002 State Restricted Comprehensive Transportation Funds - \$966,394.70.

**Purpose/Business Case:** This amendment reduces by \$14,249.80 the financial assistance provided to undertake critical repair work needed for the Thunder Bay River railroad bridge.

**Benefit:** Improve rail freight transportation infrastructure resulting in economic development in the city of Alpena.

**Funding Source:** State Restricted Comprehensive Transportation Funds - \$966,394.70.

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

**Risk Assessment:** Not amending this contract would result in default under the contract.

**Cost Reduction:** This amendment reflects lower cost estimates than the original contract.

**New Project Identification:** Not a new construction project.

57. \*MULTI-MODAL (UPTRAN) - Regional Transportation

Contract (2003-0214) between MDOT and West Michigan Shoreline Regional Development Commission will provide State funds for a coordination study for Lake, Mason, and Oceana Counties. If the findings of the study suggest that there is a regional transportation need, a Regional Program application will be submitted for a three-year demonstration project. The contract will be in effect from the date of award through two years. The total contract cost will be \$60,000. Source of Funds: FY 2003 State Restricted Comprehensive Transportation Funds - \$60,000.

**Purpose/Business Case:** Provides State funding coordination study for Lake, Mason, and Oceana Counties.

**Benefit:** The level and characteristics of the need for regional service in these three counties can be evaluated before a demonstration project is initiated.

**Funding Source:** FY 2003 State Restricted Comprehensive Transportation Funds - \$60,000.

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

**Risk Assessment:** The risks of not awarding this project are that the specific service needs would not be identified and needed regional service might not be initiated. No risks other than those associated with any contractual relationship.

**Cost Reduction:** Grant amount is not negotiated.

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

58. \*TRANSPORTATION PLANNING - Development of a Model Noise Ordinance Guidebook  
Contract (2003-0182) between MDOT and Planning & Zoning Center, Inc., will provide for development of a model noise ordinance guidebook to alleviate traffic noise impacts in local communities. This guidebook is a planning tool to assist in the development of properties that abut a freeway or major arterial. The contract will be in effect from the date of award through May 31, 2004. The total contract amount will be \$67,998. Source of Funds: 80% Federal Highway Administration Funds (\$54,398.40); and 20% Statewide Restricted Trunkline Funds (\$13,599.60).

**Purpose/Business Case:** The Michigan State Transportation Commission on July 19, 2002, adopted a policy regarding Type II highway noise abatement or voluntary abatement. This form of abatement is not Federally mandated, but is recognized by the Federal Highway Administration as a cost eligible action for proposed freeway or highway rehabilitation projects. The Michigan State Transportation Commission policy supports approaches to alleviate traffic noise impacts for type II situations. The third approach that is recommended calls for “encouraging compatible adjacent land use,” while the fourth approach recommends “noise abatement by others.” Michigan has over 1300 units of local government with authority to develop local land use plans and zoning ordinances. Many of these agencies are serviced by one of Michigan’s freeways or major arterials and may be impacted by highway noise. The Michigan Department of Transportation would like to be proactive in its response to the Michigan State Transportation Commission’s noise policy and develop a model noise ordinance guidebook. The guidebook would be offered to local units of government as a land planning tool. They could use this tool to develop compatible land development controls for properties that abut a freeway or major arterial within their community.

**Benefit:** MDOT will gain a positive and proactive position with local government agencies as they develop land use plans for areas near MDOT freeways and major arterials. Provide guidance for developers thus reducing highway noise impact to sensitive receptors. This in turn will increase the quality of life for communities and retain property value.

**Funding Source:** Federal Highway Administration State Planning and Research Program Funds (\$54,398.40); Statewide Restricted Trunkline Funds (\$13,599.60).

**Commitment Level:** A one-year contract with a cost plus fixed fee amount of \$67,998.

**Risk Assessment:** Public perception MDOT is unresponsive to citizen complaints filed for excess highway noise within a neighbourhood.

**Cost Reduction:** The project was advertised and the best consultant was selected based on qualifications. This is a one time project.

**New Project Identification:** No.



60. LETTING OF MARCH 07, 2003  
 PROPOSAL 0303002  
 PROJECT AIM 82023-52802  
 LOCAL AGRMT. 02-5551  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 10, 2003

ENG. EST.  
 \$ 8,789,826.82

LOW BID  
 \$ 8,854,835.56

% OVER/UNDER EST.  
 0.74%

3.45 mi of cold milling, hot mix asphalt resurfacing, concrete pavement repairs, joint and crack repairs, median barrier repairs, curb and gutter repairs, shoulder reconstruction, placement of M.I.T.S. conduit, light standards replacement, drainage items, guardrail upgrades, pavement markings and signing on I-94 from Wyoming easterly to I-96 in the cities of Detroit and Dearborn, Wayne County.

12.00 % DBE participation required

BIDDER	ORIGINAL A	AS-CHECKED A	
Cadillac Asphalt Paving Co.	\$ 9,483,862.97	Same	3
Thompson-McCully Company	\$ 8,758,915.48	Same	2
<b>Ajax Paving Industries, Inc.</b>	<b>\$ 8,854,835.56</b>	<b>Same</b>	<b>1 **</b>
John Carlo, Inc.			
Barrett Paving Materials, Inc.	\$ 10,159,033.23	Same	4

BIDDER	ORIGINAL A+Lane/ ramp rental	AS-CHECKED +Lane/ ramp rental	
Cadillac Asphalt Paving Co.	\$ 10,333,862.97	Same	3
Thompson-McCully Company	\$ 9,558,915.48	Same	2
<b>Ajax Paving Industries, Inc.</b>	<b>\$ 9,538,835.56</b>	<b>Same</b>	<b>1 **</b>
John Carlo, Inc.			
Barrett Paving Materials, Inc.	\$ 11,446,663.23	Same	4

4 Bidders

Note: The ORIGINAL A+Lane/ramp rental bid total is used to determine the low bidder.

The ORIGINAL A bid total 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 roads to keep them in good condition.

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

**Funding Source:**

Detroit	0.88 %
Federal Highway Administration Funds	89.72 %
State Restricted Trunkline Funds	9.40 %















68. LETTING OF MARCH 07, 2003  
 PROPOSAL 0303014  
 PROJECT AIM 82194-60076  
 LOCAL AGRMT. 02-5539  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 01, 2003

ENG. EST. \$ 5,737,004.34  
 LOW BID \$ 5,595,362.00  
 % OVER/UNDER EST. -2.47 %

Reconstruction of West Grand Boulevard structures (S13 and S23) and approaches, curb and gutter, signing, striping, storm sewer, median and outside shoulder replacement on I-75 at the West Service Drive to Fort Street in the city of Detroit, Wayne County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 6,457,560.85	Same	6
E. C. Korneffel Co.	\$ 6,505,435.26	Same	7
J. Slagter & Son Construction Co			
Midwest Bridge Company	\$ 6,131,411.02	Same	5
Angelo Iafrate Construction Company			
Dan's Excavating, Inc			
Posen Construction, Inc.	\$ 6,128,537.48	Same	4
Walter Toebe Construction Co.	\$ 5,887,612.20	Same	2
Anlaan Corporation	\$ 5,899,659.05	Same	3
<b>Walsh Construction Company</b>	<b>\$ 5,595,362.00</b>	<b>Same</b>	<b>1 **</b>

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:** Second of four projects involving the Ambassador Bridge Gateway project to improve access to the State of Michigan. Project required to allow eventual upgrading of the section of I-75 to current freeway standards.

**Benefit:** The completion of the Gateway project will improve traffic operations and safety on one of the busiest stretches of freeway in the state.

**Funding Source:**

Detroit	1.09 %
Federal Highway Administration Funds	89.96 %
State Restricted Trunkline Funds	8.95 %

**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. Remaining two Gateway projects cannot be constructed.

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

**New Project Identification:** Reconstruction









73. LETTING OF MARCH 07, 2003  
 PROPOSAL 0303027 ENG. EST. LOW BID  
 \$ 7,050,208.50 \$ 7,630,062.64  
 PROJECT NH 22021-45936 , ETC  
 LOCAL AGRMT. 02-5530 % OVER/UNDER EST.  
 START DATE - MAY 15, 2003  
 COMPLETION DATE - OCTOBER 25, 2003 8.22 %

3.77 mi of hot mix asphalt cold milling and resurfacing, pavement reconstruction and widening, enclosed drainage, watermain, sanitary sewer, approach and guardrail work on US-2 from the state line easterly and southerly to Kent Street, and bridge deck resurfacing on US-2 over the Canadian National Railroad and County Road 607 in the city of Iron Mountain, Breitung Township, Dickinson County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
<b>Bacco Construction Company</b>	<b>\$ 7,630,062.64</b>	<b>Same</b>	<b>1 **</b>
A. Lindberg & Sons, Inc.			
Payne & Dolan, Inc.			
C. Oberstar Excavating, Inc.	\$ 9,237,902.84	Same	2
Lakeland Enterprises of Rhinelander			

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:** 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 roads to keep them in good condition.

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

**Funding Source:**

45936A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %
52745A	
Federal Highway Administration Funds	64.73 %
City of Iron Mountain	20.92 %
State Restricted Trunkline Funds	14.35 %
58810A	
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, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

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

**New Project Identification:** Rehabilitation







77. LETTING OF MARCH 07, 2003  
 PROPOSAL 0303037  
 PROJECT STE 46101-58246  
 LOCAL AGRMT. 02-5521  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 18, 2003

ENG. EST. \$ 1,172,727.12  
 LOW BID \$ 1,095,096.50  
 % OVER/UNDER EST. -6.62 %

0.30 mi of hot mix asphalt cold milling and resurfacing, curb and gutter replacement, watermain and sanitary sewer replacement and streetscape improvements on US-12 from Division Street easterly to Currier Street in the village of Clinton, Lenawee County.

BIDDER	AS-READ	AS-CHECKED	
Dunigan Brothers, Inc.			
Eastlund Concrete Construction, Inc	\$ 1,136,364.87	Same	2
Douglas N. Higgins, Inc.	\$ 1,179,236.63	Same	3
<b>Bailey Excavating, Inc.</b>	<b>\$ 1,095,637.50</b>	<b>\$ 1,095,096.50</b>	<b>1 **</b>
Barrett Paving Materials, Inc.			
Nashville Construction Company	\$ 1,304,004.53	Same	4
Brady Sand & Gravel Inc	\$ 1,344,810.98	cannot total	n/c
L. J. Construction, Inc.			
Slusarski Excavating & Paving, Inc.	\$ 1,381,005.78	\$ 1,381,005.60	5
Todd T. Kneisel Construction Co.			

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 Transportation Enhancement Program is included in TEA-21, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. Funds cannot be used to build or repair roads.

**Benefit:** Allows cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

<b>Funding Source:</b>	<u>Total</u>	<u>39% New Work</u>
Village of Clinton	32.85 %	33.90 %
Federal Highway Administration Funds	46.92 %	46.19 %
State Restricted Trunkline Funds	20.23 %	19.91 %

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

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

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

**New Project Identification:** Streetscaping portion (39%) is new construction. Roadway work (61%) is rehabilitation.



79. LETTING OF MARCH 07, 2003  
 PROPOSAL 0303044 \$ 414,666.90 \$ 382,516.85  
 PROJECT STG 67031-58599  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - 48 working days -7.75 %

Guardrail upgrade project on M-66, from US-10 to M-55, on M-115, from Copemish to M-37, on US-10 (US-131 interchange) at isolated spot locations, on M-61 at Middle Branch River and M-66 (N/Lake City) in the villages of Marion, McBain, Copemish and Mesick in Cleon, Lake, Marion, Middle Branch, Pioneer, Reeder, Richland, Richmond, Riverside, Springville, Sylvan and Wexford Townships, Manistee, Missaukee, Osceola and Wexford Counties.

BIDDER	AS-READ	AS-CHECKED
J. Slagter & Son Construction Co	\$ 418,543.65	Same 5
Snowden, Inc.	\$ 397,233.70	Same 3
Nationwide Fence & Supply Company	\$ 402,333.15	Same 4
Dale Dukes & Sons, Inc.	\$ 391,242.00	Same 2
Tri-Valley Landscaping, Inc.	\$ 445,024.75	Same 7
J & J Contracting, Inc.	\$ 430,698.50	Same 6
<b>Rite Way Fence, Inc.</b>	<b>\$ 382,516.85</b>	<b>Same 1 **</b>

7 Bidders

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

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

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

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

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

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

**New Project Identification:** Projects are identified through identification of safety concerns and management of the Department's safety assets.



81. LETTING OF MARCH 07, 2003  
 PROPOSAL 0303046 ENG. EST. LOW BID  
 \$ 8,235,571.63 \$ 8,538,261.79  
 PROJECT ANH 82052-45694 , ETC  
 LOCAL AGRMT. 03-5045, 03-5046 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - MAY 15, 2004 3.68%

1.65 mi of cold milling and resurfacing, pavement repairs on US-24 from Van Born Road to Oxford Avenue, and 0.85 mi of total reconstruction of pavement on M-24 from Oxford Avenue to Fordson Avenue, and overhead signs upgrades from Eureka Road to M-102, polymer and deep overlays, concrete beam repair, abutment repair, and slope pavement repair on the northbound and southbound bridge over Ecorse Creek, in the cities of Dearborn and Dearborn Heights, Wayne County.

12.00 % DBE participation required

BIDDER	ORIGINAL A	AS-CHECKED A	
Cadillac Asphalt Paving Co.			
E. C. Korneffel Co.			
Kelcris Corporation			
Tony Angelo Cement Construction	\$ 9,884,590.70	Same	7
Thompson-McCully Company	\$ 8,606,393.06	Same	4
Peter A. Basile Sons, Inc.	\$ 8,948,863.47	Same	5
Ajax Paving Industries, Inc.			
John Carlo, Inc.	\$ 9,561,720.66	Same	6
Florence Cement Company			
Angelo Iafrate Construction Company	\$ 8,609,442.25	Same	2
<b>Dan's Excavating, Inc</b>	<b>\$ 8,538,261.79</b>	<b>Same</b>	<b>1 **</b>
Barrett Paving Materials, Inc.			
Walter Toebe Construction Co.			
Six-S, Inc.	\$ 8,493,649.56	Same	3

BIDDER	ORIGINAL A+Lane/ ramp rental	AS-CHECKED +Lane/ ramp rental	
Cadillac Asphalt Paving Co.			
E. C. Korneffel Co.			
Kelcris Corporation			
Tony Angelo Cement Construction	\$ 12,104,590.70	Same	7
Thompson-McCully Company	\$ 10,106,393.06	Same	4
Peter A. Basile Sons, Inc.	\$ 10,548,863.47	Same	5
Ajax Paving Industries, Inc.			
John Carlo, Inc.	\$ 11,631,720.66	Same	6
Florence Cement Company			
Angelo Iafrate Construction Company	\$ 9,459,442.25	Same	2
<b>Dan's Excavating, Inc</b>	<b>\$ 8,938,261.79</b>	<b>Same</b>	<b>1 **</b>
Barrett Paving Materials, Inc.			
Walter Toebe Construction Co.			
Six-S, Inc.	\$ 9,793,649.56	Same	3

7 Bidders

Note: The ORIGINAL A+Lane/ramp rental bid total is used to determine the low bidder.

The ORIGINAL A bid total 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's 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 roads to keep them in good condition.

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

**Funding Source:**

45694A	
Dearborn	1.00 %
Dearborn Heights	1.18 %
Federal Highway Administration Funds	78.74 %
State Restricted Trunkline Funds	19.08 %
58868A	
Federal Highway Administration Funds	98.63 %
State Restricted Trunkline Funds	1.37 %
59066A	
Dearborn	5.47 %
Federal Highway Administration Funds	78.97 %
State Restricted Trunkline Funds	15.56 %
59275A	
Dearborn Heights	1.93 %
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	16.22 %

**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.

**New Project Identification:** Rehabilitation



83. LETTING OF MARCH 07, 2003  
 PROPOSAL 0303048  
 PROJECT AIM 63174-55856  
 LOCAL AGRMT. 02-5592  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 15, 2003

ENG. EST. \$ 1,971,395.21  
 LOW BID \$ 1,471,813.50  
 % OVER/UNDER EST. -25.34 %

0.55 mi of construction of sound wall and related work on I-75 from Squirrel Road northerly to the I-75 BL in Bloomfield Township, Oakland County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 1,812,599.35	Same	5
E. C. Korneffel Co.	\$ 1,845,949.35	Same	6
J. Slagter & Son Construction Co			
Midwest Bridge Company			
Peter A. Basile Sons, Inc.			
John Carlo, Inc.			
Angelo Iafrate Construction Company			
Dan's Excavating, Inc	\$ 1,752,245.18	Same	4
Hardman Construction, Inc.			
Posen Construction, Inc.	\$ 1,899,635.10	Same	7
<b>Walter Toebe Construction Co.</b>	<b>\$ 1,471,813.50</b>	<b>Same</b>	<b>1 **</b>
Anlaan Corporation	\$ 1,482,480.00	Same	2
Prince Bridge & Marine, LTD.			
Merriman Construction Company			
Future Fence Company	\$ 1,569,609.40	Same	3

7 Bidders

**Purpose/Business Case:** Project is a follow-up to 63174-48318 (I-75NB, south of Square Lake Road to the M-59 ramp - add merge/weave lane- Let on March 2, 2001). Required to adhere to the Environmental Impact Statement (EIS).

**Benefit:** Less road/traffic noise to local residents.

**Funding Source:**

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

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

**Risk Assessment:** Previous project was constructed under requirements of EIS document. Would not be in compliance with environmental and FHWA laws and policies.

**Cost Reduction:** Possible loss of Federal funding due to mandated noise mitigation.

**New Project Identification:** New construction

84. LETTING OF MARCH 07, 2003  
 PROPOSAL 0303049  
 PROJECT BRO 63022-55798  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 01, 2003

ENG. EST.                      LOW BID  
 \$ 1,982,235.07    \$ 2,051,470.98

% OVER/UNDER EST.  
 3.49 %

Bridge (S04) removal and replacement on I-96 over Old Plank Road in Lyon Township, Oakland County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 2,317,103.02	Same	6
E. C. Korneffel Co.	\$ 2,427,061.87	Same	7
J. Slagter & Son Construction Co			
Midwest Bridge Company	\$ 2,185,709.31	Same	3
<b>Dan's Excavating, Inc</b>	<b>\$ 2,051,470.98</b>	<b>Same</b>	<b>1 **</b>
Hardman Construction, Inc.	\$ 2,540,716.90	Same	8
Posen Construction, Inc.			
Walter Toebe Construction Co.	\$ 2,097,537.12	Same	2
E.T. MacKenzie Company			
Anlaan Corporation	\$ 2,228,024.32	Same	5
Prince Bridge & Marine, LTD.	\$ 2,197,653.13	Same	4

8 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 prioritize projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

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

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

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

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

**New Project Identification:** Rehabilitation

85. LETTING OF MARCH 07, 2003  
 PROPOSAL 0303050 ENG. EST. LOW BID  
 \$ 999,255.01 \$ 960,889.74  
 PROJECT STH 18021-54836, ETC  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - APRIL 07, 2003  
 COMPLETION DATE - JUNE 27, 2003 -3.84 %

0.85 km of bituminous cold milling and resurfacing, widening, curb and gutter, and enclosed drainage on US-10 from west of Lake Station Avenue to east of Lake Station Road and guardrail replacement at various locations on US-10 and M-61 in the village of Lake, in Garfield, Grant, Grout, Hay, Sage, Secord and Surrey Townships, Clare and Gladwin Counties.

7.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 960,889.74</b>	<b>Same</b>	<b>1 **</b>
J. Slagter & Son Construction Co			
Nagel Construction, Inc.	\$ 1,109,581.04	Same	4
Fisher Contracting Company	\$ 1,087,452.69	Same	3
Central Asphalt, Inc.			
Champagne and Marx Excavating			
Walter Toebe Construction Co.			
CJ's Excavating Septic Service,			
Bernie Johnson Trucking, Inc.	\$ 973,030.03	Same	2
McGuirk Sand & Gravel, Inc.			

4 Bidders

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

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

**Funding Source:**

54836A		
Federal Highway Administration Funds	80.00 %	
State Restricted Trunkline Funds	20.00 %	
58574A		
Federal Highway Administration Funds	100 %	

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

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

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

**New Project Identification:** Projects are selected through identification of safety concerns and management of the Department's safety assets.

86. LETTING OF MARCH 07, 2003  
 PROPOSAL 0303051  
 PROJECT M 42011-72631-2  
 LOCAL AGRMT.  
 START DATE - SEPTEMBER 03, 2003  
 COMPLETION DATE - 22 working days

ENG. EST.	LOW BID
\$ 1,049,300.00	\$ 994,829.00
	% OVER/UNDER EST.
	-5.19 %

17.222 mi of hot mix asphalt overlay with aggregate shoulder resurfacing on US-41 from north of First Street to north of Lac LaBelle Road in the village of Mohawk, in Allouez, Houghton, Eagle Harbor and Grant Townships, Keweenaw County.

A 2003 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 1,048,950.00	Same	2
<b>Payne &amp; Dolan, Inc.</b>	<b>\$ 994,829.00</b>	<b>Same</b>	<b>1 **</b>

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 lives, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:** 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.

**New Project Identification:** Maintenance





89. LETTING OF MARCH 07, 2003  
 PROPOSAL 0303055 \$ ENG. EST. 213,451.93 \$ LOW BID 280,581.33  
 PROJECT SBD 79032-55707 , ETC  
 LOCAL AGRMT. 03-5001 % OVER/UNDER EST.  
 START DATE - JUNE 09, 2003  
 COMPLETION DATE - JULY 26, 2003 31.45 %

Aesthetic bridge railing enhancement, deck joint replacement, deck patching, thin epoxy overlay, and sidewalk repair on M-15 over the Cass River (B01) in the city of Vassar, Tuscola County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 373,383.50	Same	4
L. W. Lamb, Inc.	\$ 293,313.96	Same	2
<b>J. Slagter &amp; Son Construction Co</b>	<b>\$ 280,581.33</b>	<b>Same</b>	<b>1 **</b>
Midwest Bridge Company	\$ 315,728.57	Same	3
McDowell Construction , L.L.C.			
Posen Construction, 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 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:**

55707A	
City of Vassar Funds	91.52 %
Federal Highway Administration Funds	6.78 %
State Restricted Trunkline Funds	1.70 %
74026A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

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

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

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

**New Project Identification:** Maintenance

90. LETTING OF MARCH 07, 2003  
 PROPOSAL 0303056 \$ ENG. EST. 50,000.00 \$ LOW BID 30,440.00  
 PROJECT STE 84916-59308  
 LOCAL AGRMT. 03-5044 % OVER/UNDER EST.  
 START DATE - MAY 05, 2003  
 COMPLETION DATE - AUGUST 01, 2003 -39.12 %

Installation of inverted "U" bicycle loops at sixty seven locations in the cities of Lansing, East Lansing, Charlotte and St. Johns, Clinton, Eaton, and Ingham Counties.

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 126,056.00	Same	10
Kelcris Corporation	\$ 49,886.00	Same	7
Midwest Bridge Company			
McDowell Construction , L.L.C.			
C & D Hughes, Inc.	\$ 78,545.00	Same	9
Walter Toebe Construction Co.			
<b>Nationwide Fence &amp; Supply Company</b>	<b>\$ 30,440.00</b>	<b>Same</b>	<b>1 **</b>
Anderson-Fischer & Associates, Inc.	\$ 36,090.00	Same	2
Landmark Services, Inc.	\$ 137,359.50	Same	11
Youngstrom Contracting			
Future Fence Company	\$ 45,289.90	Same	5
J & J Contracting, Inc.			
Michigan Playgrounds, Inc.	\$ 59,995.00	Same	8
Westside Development, LLC	\$ 47,670.67	Same	6
Enviro Products, Inc.	\$ 44,703.00	Same	4
Nance Construction, LLC	\$ 39,562.00	Same	3

11 Bidders

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

**Purpose/Business Case:** The Transportation Enhancement Program is included in TEA-21, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. Funds cannot be used to build or repair roads.

**Benefit:** Allows cities, villages, counties, MDNR and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding Anon-traditional= transportation projects.

**Funding Source:**

Tri-County Bicycle Association 50.00 %  
 Federal Highway Administration Funds 50.00 %

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

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

**New Project Identification:** New Construction









95. LETTING OF MARCH 07, 2003  
 PROPOSAL 0303061  
 PROJECT STG 84914-60322  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - DECEMBER 01, 2003

ENG. EST.                      LOW BID  
 \$ 1,007,447.21    \$ 923,810.65  
 % OVER/UNDER EST.  
 -8.30 %

Application of permanent pavement markings, long lines only, on various state trunkline routes throughout the Bay Region area in Arenac, Bay, Clare, Genesee, Gladwin, Gratiot, Huron, Isabella, Lapeer, Midland and Saginaw Counties.

BIDDER	AS-READ	AS-CHECKED	
Clark Highway Services, Inc.	\$ 1,083,694.22	Same	2
<b>P.K. Contracting, Inc.</b>	<b>\$ 923,810.65</b>	<b>Same</b>	<b>1 **</b>
Oglesby Construction, Inc.			
R. S. Contracting, Inc.	\$ 1,102,514.64	Same	3

3 Bidders

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

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

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

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

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

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

**New Project Identification:** Projects are selected through identification of safety concerns and management of the Department's safety assets.



97. LETTING OF MARCH 07, 2003  
 PROPOSAL 0303063  
 PROJECT M 44044-60529  
 LOCAL AGRMT.  
 START DATE - SEPTEMBER 08, 2003  
 COMPLETION DATE - OCTOBER 25, 2003

ENG. EST.                      LOW BID  
 \$ 1,579,475.00    \$ 1,263,909.00

% OVER/UNDER EST.  
 -19.98 %

13.4 mi of concrete patch and joint repair with some longitudinal joint repair on I-69 from M-24 easterly to M-53 in the townships of Lapeer, Attica, and Imlay, Lapeer County.

A 2003 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Kelcris Corporation	\$ 1,532,490.00	Same	4
Snowden, Inc.	\$ 1,381,439.00	Same	2
John Carlo, Inc.			
Causie Contracting, Inc.	\$ 1,447,888.00	Same	3
Florence Cement Company	\$ 1,565,287.50	Same	5
<b>Six-S, Inc.</b>	<b>\$ 1,263,909.00</b>	<b>Same</b>	<b>1 **</b>

5 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 lives, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:** 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.

**New Project Identification:** Maintenance











103. LETTING OF MARCH 07, 2003  
 PROPOSAL 0303069 \$ ENG. EST. 297,117.19 \$ LOW BID 263,730.52  
 PROJECT M 75011-72769  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 26, 2003 -11.24 %

6.07 mi of hot mix asphalt overlay on M-149 from the US-2 intersection northerly to the point of ending in the township of Thompson, Schoolcraft County.

A 2003 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 284,914.14	Same	2
<b>Payne &amp; Dolan, Inc.</b>	<b>\$ 263,730.52</b>	<b>Same</b>	<b>1 **</b>

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:** 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.

**New Project Identification:** Maintenance



105. LETTING OF MARCH 07, 2003  
 PROPOSAL 0303071  
 PROJECT M 32012-60006-2  
 LOCAL AGRMT.  
 START DATE - JULY 28, 2003  
 COMPLETION DATE - AUGUST 29, 2003

ENG. EST.	LOW BID
\$ 406,834.50	\$ 386,385.10
% OVER/UNDER EST.	
-5.03 %	

8.96 mi of hot mix asphalt ultra thin overlay with minor crack pretreatment on M-25 from the west village limits of Port Austin westerly to Weaver Road and on M-53 from Severance Road north to M-81 in the townships of Hume, Port Austin, Evergreen and Greenleaf, Huron and Sanilac Counties.

A 2003 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
<b>Saginaw Asphalt Paving Co</b>	<b>\$ 386,385.10</b>	<b>Same</b>	<b>1 **</b>
Valley Asphalt Company	\$ 393,649.16	Same	2

2 Bidders

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

**Benefit:** These treatments 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:** 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.

**New Project Identification:** Maintenance



107. LETTING OF MARCH 07, 2003  
 PROPOSAL 0303073  
 PROJECT M 71073-74225  
 LOCAL AGRMT.  
 START DATE - MAY 15, 2003  
 COMPLETION DATE - JUNE 27, 2003

	ENG. EST.		LOW BID
	\$ 455,318.80	\$	490,290.83
			% OVER/UNDER EST.
			7.68 %

12.2 mi of crack sealing, hot mix asphalt surfacing and ultra thin surfacing on US-23 at Ocqueoc Road northerly to the Presque Isle north county line in the townships of Bearinger and Ocqueoc, Presque Isle County.

A 2003 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
<b>Bolen Asphalt Paving, Inc.</b>	<b>\$ 490,290.83</b>	<b>Same</b>	<b>1 **</b>
Rieth-Riley Construction Co., Inc.	\$ 630,034.00	Same	4
Payne & Dolan, Inc.	\$ 514,868.83	Same	3
H & D, Inc.	\$ 493,506.33	Same	2

4 Bidders

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

**Benefit:** These treatments 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:** 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.

**New Project Identification:** Maintenance

108. LETTING OF MARCH 07, 2003  
 PROPOSAL 0303074  
 PROJECT M 80024-59435  
 LOCAL AGRMT.  
 START DATE - APRIL 15, 2003  
 COMPLETION DATE - OCTOBER 15, 2003

ENG. EST.                      LOW BID  
 \$ 217,718.80            \$ 205,542.88  
 % OVER/UNDER EST.  
 -5.59 %

Bridge concrete surface sealing on 18 bridges in the Kalamazoo Transportation Service Center area in Allegan, Kalamazoo, St. Joseph and Van Buren Counties.

A 2003 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
L. W. Lamb, Inc.			
<b>Progress Company</b>	<b>\$ 205,542.88</b>	<b>Same</b>	<b>1 **</b>
J. Slagter & Son Construction Co			
Midwest Bridge Company	\$ 226,325.88	Same	2
Abhe & Svoboda, Inc.	\$ 340,110.00	Same	5
Atsalis Brothers Painting Co.	\$ 357,071.30	Same	6
Diversco Construction Company	\$ 297,633.50	Same	4
Prince Bridge & Marine, LTD.			
Metro Sandblasting & Painting, Inc.	\$ 257,357.88	Same	3

6 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:** 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.

**New Project Identification:** Maintenance



110. LETTING OF MARCH 07, 2003  
 PROPOSAL 0303076  
 PROJECT M 29021-60395-2  
 LOCAL AGRMT.  
 START DATE - MAY 15, 2003  
 COMPLETION DATE - 26 working days

ENG. EST.	LOW BID
\$ 731,750.00	\$ 802,438.60
	% OVER/UNDER EST.
	9.66 %

18.82 mi of overband crack fill, microsurface rut filling, and single chip seal on M-57 from the west county line easterly to Luce Road, and on M-30 from US-10 northerly to north of Dundas Road, in the townships of Fulton, North Shade, Hope, Edenville, and Hay, Gratiot, Midland and Gladwin Counties.

A 2003 highway preventive maintenance project

BIDDER	AS-READ	AS-CHECKED	
John Carlo, Inc. Highway Maintenance and Construction	\$ 828,449.80	Same	2
D & D Contracting, Inc. Strawser Incorporated			
<b>Fahrner Asphalt Sealers, Inc.</b>	<b>\$ 802,438.60</b>	<b>Same</b>	<b>1 **</b>
Terry Construction, 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:** 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.

**New Project Identification:** Maintenance



112. LETTING OF MARCH 07, 2003  
 PROPOSAL 0303078  
 PROJECT ST 50011-59969 , ETC  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 22, 2003

ENG. EST. \$ 1,092,585.05  
 LOW BID \$ 769,747.63  
 % OVER/UNDER EST. -29.55 %

3.7 mi of concrete and spall repairs, crack sealing and joint resealing on M-53 from south of 15 Mile Road to 18 Mile Road and on US-12 from M-10 to Cass Avenue in the cities of Sterling Heights and Detroit, Macomb and Wayne Counties.

A 2003 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Kelcris Corporation	\$ 786,469.33	Same	2
Snowden, Inc.			
John Carlo, Inc.			
Causie Contracting, Inc.	\$ 1,197,800.16	Same	4
<b>Florence Cement Company</b>	<b>\$ 769,747.63</b>	<b>Same</b>	<b>1 **</b>
Six-S, Inc.	\$ 988,800.03	Same	3

4 Bidders

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

**Benefit:** These treatments 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:**

59969A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %
60127A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

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

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

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

**New Project Identification:** Maintenance



114. LETTING OF MARCH 07, 2003  
 PROPOSAL 0303080 \$ 332,153.70 \$ 326,252.00  
 PROJECT ST 84916-60154  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - 60 calendar days -1.78 %

71.462 roadbed miles of overband crack fill, crack treatment, resealing longitudinal joints, resawing and sealing longitudinal joints and resealing transverse joints at seven locations on US-23, US-24, I-94 and M-36 in Ingham, Livingston, Monroe and Washtenaw Counties.

A 2003 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
John Carlo, Inc.	\$ 343,241.80	Same	2
Causie Contracting, Inc.	\$ 414,708.00	Same	3
Highway Maintenance and Construction Arnt Asphalt Sealing, Inc.			
Kenneth R. Hartman, Inc.	\$ 492,947.40	Same	4
Fahrner Asphalt Sealers, Inc.			
<b>Scodeller Construction, Inc.</b>	<b>\$ 328,252.00</b>	<b>\$ 326,252.00</b>	<b>1 **</b>

4 Bidders

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

**Benefit:** These treatments 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:**

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

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

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

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

**New Project Identification:** Maintenance













121. LETTING OF MARCH 07, 2003  
 PROPOSAL 0303088 \$ 103,473.81 \$ 72,180.00  
 PROJECT IM 58171-72572  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - MAY 12, 2003 -30.24 %

1290 ft of water main installation at the Carleton Rest Area on I-275 in Ash Township, Monroe County.

BIDDER	AS-READ	AS-CHECKED	
<b>Peter A. Basile Sons, Inc.</b>	\$ 72,180.00	Same	1 **
Bourdown Trucking Company			
ABC Paving Company	\$ 77,711.00	\$ 78,011.00	2
Zito Construction Co.	\$ 105,519.00	Same	3
Todd T. Kneisel Construction Co.			

3 Bidders

**Purpose/Business Case:** The primary goal of the rest area development is to establish and maintain a comprehensive system responsive to safety and service needs of commercial and recreational motorists. Rest area development and preservation projects are subject to the same levels of highway planning, environmental documentation, and public involvement required for all projects.

**Benefit:** Rest areas provide services to approximately 50 million visitors. There are 68 rest areas and 13 welcome centers. Projects undertaken retard future deterioration, and maintain and improve services and facilities that over the years require replacement due to infrastructure deterioration. New sites are being planned to meet new Federal guidelines and requirements. In comparison, 23 million visitors made their way to the 94 Michigan State Parks and less than one million travelers visited Mackinac Island in 2001.

**Funding Source:**

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

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

**Risk Assessment:** Rest areas buildings were constructed with an estimated life expectancy of 20 to 25 years. The building fixture counts, accessibility guidelines, parking standards, and sewage disposal systems have since worn out and require replacement. New buildings are sized to accommodate the increased traffic, provide barrier-free access, and provide sewage and water systems that meet current standards. Without replacement or expansion, these facilities would cease to provide service.

**Cost Reduction:** Many of our facilities are old, and exceeded their originally-designed life expectancy. The new buildings are designed to be more efficient to maintain and operate. We are also looking to meet the new Federal spacing criteria which permits us to eliminate two facilities and replace with one, thus saving development, operating and maintenance dollars.

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









**Purpose/Business Case:** The project is for the repair of bridge on a Federal aid route under local jurisdiction. This project was selected through a process outlined in Transportation Equity Act for the 21st Century, by MDOT Local Agency Programs and approved by 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 of Michigan.

**Funding Source:** Federal Surface Transportation Funds and local funds. This project contains 0% Build Michigan III Funds.

City of Evart	24.70 %
Federal Highway Administration Funds	75.30 %

**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. Replacement of metal arch needed due to possibility of future deterioration of materials used.

**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 specs.

**New Project Identification:** This project is not for the construction of a new bridge where one did not exist before.

126. LETTING OF MARCH 07, 2003  
 PROPOSAL 0303019 \$ ENG. EST. 715,800.55 \$ LOW BID 546,478.39  
 PROJECT BRO 76006-56636 , ETC  
 LOCAL AGRMT. 03-5009 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 26, 2003 -23.65 %

Removal of two single-span steel beam bridges, construction of two single span prestressed, post-tensioned concrete box beam bridges and related approach work, on Allan Road over Porter Creek in Hazelton Township, Shiawassee County, and Mason Road over Middlebury County Drain, in Middlebury Township, Shiawassee County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
J. Slagter & Son Construction Co			
<b>S. L. &amp; H. Contractors, Inc.</b>	<b>\$ 546,478.39</b>	<b>Same</b>	<b>1 **</b>
Milbocker and Sons, Inc.	\$ 631,785.05	Same	6
Midwest Bridge Company			
Fisher Contracting Company			
McDowell Construction , L.L.C.			
Hardman Construction, Inc.			
Gerace Construction Company. Inc	\$ 626,821.44	Same	4
Walter Toebe Construction Co.	\$ 673,324.55	Same	8
E.T. MacKenzie Company	\$ 634,422.22	Same	7
Anlaan Corporation			
Prince Bridge & Marine, LTD.	\$ 627,062.11	Same	5
Heystek Contracting Inc.	\$ 623,628.50	Same	3
3-S Construction	\$ 680,388.22	Same	9
J.E. Kloote Contracting, Inc.	\$ 613,613.61	Same	2

9 Bidders

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

**Purpose/Business Case:** 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 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 of Michigan.

**Funding Source:** Federal Bridge Fund, State Critical Bridge Funds and local funds. This project contains 0% Build Michigan III Funds.

56636A	
Shiawassee County Fund	5.21 %
Federal Highway Administration Funds	79.83 %
State Restricted Trunkline Funds	14.96 %
56639A	
Shiawassee County Fund	5.95 %
Federal Highway Administration Funds	79.20 %
State Restricted Trunkline Funds	14.85 %

**Commitment Level:** The contract cost is not fixed. It is based on the best engineer=s 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 negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specs.

**New Project Identification:** This project is not for the construction of a new bridge where one did not exist before.

127. LETTING OF MARCH 07, 2003  
 PROPOSAL 0303020 \$ ENG. EST. 365,827.00 \$ LOW BID 274,480.00  
 PROJECT BRO 26008-56498  
 LOCAL AGRMT. 03-5011 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 02, 2003 -24.97 %

Removal of a single span jack arch bridge, construction of a four sided precast concrete box culvert bridge and related approach work, on Nickless Road bridge over the south branch of the Little Sugar River, in Gladwin Township, Gladwin County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
L. W. Lamb, Inc.			
A. J. Rehmus & Son, Inc.	\$ 315,180.25	Same	6
Rieth-Riley Construction Co., Inc.	\$ 292,341.50	Same	2
J. Slagter & Son Construction Co			
S. L. & H. Contractors, Inc.	\$ 313,406.25	Same	5
Fisher Contracting Company	\$ 324,416.69	Same	8
McDowell Construction , L.L.C.			
Hardman Construction, Inc.			
John Henry Excavating, Inc.	\$ 308,611.00	Same	4
Walter Toebe Construction Co.			
Miller Development, Inc			
Anlaan Corporation	\$ 323,713.90	Same	7
Prince Bridge & Marine, LTD.	\$ 370,383.75	Same	11
R.E. Hovey Construction, Inc.	\$ 297,657.50	\$ 297,553.50	3
<b>Heystek Contracting Inc.</b>	<b>\$ 274,480.00</b>	<b>Same</b>	<b>1 **</b>
L. J. Construction, Inc.	\$ 340,131.00	Same	9
J.E. Kloote Contracting, Inc.	\$ 348,702.50	Same	10

11 Bidders

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

**Purpose/Business Case:** 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 Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public of Michigan.

**Funding Source:** Federal Bridge Fund, State Critical Bridge Funds and local funds. This project contains 0% Build Michigan III Funds.

Gladwin County Funds	5.17 %
Federal Highway Administration Funds	79.85 %
State Restricted Trunkline Funds	14.98 %

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

**Risk Assessment:** State 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 negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specs.

**New Project Identification:** This project is not for the construction of a new bridge where one did not exist before.

128.	LETTING OF MARCH 07, 2003	ENG. EST.	LOW BID
	PROPOSAL 0303021	\$ 429,901.70	\$ 369,600.20
	PROJECT BRO 38013-56546		
	LOCAL AGRMT. 03-5016		% OVER/UNDER EST.
	START DATE - APRIL 15, 2003		
	COMPLETION DATE - 60 working days		-14.03 %

Removal of a one span steel stringer with concrete deck bridge and construction of a one span precast concrete box beam bridge and related approach work on Territorial Road over Perry Creek in Rives Township, Jackson County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
E. C. Korneffel Co.			
J. Slagter & Son Construction Co			
<b>S. L. &amp; H. Contractors, Inc.</b>	<b>\$ 369,600.20</b>	<b>Same</b>	<b>1 **</b>
Milbocker and Sons, Inc.			
Fisher Contracting Company			
Hardman Construction, Inc.			
Walter Toebe Construction Co.	\$ 511,198.18	Same	8
E.T. MacKenzie Company	\$ 422,350.50	Same	6
Davis Construction, Inc.	\$ 378,455.43	Same	2
Anlaan Corporation	\$ 421,985.28	Same	5
Prince Bridge & Marine, LTD.	\$ 428,882.83	Same	7
Quantum Construction Company	\$ 412,375.70	Same	4
J.E. Kloote Contracting, Inc.	\$ 394,561.08	Same	3

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 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 Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public of Michigan.

**Funding Source:** Federal Bridge Fund, State Critical Bridge Funds and local funds. This project contains 0% Build Michigan III Funds.

Jackson County Funds	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 negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specs.

**New Project Identification:** This project is not for the construction of a new bridge where one did not exist before.





**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 negotiations prior to award of the contract is in violation of Federal regulation and MDOT specs.

**New Project Identification:** This project is not for the construction of a new bridge where one did not exist before.

131. LETTING OF MARCH 07, 2003  
 PROPOSAL 0303024 \$ ENG. EST. 527,561.84 \$ LOW BID 476,289.56  
 PROJECT STL 03060-72741  
 LOCAL AGRMT. 03-5012 % OVER/UNDER EST.  
 START DATE - APRIL 18, 2003  
 COMPLETION DATE - 70 calendar days -9.72 %

0.96 mi of hot mix asphalt reconstruction including roadway grading, culvert replacement, water main upgrading, subbase, aggregate base, drainage improvements, hot mix asphalt surfacing, and erosion control on Wiley Road from Blue Star Highway to I-196 overpass in the village of Douglas, Allegan County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 555,555.55	Same	9
Milbocker and Sons, Inc.	\$ 479,543.81	Same	2
Dykema Excavators, Inc.			
Nagel Construction, Inc.			
Wadel Stabilization, Inc.			
Kalin Construction Co., Inc.	\$ 548,133.37	Same	7
Nashville Construction Company	\$ 731,920.49	Same	12
<b>Brenner Excavating, Inc.</b>	<b>\$ 476,289.56</b>	<b>Same</b>	<b>1 **</b>
Northern Construction Services	\$ 538,223.19	Same	6
Diversco Construction Company	\$ 558,563.70	Same	10
Schippers Excavating, Inc	\$ 518,947.90	Same	5
Prince Bridge & Marine, LTD.			
Lodestar Construction Inc	\$ 583,581.75	Same	11
James L. Milbocker, Inc.	\$ 499,147.56	Same	3
Balkema Excavating, Inc.	\$ 551,602.51	Same	8
Triangle Excavators, Inc.	\$ 503,975.80	\$ 503,975.70	4

12 Bidders

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

**Purpose/Business Case:** The project is for the resurfacing of a Federal aid route under local jurisdiction. This project was selected through a process outlined in Transportation Equity Act for the 21st 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 of Michigan.

**Funding Source:** Federal Surface Transportation Funds and local funds. This project contains 0% Build Michigan III Funds.

Village of Douglas	39.90 %
Federal Highway Administration Funds	60.10 %

**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 prior to award of the contract is in violation of Federal regulation and MDOT specs. Drainage improvements prolong the life of reconstructed surfaces.

**New Project Identification:** This project is not for the construction of a new road or bridge.







**Purpose/Business Case:** The project is for the resurfacing of a Federal aid route under local jurisdiction. This project was selected through a process outlined in Transportation Equity Act for the 21st 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 of Michigan.

**Funding Source:** Federal Surface Transportation Funds and local funds. This project contains 0% Build Michigan III Funds.

Federal Highway Administration Funds	81.78 %
City of Lansing Funds	18.22 %

**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. There is a greater risk of injury/accident due to failing surface and/or structure conditions.

**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 specs.

**New Project Identification:** This project is not for the construction of a new road or bridge.

135. LETTING OF MARCH 07, 2003  
 PROPOSAL 0303031 \$ ENG. EST. 425,674.85 \$ LOW BID 334,381.68  
 PROJECT STU 81406-49830  
 LOCAL AGRMT. 03-5002 % OVER/UNDER EST.  
 START DATE - MAY 01, 2003  
 COMPLETION DATE - AUGUST 31, 2003 -21.45 %

Removal and replacement of bituminous surface along with concrete pavement cracking and seating, adjusting of structures and installation of water main, concrete sidewalk and drive approach construction, and pavement markings on Summit Street from Michigan Avenue to Cross Street, in the city of Ypsilanti, Washtenaw County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
<b>Douglas N. Higgins, Inc.</b>	<b>\$ 334,381.68</b>	<b>Same</b>	<b>1 **</b>
Thompson-McCully Company			
Ajax Paving Industries, Inc.	\$ 378,369.91	Same	4
Florence Cement Company	\$ 444,998.65	Same	9
Angelo Iafrate Construction Company	\$ 404,252.85	Same	6
Barrett Paving Materials, Inc.			
ABC Paving Company	\$ 357,125.01	Same	3
Summit Transport Inc	\$ 345,606.05	Same	2
Fonson, Inc.	\$ 415,199.02	Same	7
Ron Bretz Excavating, Inc.	\$ 435,365.46	Same	8
Todd T. Kneisel Construction Co.	\$ 391,171.67	Same	5

9 Bidders

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

**Purpose/Business Case:** The project is for the resurfacing of a Federal aid route under local jurisdiction. This project was selected through a process outlined in Transportation Equity Act for the 21st 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 of Michigan.

**Funding Source:** Federal Surface Transportation Funds and local funds. This project contains 0% Build Michigan III Funds.

Federal Highway Administration Funds	39.44 %
Cit of Ypsilanti Funds	60.56 %

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

**Risk Assessment:** If this project is not awarded the Federal funds will have to be returned to the Federal government for use in another Federal Aid project, possibly not in the state of Michigan. There is a greater risk of injury/accident due to failing surface and/or structure conditions.

**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 specs.







**Funding Source:** Federal Bridge Fund, State Critical Bridge Funds and local funds. This project contains 0% Build Michigan III Funds.

Macomb County	21.36 %
Federal Highway Administration Funds	66.22 %
State Restricted Trunkline Funds	12.42 %

**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 negotiations prior to award of the contract is in violation of Federal regulation and MDOT specs.

**New Project Identification:** This project is not for the construction of a new bridge where one did not exist before.

139.	LETTING OF MARCH 07, 2003	ENG. EST.	LOW BID
	PROPOSAL 0303039	\$ 486,038.16	\$ 418,514.45
	PROJECT MCS 36007-56541		
	LOCAL AGRMT. 03-5008		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 01, 2003		-13.89 %

Removal of existing structure, construction of a prestressed concrete box beam bridge with concrete deck, and related approach work, on Caspian Road over the Iron River in the city of Caspian, Iron County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company			
A. Lindberg & Sons, Inc.			
J. Slagter & Son Construction Co			
Yalmer Mattila Contracting, Inc.			
Lunda Construction Company	\$ 487,304.86	Same	2
Snowden, Inc.	\$ 617,328.00	Same	4
<b>Hebert Construction Co., Inc.</b>	<b>\$ 418,514.45</b>	<b>Same</b>	<b>1 **</b>
Zenith Tech, Inc.	\$ 487,482.68	Same	3

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 replacement of a bridge off the Federal aid route 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 of Michigan.

**Funding Source:** State Critical Bridge Fund and local funds. This project contains 0% Build Michigan III Funds.

City of Caspian Funds 5.09 %

State Restricted Trunkline Funds 94.91 %

**Commitment Level:** The contract cost is not fixed. It is based on the best engineer=s estimate of probable construction cost. The contracts 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 negotiations prior to award of the contract is in violation of Federal regulation and MDOT specs.

**New Project Identification:** This project is not for the construction of a new bridge where one did not exist before.

140. LETTING OF MARCH 07, 2003  
 PROPOSAL 0303040 \$ 778,012.25 \$ 665,959.61  
 PROJECT BRT 25004-56493  
 LOCAL AGRMT. 03-5014 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 22, 2003 -14.40 %

Removal of a single span steel stringer bridge and construction of a single span precast concrete box beam bridge and related approach work on Elms Road over the Swartz Creek in the city of Swartz Creek, Genesee County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
L. W. Lamb, Inc.			
E. C. Korneffel Co.			
J. Slagter & Son Construction Co			
S. L. & H. Contractors, Inc.			
Milbocker and Sons, Inc.			
Midwest Bridge Company	\$ 733,724.58	Same	5
Angelo Iafrate Construction Company			
Gerace Construction Company. Inc			
Walter Toebe Construction Co.	\$ 697,740.82	Same	3
E.T. MacKenzie Company	\$ 728,986.10	Same	4
<b>Anlaan Corporation</b>	<b>\$ 665,959.61</b>	<b>Same</b>	<b>1 **</b>
Prince Bridge & Marine, LTD.	\$ 668,063.99	Same	2
Heystek Contracting Inc.			
3-S Construction			

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 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 of Michigan.

**Funding Source:** Federal Bridge Fund, State Critical Bridge Funds and local funds. This project contains 0% Build Michigan III Funds.

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %
City of Swartz Creek Funds	5.00 %

**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 negotiations prior to award of the contract is in violation of Federal regulation and MDOT specs.

**New Project Identification:** This project is not for the construction of a new bridge where one did not exist before.

141.	LETTING OF MARCH 07, 2003	ENG. EST.	LOW BID
	PROPOSAL 0303041	\$ 119,606.57	\$ 120,439.83
	PROJECT STU 25402-50102		
	LOCAL AGRMT. 02-5595	% OVER/UNDER EST.	
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 22, 2003		0.70 %

0.30 mi of cold milling and resurfacing on East Mt. Morris Road from Union Street to the east city limits of Mt. Morris in the city of Mt. Morris, Genesee County.

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Co	\$ 149,698.15	Same	5
<b>Valley Asphalt Company</b>	<b>\$ 120,439.83</b>	<b>Same</b>	<b>1 **</b>
Thompson-McCully Company	\$ 120,842.27	Same	2
Ace Asphalt & Paving	\$ 149,882.95	Same	6
Lois Kay Contracting Co.	\$ 131,297.10	Same	3
Barrett Paving Materials, Inc.	\$ 133,759.35	Same	4
C & D Hughes, Inc.			
Pyramid Paving & Contracting	\$ 164,548.27	Same	7

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 resurfacing of a Federal aid route under local jurisdiction. This project was selected through a process outlined in Transportation Equity Act for the 21st 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 of Michigan.

**Funding Source:** Federal Surface Transportation Funds and local funds. This project contains 0% Build Michigan III Funds.

Federal Highway Administration Funds	81.85 %
City of Mt. Morris 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:** 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 prior to award of the contract is in violation of Federal regulation and MDOT specs.

**New Project Identification:** This project is not for the construction of a new road or bridge.

142. LETTING OF MARCH 07, 2003  
 PROPOSAL 0303042  
 PROJECT CM 82125-58373  
 LOCAL AGRMT. 02-5490  
 START DATE - 10 days after award  
 COMPLETION DATE - 90 working days

ENG. EST. \$ 1,408,304.25  
 LOW BID \$ 1,410,913.93  
 % OVER/UNDER EST. 0.19 %

Approximately 1.638 km of cold milling bituminous surface, bituminous resurfacing, concrete pavement replacement, concrete base course widening, concrete pavement repair, concrete curb cap repair, adjusting of drainage structures, and traffic signal installation on Base Line Road from Haggerty Road to east of I-275 and on Haggerty Road from Livonia city limits to Base Line Road, Wayne County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Cadillac Asphalt Paving Co.			
Kelcris Corporation			
Lanzo Construction Company			
Thompson-McCully Company	\$ 1,624,995.33	Same	7
Peter A. Basile Sons, Inc.	\$ 1,429,633.49	Same	2
Ajax Paving Industries, Inc.	\$ 1,576,868.13	Same	6
Snowden, Inc.			
John Carlo, Inc.			
Florence Cement Company	\$ 1,550,367.10	Same	4
Angelo Iafrate Construction Company	\$ 1,474,016.54	Same	3
<b>Dan's Excavating, Inc</b>	<b>\$ 1,410,913.93</b>	<b>Same</b>	<b>1 **</b>
Barrett Paving Materials, Inc.			
ABC Paving Company			
Six-S, Inc.	\$ 1,553,055.47	Same	5

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 improving air quality and mitigating congestion on a Federal aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21st 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 of Michigan.

**Funding Source:** Federal Congestion Mitigation/Air Quality Funds and local funds. This project contains 0% Build Michigan III Funds.

Wayne County Funds	2.85 %
Federal Highway Administration Funds	77.72 %
State Restricted Trunkline Funds	19.43 %

**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:** Federal Safety Funds and local funds. This project contains 0% Build Michigan III Funds.

54029A

Federal Highway Administration Funds 59.48 %

City of Grand Rapids Funds 40.52 %

54030A

Federal Highway Administration Funds 57.06 %

Grand Rapids 42.94 %

**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. Once this project was selected for funding, MDOT may be held liable for not awarding the contract thus improving safety. There is a greater risk of injury/accident due to failing surface and/or structure conditions.

**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 specs. Resurfacing also delays the need for more expensive reconstruction treatments.

**New Project Identification:** This project is not for the construction of a new road or bridge.

## EXCESS PROPERTY

144. RESOLUTION "A" - Negotiated Sale - Public Purpose  
C/S 63193, Parcel 1 Part A, Tract 504

The property is located in Commerce Township, Oakland County, Michigan, and contains 64 acres, more or less. The subject tract was appraised at \$2,815,000 by Norman G. Thomas of R.S. Thomas and Associates, Inc. on October 17, 2002, reviewed by Paul E. Sanders, Metro Region Appraiser, and approved for sale by Mark E. Jordan, Manager, Project Development Section, Real Estate Support Area on December 13, 2002. Per MDOT procedures, the subject tract was offered to local municipalities prior being offered to the public. MDOT procedures also state that excess land sales in excess of \$50,000 can be purchased on land contract with 20 percent of the purchase price as down payment. Commerce Township submitted an "Application to Purchase and Agreement of Sale," accompanied by a check in the amount of \$563,000, which represents the twenty percent down payment required for land contract transactions. The balance of the purchase price (\$2,252,000) will be paid in monthly installments of \$28,150, which is calculated as 1 percent of the purchase price. All excess property land contracts earn interest at 11 percent per annum and are due in full five years from the date of execution. This property will be conveyed with a 10-year reversionary clause requiring the property to be used for public purpose.

\$2,815,000

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

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

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

**Commitment Level:** Excess property is appraised for value and the minimum sale price is based on that appraised value.

**Risk Assessment:** If excess property is not sold, it will reduce the amount of state revenue.

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

**New Project Identification:** N/A

145. RESOLUTION “B” - Negotiated Sale - Public Purpose  
C/S 63082, Parcel 11 Part B, Tract 256

The subject tract is located in the Charter Township of West Bloomfield, Oakland County, Michigan, and contains 1.57 acres, more or less. The subject tract was appraised at \$26,500 by Fred B. Philippeau and Associates on August 31, 2001, and reviewed and approved by Paul Sander and Michael Odette, Metro Region Appraisers, on September 20, 2001. Per MDOT procedures, the subject tract was offered to local municipalities prior being offered to the public. West Bloomfield Township expressed a desire to purchase the property at the appraised value. The Township submitted an “Application to Purchase and Agreement of Sale,” and paid the appraised value of \$26,500 in full. This property is being conveyed with a 10-year reversionary clause requiring the property to be used for public purpose.

\$26,500

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

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

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

**Commitment Level:** Excess property is appraised for value and the minimum sale price is based on that appraised value.

**Risk Assessment:** If excess property is not sold, it will reduce the amount of state revenue.

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

**New Project Identification:** N/A

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution 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 January 14, 2003.

Respectfully submitted,

Gloria J. Jeff  
Director

**SUPPLEMENTAL AGENDA**

**DEPARTMENT OF TRANSPORTATION**

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

T&NR Meeting: March 26, 2003 - Secretary of State's Office, 3:30 PM  
State Administrative Board Meeting: April 1, 2003 - State Capitol, 11:00 AM

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**BID LETTING**

**STATE PROJECTS**

1.	LETTING OF MARCH 21, 2003	ENG. EST.	LOW BID
	PROPOSAL 0303601	\$ 1,481,881.58	\$ 1,364,100.81
	PROJECT MER 25084-74388, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 3 days after award		
	COMPLETION DATE - JULY 19, 2003		-7.95 %

Emergency total bridge replacement on I-69 Ramp D on the Dort Street interchange over CSX railroad and partial substructure and partial superstructure replacement painting and approach work on I-69 WB over CSX, west of the Dort Street interchange in the city of Flint in Genesee County.

BIDDER	AS-READ	AS-CHECKED	
<b>C.A. Hull Co., Inc.</b>	<b>\$ 1,364,100.81</b>	<b>Same</b>	<b>1 **</b>
E. C. Korneffel Co.	\$ 1,667,169.59	Same	6
Midwest Bridge Company	\$ 1,416,661.97	Same	3
Hardman Construction, Inc.			
Posen Construction, Inc.	\$ 1,538,257.49	Same	5
Walter Toebe Construction Co.	\$ 1,373,517.84	Same	2
E.T. MacKenzie Company			
Anlaan Corporation	\$ 1,488,265.03	Same	4
Prince Bridge & Marine, LTD.	\$ 1,996,084.67	Same	7

7 Bidders

**Purpose/Business Case:** Emergency repair work needed at the I-69/M-54 (Dort Highway) Interchange due to the January 30, 2003 truck/tanker explosion.

**Benefit:** The I-69 westbound ramp to M-54 (Dort Highway) is presently closed. The I-69 westbound structure currently has only one of its three lanes open to traffic. Two lanes of traffic are provided by using one through-lane and a shoulder. The proposed emergency repairs would return the interchange back to a normal and safe operation.

**Funding Source:**

74388A

State Restricted Trunkline Funds 100%

74474A

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 injuries/accidents due to substandard operation. The present situation requires traffic to reduce speed and merge from three lanes of traffic to two. Since I-69 is a major truck route, the reduced-lane widths also negatively impact traffic operations. Ramp closures require large amounts of traffic to find alternative, less familiar routes.

**Cost Reduction:** New bridges require lower maintenance cost. Fewer accidents and improved traffic flow result in lower costs and traveling times to the motoring public.

**New Project Identification:** One bridge replacement and one partial bridge replacement.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution 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 January 14, 2003.

Respectfully submitted,

Gloria J. Jeff  
Director