

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: June 14, 2006 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: June 20, 2006 – Lake Ontario Room,
3rd Floor, Michigan Library and Historical Center, 11:00 AM

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

SUBCONTRACTS

1.	Rod Masternak Building & Excavating 23998 D Drive South Homer, MI 49245	Engineer’s Estimate: 2-Year Subcontract Low Bid: Optional Year: % Under/Over Est.:	\$33,000/per year \$64,856 \$32,428 -1.73%
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Description of Work: Animal Carcass Removal

Approval is requested to authorize the Calhoun County Road Commission to award a two-year subcontract for animal carcass removal on various state trunklines in Calhoun County. The subcontract includes the option of a one-year extension based on the original contract price. The project was advertised, and three bids were received. The subcontract will be in effect from the date of award through June 30, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the removal of large animal carcasses on various state trunklines in Calhoun County.

Benefit: Will provide for a safer and cleaner environment by providing for the removal of carcasses, which create traffic hazards.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of SAB Resolution 2005-2.

Risk Assessment: If the work is not performed, the roadway could become hazardous.

Cost Reduction: The project was advertised, and the low bidder was selected.

Selection: Low bid.

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

Zip Code: 49245.

2.	Woodland Paving Company 3566 Millcreek Avenue P.O. Box 309 Comstock, MI 49321	Engineer's Estimate Low Bid % Under/Over Est.:	\$41,188.00 \$35,219.32 -14.5%
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Description of Work: Rehabilitation of Bridge Approach

Approval is requested to authorize the Ionia County Road Commission to award a subcontract for rehabilitation of the bridge approach on Clintonia Road at I-96 in Ionia County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for rehabilitation of the bridge approach on Clintonia Road at I-96 in Ionia County.

Benefit: Rehabilitation will make the bridge approach safer for the public.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of SAB Resolution 2005-2.

Risk Assessment: Because the bridge approach is deteriorating, new pavement is needed to make the bridge approach safer. If work is not performed, the bridge approach could become hazardous.

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

Selection: Low bid.

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

Zip Code: 49321.

CONTRACTS

3. HIGHWAYS - IDS Time Extension

Amendatory Contract (2003-0488/A1) between MDOT and Rowe, Inc., will extend the indefinite delivery of services (IDS) contract term by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorizations (Z23) and (Z25). The original contract provides for consultant engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be August 5, 2003, through August 5, 2007. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

The following two items are for revisions to authorizations issued under this IDS contract.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorizations (Z23) and (Z25).

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

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

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

* Denotes a non-standard contract/amendment

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

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

Selection: N/A for amendment and for the original IDS contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

4. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z23/R2) under Contract (2003-0488) between MDOT and Rowe, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the design services and to keep the authorization active until the beginning of the construction phase of the project, which is scheduled for summer 2007. The original authorization provides for road design services to be performed for the rehabilitation of I-94 from Joy Boulevard to M-29 in Macomb County (CS 50111 – JN 55656C). The revised authorization term will be January 20, 2003, through August 5, 2007. The authorization amount remains unchanged at \$631,709.89. The contract term will be August 5, 2003, through August 5, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the design services and to keep the authorization active until the beginning of the construction phase of the project, which is scheduled for summer 2007.

Benefit: The design services can be completed.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The design services cannot be completed.

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

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

New Project Identification: This is not a new project.

Zip Code: 48047.

5. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z25/R2) under Contract (2003-0488) between MDOT and Rowe, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the design services and to keep the authorization active until the beginning of the construction phase of the project, which is scheduled for summer 2007. The original authorization provides for road design services to be performed for the rehabilitation of I-94 from Masonic Boulevard to Joy Boulevard in Macomb County (CS 50015 – JN 72401C). The revised authorization term will be January 20, 2003, through August 5, 2007. The authorization amount remains unchanged at \$776,741.17. The contract term will be August 5, 2003, through August 5, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the design services and to keep the authorization active until the beginning of the construction phase of the project, which is scheduled for summer 2007.

Benefit: The design services can be completed.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The design services cannot be completed.

* Denotes a non-standard contract/amendment

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
Selection: N/A for revision; qualifications-based for original authorization.
New Project Identification: This is not a new project.
Zip Code: 48047.

6. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z7/R1) under Contract (2004-0174) between MDOT and Wade-Trim/Associates, Inc., will provide for the performance of additional design services and will increase the authorization amount by \$88,561.27. The additional services will include upgrading the plans for the use of Clearview font and Florida trusses, providing for deeper soil borings, and adding enhanced mile markers. The additional services are needed to meet federal guidelines that changed after the project work began. The original authorization provides for the performance of design services for the upgrade and rehabilitation of freeway signing on US-127 from I-94 to the Jackson/Ingham county line (CS 38131 – JN 80653C). The authorization term remains unchanged, September 28, 2004, through April 7, 2007. The revised authorization amount will be \$260,248.11. The contract term is April 7, 2004, through April 7, 2007. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: To provide for the performance of additional design services, including upgrading the plans for the use of Clearview font and Florida trusses, providing for deeper soil borings, and adding enhanced mile markers.

Benefit: Will meet revised federal requirements for highway signing and will provide for improved visibility and safety.

Funding Source: 100% Federal Highway Administration Funds.

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

Risk Assessment: The project will not meet federal requirements.

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

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

New Project Identification: This is not a new project.

Zip Code: 49201.

7. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z10/R1) under Contract (2004-0226) between MDOT and Consoer Townsend Evirodyne Engineers of Michigan, Inc., will provide for the performance of additional research project management services and will increase the authorization amount by \$60,407.12. The additional services are needed for fiscal year 2006 due to an increase in workload with MDOT's current Call for Research Projects. These projects will be a part of the State Planning and Research (SPR) Part II Program, which is approved by the Federal Highway Administration (FHWA). The original authorization provides for the performance of research project management services for MDOT's university research program. The authorization term remains unchanged, October 5, 2004, through May 4, 2007. The revised authorization amount will be \$146,801.82. The contract term is May 4, 2004, through May 4, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The consultant is assisting in the current Call for Research Projects. These projects will be a part of the SPR Part II Program, which is approved by FHWA.

Benefit: The outsourcing has helped MDOT to manage research projects.

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

* Denotes a non-standard contract/amendment

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

Risk Assessment: Not authorizing this project may result in additional costs for improvements due to the lack of research done ahead of time to determine ways to maintain and improve infrastructure conditions.

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

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

New Project Identification: This is not a new project.

Zip Code: 48917.

8. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2004-0796) between MDOT and G2 Consulting Group, LLC, will provide for as-needed geotechnical and pavement investigation services to be performed for various projects within the Metro Region. The work items include soil boring geotechnical investigation, soil classification, gradation analysis, permeability testing and standard penetration testing (SPT), and preparation of test reports. The authorization will be in effect from the date of award through November 3, 2007. The authorization amount will be \$245,000. The contract term is November 3, 2004, through November 3, 2007. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for as-needed geotechnical and pavement investigation services to be performed for various projects within the Metro Region. The work items include soil boring geotechnical investigation, soil classification, gradation analysis, permeability testing and SPT, and preparation of test reports.

Benefit: Will provide for testing services that are required by federal law to be performed on the construction contract work, which will result in a high quality product. The inspection and testing will ensure that all parts of the construction are up to current MDOT standards.

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

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

Risk Assessment: If these services are not authorized, federal funding may be lost and the project will lack adequate inspection and testing, which could result in substandard work.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48075.

9. HIGHWAYS - IDS Engineering Services

Authorization (Z9) under Contract (2004-0801) between MDOT and Eagle Consultant Engineering, LLC, will provide for local agency construction administration services to be performed on an as-needed basis within the Detroit Transportation Service Center area, Wayne County. The work items include constructability review of plans and proposals, preparation and review of progress clauses, and technical assistance. The authorization will be in effect from the date of award through November 3, 2007. The authorization amount will be \$134,245.17. The contract term is November 3, 2004, through November 3, 2007. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: Will provide for local agency construction administration services to be performed on an as-needed basis within the Detroit Transportation Service Center area. The work items include constructability review of plans and proposals, preparation and review of progress clauses, and technical assistance. MDOT is required to provide appropriate staff to oversee local agency construction projects. The cities and townships that will be assisted with this authorization include Detroit, Highland Park, Hamtramck, Grosse Pointe, Grosse Pointe Park, Grosse Pointe Farms, Grosse Pointe Shores, Grosse Pointe Woods, and Harper Woods.

Benefit: Will provide for continuous oversight of local agency construction projects on the behalf of MDOT to satisfy state and federal requirements.

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

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

Risk Assessment: Failure to provide the services would be contrary to state and federal requirements.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48216.

10. HIGHWAYS - IDS Engineering Services

Authorization (Z11) under Contract (2004-0801) between MDOT and Eagle Consultant Engineering, LLC, will provide for local agency construction administration services to be performed on an as-needed basis within the Macomb Transportation Service Center area, Macomb County. The work items include constructability review of plans and proposals, preparation and review of progress clauses, and technical assistance. The authorization will be in effect from the date of award through November 3, 2007. The authorization amount will be \$129,153.12. The contract term is November 3, 2004, through November 3, 2007. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: Will provide for local agency construction administration services to be performed on an as-needed basis within the Macomb Transportation Service Center area. The work items include constructability review of plans and proposals, preparation and review of progress clauses, and technical assistance. MDOT is required to provide appropriate staff to oversee local agency construction projects.

Benefit: Will provide for continuous oversight of local agency construction projects on the behalf of MDOT to satisfy state and federal requirements.

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

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

Risk Assessment: Failure to provide the services would be contrary to state and federal requirements.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48310.

11. HIGHWAYS - IDS Engineering Services

Authorization (Z12) under Contract (2004-0801) between MDOT and Eagle Consultant Engineering, LLC, will provide for construction administration services for state projects to be performed on an as-needed basis within the Macomb Transportation Service Center area, Macomb County. The work items include constructability review of plans and proposals, preparation and review of progress clauses, and technical assistance. The authorization will be in effect from the date of award through November 3, 2007. The authorization amount will be \$190,535.56. The contract term is November 3, 2004, through November 3, 2007. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: Will provide for construction administration services for state projects to be performed on an as-needed basis within the Macomb Transportation Service Center area. The work items include constructability review of plans and proposals, preparation and review of progress clauses, and technical assistance. MDOT is required to provide appropriate staff to oversee state construction projects.

Benefit: Will provide for continuous oversight of state construction projects on the behalf of MDOT to satisfy state and federal requirements.

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

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

Risk Assessment: Failure to provide the services would be contrary to state and federal requirements.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48310.

12. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2006-0076) between MDOT and Wilbur Smith Associates, Inc., Michigan will provide for design services to be performed for roadway resurfacing and reconstruction work on M-49 from US-12 north to M-99, Hillsdale County (CS 30012 - JN 79893C). The work items include preparing required plans, typical cross-sections, maintaining traffic plans, pavement marking plans, permanent signing plans, and right-of-way plans; performing surveys and subsurface utility engineering investigations; and solving any problems that may arise during the design of this project. The authorization will be in effect from the date of award through December 7, 2008. The authorization amount will be \$501,791.53. The contract term is December 8, 2005, through December 7, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services to be performed for roadway resurfacing and reconstruction work on M-49 from US-12 north to M-99, Hillsdale County.

Benefit: Will improve the pavement condition and the safety of the roadway. This project will also reduce the long-term maintenance costs for this area.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: Not authorizing this service will result in continued deterioration of existing pavement and jeopardize the strategy to improve the existing system and meet the statewide condition goals.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49252.

13. HIGHWAYS - IDS Engineering Services
Contract (2006-0410) between MDOT and Williams & Works, 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.
14. HIGHWAYS - IDS University Research Services
Contract (2006-0411) between MDOT and Michigan State University will provide for research services to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years or until the last authorization has expired, whichever is longer. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
15. HIGHWAYS - IDS University Research Services
Contract (2006-0412) between MDOT and the University of Michigan will provide for research services to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years or until the last authorization has expired, whichever is longer. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
16. HIGHWAYS - IDS University Research Services
Contract (2006-0413) between MDOT and Wayne State University will provide for research services to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years or until the last authorization has expired, whichever is longer. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

17. HIGHWAYS - IDS University Research Services
Contract (2006-0414) between MDOT and Michigan Technological University will provide for research services to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years or until the last authorization has expired, whichever is longer. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
18. HIGHWAYS - IDS University Research Services
Contract (2006-0415) between MDOT and Western Michigan University will provide for research services to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years or until the last authorization has expired, whichever is longer. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
19. HIGHWAYS (Maintenance) - Construction of Chemical Storage Facility
Contract (2006-0384) between MDOT and the Village of Ontonagon will provide for the construction of a chemical storage facility in the village of Ontonagon. The contract will be in effect from the date of award through two years. The contract amount will be \$275,000. Source of Funds: 85% State Restricted Trunkline Funds and 15% Village of Ontonagon Funds.

Purpose/Business Case: To provide for the construction of a chemical storage facility in the village of Ontonagon. The chemical storage building will be a concrete wall bulk facility with a capacity of approximately 500 tons for the storage of bulk chemicals to be used on state trunkline highways and village roads.

Benefit: Will provide for the most cost-effective and efficient way of delivering winter operation activities to the area.

Funding Source: 85% State Restricted Trunkline Funds and 15% Village of Ontonagon Funds.

Commitment Level: The contract is a cost-sharing agreement whereby the respective percent of shared cost is based on an estimated volume of materials to be processed through the facility. 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 in the village of Ontonagon. Failure to award this contract and construct the facility will result in a lack of availability of needed chemicals in a timely manner, which could result in unsafe roads.

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

Selection: N/A.

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

Zip Code: 49953.

20. *HIGHWAYS (Maintenance) - State Trunkline Maintenance

Contract (2006-0395) between MDOT and the Village of Ontonagon will provide for state trunkline maintenance services to be performed on state trunklines in the village of Ontonagon. The contract will be in effect from date of award through September 30, 2009. No services will be performed prior to October 1, 2006, when funds are secured.

P.A. 17 of 1925 authorizes MDOT to contract with cities, villages, and boards of county road commissions for the construction, improvement, and maintenance of state trunkline highways. Under the terms of the standard maintenance contracts, the cities, villages, and boards are reimbursed for audited labor, equipment rental, and material charges in accordance with the provisions of the contracts. This maintenance contract was not competitively bid but was negotiated with the local unit of government. MDOT has made findings that such negotiated contracts are in the public interest and has transmitted those findings in accordance with Section 11c of 1951 PA 51, MCL 247.66a(c); MSA 9.1097(11c).

This contract is on a cost reimbursement basis, subject to final audits to actual costs. Billings are submitted by the municipality on a quarterly basis to be approved by the Region. Actual work is planned by the Region in cooperation with the municipality. In general, the total amount for the maintenance budget is based on legislative appropriations; the Region establishes and administers the individual municipal budget. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for routine maintenance services to be performed on state trunklines in the village of Ontonagon.

Benefit: This contract will provide for the most cost-effective and efficient way of delivering essential maintenance services to the village.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The maintenance work items identified in the contract are essential to the operation and management of the trunkline system. Failure to perform routine maintenance may result in an unsafe travel environment.

Cost Reduction: The work plan developed for this contract will be monitored closely on a monthly basis to prevent use of trunkline budget for redundant or unnecessary work.

Selection: N/A.

New Project Identification: This contract will provide for the performance of routine maintenance services.

Zip Code: 49953.

21. HIGHWAYS (Real Estate) - IDS Title Services

Contract (2006-0418) between MDOT and American Title Company of Livingston County will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate 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 \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

22. HIGHWAYS (Real Estate) - IDS Title Services
Contract (2006-0419) between MDOT and Houghton Lake Title & Escrow Agency will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate 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 \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
23. HIGHWAYS (Real Estate) - IDS Title Services
Contract (2006-0420) between MDOT and IBT Title, Inc., will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate 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 \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
24. HIGHWAYS (Real Estate) - IDS Title Services
Contract (2006-0421) between MDOT and LaMont Title Corporation will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate 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 \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
25. HIGHWAYS (Real Estate) - IDS Title Services
Contract (2006-0422) between MDOT and Lakeside Title, LLC, will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate 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 \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
26. HIGHWAYS (Real Estate) - IDS Title Services
Contract (2006-0423) between MDOT and Philip F. Greco Title Company will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate 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 \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

27. HIGHWAYS (Real Estate) - IDS Title Services
Contract (2006-0424) between MDOT and Lake County Abstract Company, Inc., will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate 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 \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
28. HIGHWAYS (Real Estate) - IDS Title Services
Contract (2006-0432) between MDOT and Manistee Abstract & Title Company, Inc., will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate 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 \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
29. HIGHWAYS (Real Estate) - IDS Title Services
Contract (2006-0433) between MDOT and Missaukee Realty Company, d/b/a Missaukee Title Company will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate 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 \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
30. HIGHWAYS (Real Estate) - IDS Title Services
Contract (2006-0434) between MDOT and Northern Abstract & Title Company will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate 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 \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
31. HIGHWAYS (Real Estate) - IDS Title Services
Contract (2006-0435) between MDOT and Van Buren County Abstract Office will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate 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 \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

32. HIGHWAYS (Real Estate) - IDS Title Services
Contract (2006-0436) between MDOT and Bay Title & Abstract, Inc., will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate 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 \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
33. HIGHWAYS (Real Estate) - IDS Title Services
Contract (2006-0437) between MDOT and Copper Range Abstract & Title Agency, Inc., will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate 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 \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
34. MULTI-MODAL - Section 5304 Program
Project Authorization (Z5) under Master Agreement (2002-0045) between MDOT and the City of Holland will provide FY 2006 Federal Section 5304 State Planning and Research Program grant funds to the City for the conduct of a survey and the development of a methodology to identify and prioritize unmet public transportation needs. 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 effective date 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 \$90,161. 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 - \$72,129; City of Holland Funds - \$18,032.

Purpose/Business Case: To provide funds for the conduct of a survey and the development of a methodology to identify and prioritize unmet public transportation needs.

Benefit: Improved public transportation services.

Funding Source: FTA Funds - \$72,129; City of Holland Funds - \$18,032.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49423.

35. *MULTI-MODAL - Economic Development

Contract (2006-0263) between MDOT and the City of Zeeland will provide financial assistance in the form of a loan for the construction of a 405-foot rail siding. The project will provide rail access to Plascore, Inc., a manufacturer of honeycomb and lightweight composite materials that is located in Zeeland, Ottawa County. This project will provide for the creation of fifty new full time jobs in the city of Zeeland. The project is estimated at \$64,192. MDOT will loan the City of Zeeland \$32,096, or up to fifty percent of the actual project cost. Provisions included in the contract permit the loan to be forgiven incrementally over a five-year period if the City (Plascore, Inc.) meets its annual shipping commitment. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$32,096; City of Zeeland Funds - \$32,096.

Purpose/Business Case: To provide financial assistance in the form of a loan for the construction of 405 feet of track for rail freight transportation to provide the Plascore, Inc., facility with rail accessibility. Plascore, Inc., is currently shipping by truck.

Benefit: An increase in the local tax revenues and the creation of fifty full-time jobs.

Funding Source: FY 2006 State Restricted Comprehensive Transportation Funds - \$32,096; City of Zeeland Funds - \$32,096.

Commitment Level: The contract amount is based on an estimate from the applicant. Work will be competitively bid by the City of Zeeland.

Risk Assessment: The risks of not performing this activity are the loss of potential new jobs, local tax revenues, and economic growth to this area.

Cost Reduction: The City of Zeeland will award the project to the lowest responsive bidder.

Selection: N/A.

New Project Identification: This is a new construction project.

Zip Code: 49464.

36. MULTI-MODAL (Aeronautics) - Airport Pavement Marking

Contract (2006-0408) between MDOT and the Wayne County Airport Authority (WCAA) will provide state grant funds for airport pavement marking at the Willow Run Airport in Detroit, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$10,000. Source of Funds: State Restricted Aeronautics Funds - \$5,000; WCAA Funds - \$5,000.

Purpose/Business Case: To provide for the routine marking of airport pavements.

Benefit: The Federal Aviation Administration requires that airport pavements be marked with paint. This marking indicates the centers and edges of runways, taxiways, and aprons and indicates where the aircraft should stop and which runway the aircraft is approaching. Routine marking of the pavements is necessary for the markings to be clear. A program is in existence that encourages and helps airports paint the markings for their pavements.

Funding Source: State Restricted Aeronautics Funds - \$5,000; WCAA Funds - \$5,000; Contract Total - \$10,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were three bidders.

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 48198.

37. MULTI-MODAL (Aeronautics) - Purchase of Snow Removal Equipment

Contract (2006-0417) between MDOT and the Emmet County Board of Commissioners will provide federal and state grant funds for the purchase of snow removal equipment (SRE) at the Pellston Regional Airport in Pellston, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$421,053. Source of Funds: FAA Funds - \$400,000; State Restricted Aeronautics Funds - \$10,526; Emmet County Funds - \$10,527.

Purpose/Business Case: To provide for the purchase of an SRE blower. The existing blower is twenty-seven years old and no longer cost efficient to operate.

Benefit: Will help with maintenance operations and will keep the airport in compliance with FAA standards.

Funding Source: FAA Funds - \$400,000; State Restricted Aeronautics Funds - \$10,526; Emmet County Funds - \$10,527; Contract Total - \$421,053.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

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

Cost Reduction: The project will be bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: The new blower is replacing old worn out equipment.

Zip Code: 49769.

38. MULTI-MODAL (Aeronautics) - Rehabilitation of Runway

Contract (2006-0425) between MDOT and the Southwest Michigan Regional Airport Authority (SMRAA) will provide federal and state grant funds for the rehabilitation of runway 9/27 at the Southwest Michigan Regional Airport in Benton Harbor, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$1,690,000. Source of Funds: FAA Funds (via block grant) - \$1,352,000; State Restricted Aeronautics Funds - \$295,750; SMRAA Funds - \$42,250.

Purpose/Business Case: To provide for the rehabilitation of runway 9/27. The existing pavement is old and in poor condition.

Benefit: The rehabilitation will extend the useful life of the runway as well as enhance the safety for pilots and other airport users.

Funding Source: FAA Funds (via block grant) - \$1,352,000; State Restricted Aeronautics Funds - \$295,750; SMRAA Funds - \$42,250; Contract Total - \$1,690,000.

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were three bidders.

Selection: N/A.

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

Zip Code: 49022.

39. MULTI-MODAL (Aeronautics) - Relocation of Parallel Taxiway

Contract (2006-0427) between MDOT and the Capital Region Airport Authority (CRAA) will provide federal and state grant funds for the relocation of parallel taxiway B at the Mason-Jewett Field in Mason, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$876,240. Source of Funds: FAA Funds (via block grant) - \$367,272; State Restricted Aeronautics Funds - \$476,633; CRAA Funds - \$32,335.

Purpose/Business Case: To provide for the relocation of taxiway B. The existing parallel taxiway to runway 9/27 does not have the proper separation. The relocation of taxiway B will achieve the standard separation between the taxiway and runway (240 feet). The relocation will impact the taxiway lighting as well as adjacent taxiway A.

Benefit: FAA standards will be met for runway-taxiway separation.

Funding Source: FAA Funds (via block grant) - \$367,272; State Restricted Aeronautics Funds - \$476,633; CRAA Funds - \$32,335; Contract Total - \$876,240.

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were six bidders.

Selection: N/A.

New Project Identification: This is a new project at an existing facility.

Zip Code: 48854.

40. MULTI-MODAL (Aeronautics) - Design and Construction of Terminal Building

Contract (2006-0428) between MDOT and the Village of Lakeview will provide federal and state grant funds for the design and construction of a terminal building at the Lakeview-Griffith Field in Lakeview, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$206,000. Source of Funds: FAA Funds (via block grant) - \$164,800; State Restricted Aeronautics Funds - \$36,050; Village of Lakeview Funds - \$5,150.

Purpose/Business Case: To provide for the development of engineering plans for and the construction of a new terminal building. There is currently no terminal building at the airport. The existing facility for airport staff is a trailer, which does not meet their needs and is not handicap accessible.

Benefit: The new building will provide offices and a conference room for the airport manager and other staff. It will also be handicap accessible.

Funding Source: FAA Funds (via block grant) - \$164,800; State Restricted Aeronautics Funds - \$36,050; Village of Lakeview Funds - \$5,150; Contract Total - \$206,000.

* Denotes a non-standard contract/amendment

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The construction will be bid through MDOT and awarded to the lowest bidder. The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48850.

41. MULTI-MODAL (Aeronautics) - Environmental Assessment

Contract (2006-0438) between MDOT and the Oscoda County Board of Commissioners will provide state grant funds for the conduct of an environmental assessment at the Oscoda County Airport in Mio, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$40,000. Source of Funds: State Restricted Aeronautics Funds - \$38,000; Oscoda County Funds - \$2,000.

Purpose/Business Case: To provide for the conduct of an environmental assessment for a new paved runway.

Benefit: Will define the impacts of the proposed runway project on the surrounding environment.

Funding Source: State Restricted Aeronautics Funds - \$38,000; Oscoda County Funds - \$2,000; Contract Total - \$40,000.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project at an existing facility.

Zip Code: 48619.

42. MULTI-MODAL (Aeronautics) - Construction of Airport Improvements, Purchase of Equipment

Contract (2006-0439) between MDOT and the Economic Development Corporation of Chippewa County (EDCCC) will provide federal and state grant funds for the refurbishment of the medium intensity taxiway lights (MITL) on taxiways A, B, C, and D; for the installation of supplemental windcones on runways 9, 16, and 34; for runway 16/34 joint rehabilitation (phase II) and pavement marking; for minor structural modifications to the terminal building; and for the purchase of snow removal equipment (sweeper truck with blower) at the Chippewa County International Airport in Sault Ste. Marie, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$1,750,000. Source of Funds: FAA Funds - \$1,662,500; State Restricted Aeronautics Funds - \$43,750; EDCCC Funds - \$43,750.

Purpose/Business Case: To provide for the refurbishment of the MITL on taxiways A, B, C, and D; for the installation of supplemental windcones on runways 9, 16, and 34; for the runway 16/34 joint rehabilitation (phase II) and pavement marking; for minor structural modifications to the terminal building; and for the purchase of snow removal equipment (sweeper truck with blower).

Benefit: The airport improvements will enhance the safety of airport users.

Funding Source: FAA Funds - \$1,662,500; State Restricted Aeronautics Funds - \$43,750; EDCCC Funds - \$43,750; Contract Total - \$1,750,000.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

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

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were four bidders for the MITL taxiway refurbishment and windcones. There were eight bidders for the runway rehabilitation and pavement marking.

Selection: N/A.

New Project Identification: The project includes rehabilitation of existing facilities and the replacement of existing equipment.

Zip Code: 49788.

43. MULTI-MODAL (Aeronautics) - Rehabilitation of Taxiways and Apron

Contract (2006-0442) between MDOT and the Antrim County Board of Commissioners will provide federal and state grant funds for the rehabilitation of taxiways A, B, and C and the apron at the Antrim County Airport in Bellaire, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$712,000. Source of Funds: FAA Funds (via block grant) - \$424,659; State Restricted Aeronautics Funds - \$265,011; Antrim County Funds - \$22,330.

Purpose/Business Case: To provide for the development of the engineering plans and the construction for the rehabilitation of taxiways A, B, and C and the apron.

Benefit: Will extend the useful life of the pavements and will enhance the safety of airport users.

Funding Source: FAA Funds (via block grant) - \$424,659; State Restricted Aeronautics Funds - \$265,011; Antrim County Funds - \$22,330; Contract Total - \$712,000.

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were three bidders.

Selection: N/A.

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

Zip Code: 49615.

44. MULTI-MODAL (Aeronautics) - Construction of Airport Improvements
Contract (2006-0443) between MDOT and the Mason County Board of Commissioners will provide federal and state grant funds for the rehabilitation of taxiway D, runways 18/36 and 7/25, apron, taxi streets, and turnaround at the Mason County Airport in Ludington, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$1,053,000. Source of Funds: FAA Funds (via block grant) - \$842,400; State Restricted Aeronautics Funds - \$184,275; Mason County Funds - \$26,325.

Purpose/Business Case: To provide for the development of engineering plans and the construction of the rehabilitation of taxiway D, runways 18/36 and 7/25, apron, taxi streets, and turnaround.

Benefit: Will extend the useful life of the pavement and will enhance the safety of airport users.

Funding Source: FAA Funds (via block grant) - \$842,400; State Restricted Aeronautics Funds - \$184,275; Mason County Funds - \$26,325; Contract Total - \$1,053,000.

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were two bidders.

Selection: N/A.

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

Zip Code: 49431.

45. MULTI-MODAL (Aeronautics) - Noise Mitigation
Contract (2006-0445) between MDOT and the County of Oakland will provide federal and state grant funds for noise mitigation at the Oakland County International Airport in Pontiac, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$3,750,000. Source of Funds: FAA Funds (via block grant) - \$3,000,000; State Restricted Aeronautics Funds - \$656,250; Oakland County Funds - \$93,750.

Purpose/Business Case: To provide for noise mitigation measures for residents located around the airport.

Benefit: Will provide noise protection for residents surrounding the airport.

Funding Source: FAA Funds (via block grant) - \$3,000,000; State Restricted Aeronautics Funds - \$656,250; Oakland County Funds - \$93,750; Contract Total - \$3,750,000.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is phase 3 of an existing project.

Zip Code: 48327.

46. MULTI-MODAL (Aeronautics) - Airport Improvements

Contract (2006-0446) between MDOT and the Houghton County Board of Commissioners will provide federal and state grant funds for the removal of vegetation to reduce wildlife habitat, the purchase of snow removal equipment (grader), and wetland mitigation (phase III) at the Houghton County Memorial Airport in Hancock, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$534,315. Source of Funds: FAA Funds - \$485,000; State Restricted Aeronautics Funds - \$13,357; Houghton County Funds - \$35,958.

Purpose/Business Case: To provide for the removal of vegetation to reduce wildlife habitat, the purchase of snow removal equipment (grader), and wetland mitigation (phase III).

Benefit: Removing the vegetation from the airport boundaries will make the operations area less attractive to deer and other large animals, thereby enhancing the safety of the airport. This removal will provide better access for emergency vehicles in the event of an accident within the air operations area. The grader will replace old worn-out equipment and will keep the airport in compliance with FAA snow removal requirements. The wetland mitigation is reimbursement to the county for previously expended funds.

Funding Source: FAA Funds - \$485,000; State Restricted Aeronautics Funds - \$13,357; Houghton County Funds - \$35,958; Contract Total - \$534,315.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

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

Cost Reduction: The vegetation removal was bid through MDOT and awarded to the lowest bidder. There were three bidders. The snow removal equipment (grader) was bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: The vegetation removal is new work. The grader is replacement of existing equipment. The wetland mitigation is another phase of an existing project. The percentage of new work is 35 percent.

Zip Code: 49913.

47. MULTI-MODAL (Aeronautics) - Design of Taxiway Relocation

Contract (2006-0447) between MDOT and the Kalamazoo County Board of Commissioners will provide state grant funds for the design of the relocation of taxiway B at the Kalamazoo/Battle Creek International Airport in Kalamazoo, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$216,000. Source of Funds: State Restricted Aeronautics Funds - \$194,400; Kalamazoo County Funds - \$21,600.

Purpose/Business Case: To provide for the development of engineering plans for the relocation of taxiway B.

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

Funding Source: State Restricted Aeronautics Funds - \$194,400; Kalamazoo County Funds - \$21,600; Contract Total - \$216,000.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49009.

48. MULTI-MODAL (Aeronautics) - Design of Airport Improvements

Contract (2006-0448) between MDOT and Drummond Township will provide state grant funds for the design of the rehabilitation of runway 8/26, connector taxiway, and apron at the Drummond Island Airport on Drummond Island, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$39,000. Source of Funds: State Restricted Aeronautics Funds - \$37,050; Drummond Township Funds - \$1,950.

Purpose/Business Case: To provide for the development of engineering plans for the rehabilitation of runway 8/26, connector taxiway, and apron.

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

Funding Source: State Restricted Aeronautics Funds - \$37,050; Drummond Township Funds - \$1,950; Contract Total - \$39,000.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49726.

49. MULTI-MODAL (Aeronautics) - Design and Construction of Airport Improvements

Contract (2006-0449) between MDOT and the Marquette County Board of Commissioners will provide federal and state grant funds for the routing and sealing of electrical conduits; improvements to the runway safety area and electrical renovations for runway 1/19; replacement of the runway end identifier lights (REIL) for runway 19; upgrades to the automated weather observation system (AWOS); and design engineering services for the rehabilitation of airfield pavements (phase I), the design of a sand storage building, and the specifications for a aircraft rescue and firefighting (ARFF) vehicle at the Sawyer International Airport in Marquette, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$505,263. Source of Funds: FAA Funds - \$480,000; State Restricted Aeronautics Funds - \$12,632; Marquette County Funds - \$12,631.

Purpose/Business Case: To provide for the routing and sealing of electrical conduits; improvements to the runway safety area and electrical renovations for runway 1/19; replacement of the REIL for runway 19; upgrades to the AWOS; and design engineering services for the rehabilitation of airfield pavements (phase I), the design of a sand storage building, and the specifications for an ARFF vehicle.

Benefit: These rehabilitation projects will correct deficiencies with existing facilities and will reduce maintenance costs. The design will provide for a new sand storage building that will be closer to the maintenance facilities and to the airfield.

Funding Source: FAA Funds - \$480,000; State Restricted Aeronautics Funds - \$12,632; Marquette County Funds - \$12,631; Contract Total - \$505,263.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

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

Cost Reduction: The construction was bid locally and awarded to the lowest bidder. The consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is for rehabilitation of existing facilities and design for a new sand storage building.

Zip Code: 49841.

50. MULTI-MODAL (Aeronautics) - Construction of Airport Improvements, Conduct of Wildlife Study

Contract (2006-0450) between MDOT and the Dickinson County Board of Commissioners will provide state grant funds for the expansion of the terminal building and the conduct of a wildlife study at the Ford Airport in Iron Mountain, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$292,000. Source of Funds: State Restricted Aeronautics Funds - \$277,400; Dickinson County Funds - \$14,600.

Purpose/Business Case: To provide for the expansion of the terminal building and the conduct of a wildlife study.

Benefit: The expansion will provide the additional office space needed for the airport manager and other airport staff. The wildlife study is being done at the recommendation of the Federal Aviation Administration (FAA) inspector and will provide a wildlife hazard assessment for the airport to satisfy federal regulation Part 139.337.

Funding Source: State Restricted Aeronautics Funds - \$277,400; Dickinson County Funds - \$14,600; Contract Total - \$292,000.

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The construction will be bid locally and awarded to the lowest bidder. All consultant contracts are reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49801.

51. TRANSPORTATION PLANNING - Time Extension

Amendatory Contract (2005-0198/A3) between MDOT and Alfred Benesch & Company will extend the contract term by two months to provide sufficient time for the consultant to complete the project. The additional time is needed because Saginaw Township delayed providing the consultant with required aerial photography. The original contract provides for the development of a comprehensive corridor access management plan for the M-58 corridor in Saginaw County. The revised contract term will be April 27, 2005, through September 30, 2006. The contract amount remains unchanged at \$33,995.52. Source of Funds: Federal Highway Administration Funds - \$27,196.41; State Restricted Trunkline Funds - \$6,799.11.

Purpose/Business Case: To provide for additional time needed because of a delay by Saginaw Township in delivering the aerial photography of the corridor to the consultant.

Benefit: Will allow the consultant to complete the comprehensive corridor access management plan for the M-58 corridor after receipt of the required aerial photography of the corridor.

Funding Source: Federal Highway Administration Funds - \$27,196.41, State Restricted Trunkline Funds - \$6,799.11.

Commitment Level: This contract is based on actual costs.

Risk Assessment: If this extension is not approved, the project work cannot be completed.

Cost Reduction: Costs are on an actual cost basis not to exceed the contract maximum amount.

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

New Project Identification: This is not a new project.

Zip Code: 48601.

52.-55. TRANSPORTATION PLANNING - Master Planning Agreement

The following project authorizations under Master Agreement (2006-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. The authorizations will be in effect from July 1, 2006, through June 30, 2007. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% SEMCOG Funds.

	<u>Auth. #</u>	<u>Urbanized Area</u>	<u>FHWA Funds</u>	<u>SEMCOG Funds</u>	<u>Total</u>
52.	Z11	Detroit	\$5,212,527	\$1,155,863	\$6,368,390
53.	Z12	Ann Arbor	\$ 491,123	\$ 108,905	\$ 600,028
54.	Z13	Port Huron	\$ 159,847	\$ 35,446	\$ 195,293
55.	Z14	Monroe/Toledo	\$ 57,491	\$ 12,749	\$ 70,240

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

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

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

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

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

* Denotes a non-standard contract/amendment

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

Selection: N/A.

New Project Identification: This is an on-going project for transportation planning administrative grants.

Zip Code: 48226.

56. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z15) issued under Master Planning Agreement (2006-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. The authorization will be in effect from July 1, 2006, through June 30, 2007. The authorization amount will be \$1,737,829. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Transit Administration Funds and 20% SEMCOG Funds.

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

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

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

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

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

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

Selection: N/A.

New Project Identification: This is an on-going project for transportation planning administrative grants.

Zip Code: 48226.

57. TRANSPORTATION PLANNING - IDS ITS Consultant Services

Authorization (Z1) under Contract (2006-0298) between MDOT and the Center for Automotive Research (CAR) will provide for assistance in the development of strategic planning tools for Intelligent Transportation Systems (ITS) statewide. The authorization will be in effect from July 1, 2006, through December 31, 2006. The authorization amount will be \$145,958.01. The contract term is July 1, 2006, through September 30, 2009. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for assistance in the development of strategic planning tools for ITS to help Michigan maintain its place as a public leader in vehicle infrastructure integration (VII). Some of the work items include assisting with the integration of solutions to transportation network provider concerns and initiatives, such as safety, congestion, and communications issues, into long- and short-term strategies; aligning automotive industry vehicle design activities with existing transportation facilities; assisting in the development of various transportation asset management and ITS strategies, processes, and initiatives; assisting in the development of various automotive industry test beds at selected urban and rural sites; and coordinating VII initiatives with independent public and private VII proving center activities.

Benefit: A streamlined, focused approach for coordination of efforts between MDOT and the major automotive companies to keep the VII initiatives and test beds in Michigan and to help Michigan maintain its place as the automotive capital and a world leader for automotive/technology innovations.

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

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

Risk Assessment: The risk of not authorizing this contract is that the automotive companies will move the VII initiatives to other states, and Michigan may not retain its position as a national leader.

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

Selection: Best/sole source.

New Project Identification: This is not a new project.

Zip Code: 48108.

Funding Source:

75184A		
State Restricted Trunkline Funds	100	%
86872A		
Federal Highway Administration Funds	73.00	%
Village of Springport	7.00	%
State Restricted Trunkline Funds	20.00	%

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

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

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

Selection: Low bid.

New Project Identification: Rehabilitation and enhancement.

Zip Code: 49284.

61.	LETTING OF JUNE 02, 2006	ENG. EST.	LOW BID
	PROPOSAL 0606037	\$ 1,399,813.36	\$ 1,131,696.07
	PROJECT BHN 39051-83377, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JULY 10, 2006		
	COMPLETION DATE - NOVEMBER 10, 2006		-19.15 %

Bridge rehabilitation on 5 structures on US-131BR over Ravine Road, on US-131 under Michigan Avenue and on I-94 under 4th and 6th Streets, Kalamazoo County. This project includes a 2 year bridge painting warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 1,131,696.07	Same	1 **
J. Slagter & Son Construction Co.	\$ 1,182,100.35	Same	2
Anlaan Corporation	\$ 1,229,276.79	Same	3
Midwest Bridge Company	\$ 1,346,857.32	Same	4
Structural Group, Inc.	\$ 1,509,488.90	Same	5
Davis Construction, Inc.	\$ 1,578,463.50	Same	6
Walter Toebe Construction Co.			
L.W. Lamb, Inc.			

6 Bidders

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

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

Funding Source:

83377A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%
84616A		
State Restricted Trunkline Funds	100	%
84820A		
Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49009.

62.	LETTING OF JUNE 02, 2006	ENG. EST.	LOW BID
	PROPOSAL 0606054	\$ 412,293.18	\$ 382,977.20
	PROJECT STG 82023-86512		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 01, 2006		-7.11 %

0.79 mi of attenuators upgrades and new guardrail on I-75 northbound, exit to Dearborn Street and at Northline Road I-75 southbound, exit to I-75 and M-3, M-10 northbound, exit to northbound/southbound I-75 and exit to eastbound M-8, M-10 southbound, exit to Larned Street and I-94 westbound, at I-75 and at northbound M-10 in the cities of Detroit and Southgate, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Nationwide Fence & Supply Company	\$ 382,977.20	Same	1 **
J. Slagter & Son Construction Co.	\$ 408,504.45	Same	2
Midwest Bridge Company	\$ 417,437.95	Same	3
Tri-Valley Landscaping, Inc.	\$ 445,272.00	Same	4
Posen Construction, Inc.	\$ 451,219.48	Same	5
Action Traffic Maintenance, Inc.	\$ 506,722.51	Same	6
Highway Service Co., Inc.	\$ 508,907.00	Same	7
Snowden, Inc.			

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:

86512A

Federal Highway Administration Funds 100 %

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

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

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

Selection: Low Bid.

New Project Identification: Attenuator and guardrail upgrade.

Zip Code: 48180 County-wide.

63. LETTING OF JUNE 02, 2006
 PROPOSAL 0606055 \$ 578,405.64 \$ 548,534.26
 PROJECT BHI 17033-86783
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 31, 2007 -5.16 %

Complete painting of 2 structures on I-75 northbound and southbound under Old US-2 and 6 Mile Road, Chippewa County. This project includes a 2 year bridge painting warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Icarus Industrial Painting & Cont.	\$ 548,534.26	Same	1 **
Progress Company	\$ 577,239.26	Same	2
Atsalis Bros. Painting Co.	\$ 582,541.26	Same	3
Seaway Painting L.L.C.	\$ 627,109.06	Same	4
Three Star Painting, Inc.			
Venus Painting			

4 Bidders

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

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

Funding Source:

86783A

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

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

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

65. LETTING OF JUNE 02, 2006
 PROPOSAL 0606058 \$ ENG. EST. 204,272.10 \$ LOW BID 203,423.24
 PROJECT EDA 13093-86525
 LOCAL AGRMT. 06-5254 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 18, 2006 -0.42 %

0.29 mi of hot mix asphalt minor widening, and hot mix asphalt resurfacing from west of B-Drive North to east of B-Drive North, Calhoun County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 203,423.24	Same	1 **
Milbocker and Sons, Inc.	\$ 205,399.95	Same	2
Hoffman Bros., Inc.	\$ 217,356.54	Same	3
Peters Construction Co.	\$ 250,000.00	\$ 249,990.00	4
Causie Contracting, Inc.			
Nashville Construction Company			
Northern Construction Services, Co.			
Kamminga & Roodvoets, Inc.			
Aggregate Industries-Central Region			

4 Bidders

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

Purpose/Business: Poor existing intersection design has two intersections for B Drive North off of M-199 (approximately 100ft. apart). One maneuver is a high speed left turn from M-199 the other has a stop condition with limited vehicle storage. In order to improve safety for the increased traffic which will result from The Andersons, Inc. and Continental carbonic Products, Inc., the intersection of M-199 and B Drive North will be reconstructed.

Improvements include the consolidation of the two intersections, realignment of B-Drive North at M-199, and increase turn lane tapers on M-199.

Benefit: The construction of this project will provide safer and improved traffic flow. The initial maintenance costs will be reduced within the project limits. There should be a significant economic benefit to the area with the safer and improved traffic flow.

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 relationships with the communities and businesses in Southeast Michigan may be compromised. They are anticipating the completion of this project as announced to support the economics of the area.

Cost Reduction: With the reconstruction of this facility, initial maintenance costs will be greatly reduced within the project limits. Our customers will benefit with a greatly reduced user delay costs and related safety improvements.

Funding Source:

86525A	
Calhoun County	31.00 %
State Restricted Trunkline Funds	69.00 %

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

Risk Assessment: If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.
Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 49224.

66. LETTING OF JUNE 02, 2006
 PROPOSAL 0606066 \$ ENG. EST. 123,670.69 \$ LOW BID 136,900.80
 PROJECT M 63112-86654
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - SEPTEMBER 06, 2006
 COMPLETION DATE - SEPTEMBER 30, 2006 10.70 %

0.13 mi of hot mix asphalt median cross-over and truck turning lane on M-24 from northbound M-24 to southbound M-24 (Lapeer Road) located north of Harmon Road in the city of Auburn Hills, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
The Oakland Excavating Company	\$ 136,900.80	Same	1 **
Ajax Paving Industries, Inc.	\$ 138,420.34	Same	2
John Carlo, Inc.	\$ 143,445.57	Same	3
Six-S, Inc.	\$ 154,203.70	\$ 152,859.31	4
Cadillac Asphalt, LLC.	\$ 153,594.20	\$ 152,944.20	5
Dan's Excavating, Inc.	\$ 163,527.78	Same	6
ABC Paving Company			

6 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:

86654A

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 accidents and injuries by not implementing safety treatments.

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

Selection: Low Bid.

New Project Identification: Reconstruction.

Zip Code: 48326.

67. LETTING OF JUNE 02, 2006
 PROPOSAL 0606069 \$ ENG. EST. 44,150.42 \$ LOW BID 41,497.94
 PROJECT M 33031-81229
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JULY 05, 2006
 COMPLETION DATE - JULY 28, 2006 -6.01 %

Hot mix asphalt surfacing of existing gravel carpool lot on US-127 at Bellevue Road interchange in the southeast quadrant, Ingham County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 41,497.94	Same	1 **
Michigan Paving & Materials Co.	\$ 42,000.00	Same	2
Tom's Advanced Paving Company	\$ 47,440.00	Same	3
C & D Hughes, Inc.	\$ 48,011.18	Same	4
Rieth-Riley Construction Co., Inc.			
Nashville Construction Company			

4 Bidders

Purpose/Business Case: To prolong the life of the carpool parking lot that is located on US-127 at Bellevue Road. This project consists of HMA paving of an existing gravel parking lot including earth excavation, placement of aggregate base, HMA curb, embankment and turf establishment. Existing lot is in poor condition and has extensive soil erosion due to poor drainage.

Benefit: Paving this carpool parking lot will extend the life of the lot and reduce maintenance on the current gravel parking lot. The newly paved lot may also attract new carpoolers.

Funding Source:

81229A

State Restricted Trunkline Funds 100 %

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

Risk Assessment: The surrounding communities are anticipating the newly paved carpool parking lot. The relationships with the communities in the area may be compromised if the work is not completed.

Cost Reduction: Paving the existing lot will greatly reduce the initial maintenance costs for the carpool parking lot. Our customers will benefit greatly from the reduced dust, gravel, and debris that surfaces from the current carpool parking lot.

Selection: Low bid.

New Project Identification: Improvement.

Zip Code: 49251.

69. LETTING OF JUNE 02, 2006
 PROPOSAL 0606071 \$ ENG. EST. 772,193.85 \$ LOW BID 586,366.85
 PROJECT ST 81083-85892
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 15, 2006 -24.06 %

3.06 mi of hot mix asphalt cold milling and resurfacing, and concrete patches on US-12BR eastbound from Normal Street to I-94, in the city of Ypsilanti, Washtenaw County. This project includes a 3 year pavement performance warranty.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Six-S, Inc.	\$ 586,366.85	Same	1 **
Florence Cement Company	\$ 598,724.43	Same	2
Kelcris Corporation	\$ 642,819.57	Same	3
Ajax Paving Industries, Inc.	\$ 685,011.01	Same	4
Cadillac Asphalt, LLC.	\$ 697,141.65	Same	5
Causie Contracting, Inc.	\$ 707,510.13	Same	6
Barrett Paving Materials, Inc.	\$ 786,044.44	Same	7
C & D Hughes, Inc.	\$ 880,858.73	Same	8
Snowden, Inc.			

8 Bidders

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

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

Funding Source:

85892A

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

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48197.

72. LETTING OF JUNE 02, 2006
 PROPOSAL 0606074
 PROJECT M 81063-86859
 LOCAL AGRMT.
 START DATE - JULY 10, 2006
 COMPLETION DATE - AUGUST 21, 2006

ENG. EST.	LOW BID
\$ 497,010.42	\$ 517,341.42
	% OVER/UNDER EST.
	4.09 %

2.44 mi of microsurfacing with overband crack fill on US-12 from I-94 east junction easterly to the Washtenaw County line, Washtenaw County. This project includes a 2 year pavement performance warranty.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Terry Asphalt Materials Inc.	\$ 517,341.42	Same	1 **
Strawser Incorporated	\$ 558,852.63	Same	2
Fahrner Asphalt Sealers, Inc.			

2 Bidders

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

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

Funding Source:

86859A

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48198.

74. LETTING OF JUNE 02, 2006
 PROPOSAL 0606076
 PROJECT STT 80071-85853
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 31, 2007

ENG. EST.
 \$ 440,817.78 \$
 LOW BID
\$ 451,943.75
 % OVER/UNDER EST.
 2.52 %

3.96 mi of hot mix asphalt cold milling and overlay on M-51 from 76th Street northerly to 60th Avenue, Van Buren County. This project includes a 3 year pavement performance warranty.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 451,943.75	Same	1 **
Aggregate Industries-Central Region	\$ 509,635.25	Same	2
Rieth-Riley Construction Co., Inc.	\$ 516,890.35	Same	3

3 Bidders

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

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

Funding Source:

85853A

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

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49079.

76. LETTING OF JUNE 02, 2006
 PROPOSAL 0606078 \$ ENG. EST. 25,097.19 \$ LOW BID 37,793.02
 PROJECT M 08011-M50666
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JULY 31, 2006
 COMPLETION DATE - AUGUST 18, 2006 50.59 %

0.08 mi of repairing distressed slope, reconstructing hot mix asphalt shoulder, and constructing hot mix asphalt curb with hot mix asphalt spillways along the east side of M-43 (Wall Lake Road) south of Head Lake Road, Barry County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
C & D Hughes, Inc.	\$ 37,793.02	Same	1 **
Michigan Paving & Materials Co.	\$ 39,888.04	Same	2
Aggregate Industries-Central Region	\$ 48,380.00	Same	3
Rieth-Riley Construction Co., Inc.			

3 Bidders

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

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

Funding Source:

M50666

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49058.

78. LETTING OF JUNE 02, 2006
 PROPOSAL 0606080 \$ ENG. EST. 140,194.98 \$ LOW BID 101,781.50
 PROJECT M 73111-M40602
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - SEPTEMBER 25, 2006
 COMPLETION DATE - OCTOBER 20, 2006 -27.40 %

2.66 mi of concrete joint repair, concrete surface repair, and pavement markings on the Zilwaukee Bridge exit/entrance ramps from I-75 northerly to M-13, Saginaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Causie Contracting, Inc.	\$ 101,781.50	Same	1 **
Florence Cement Company	\$ 109,268.79	Same	2
Six-S, Inc.	\$ 130,144.82	Same	3
Snowden, Inc.	\$ 133,458.85	Same	4
Kelcris Corporation	\$ 135,985.90	Same	5

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

Funding Source:

M40602

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48601.

LOCAL PROJECTS

81. LETTING OF JUNE 02, 2006 ENG. EST. LOW BID
 PROPOSAL 0606001 \$ 1,279,603.57 \$ 1,179,886.31
 PROJECT STU 63459-75443
 LOCAL AGRMT. 06-5199 % OVER/UNDER EST.
 START DATE - AUGUST 07, 2006
 COMPLETION DATE - SEPTEMBER 29, 2006 -7.79 %

1.27 mi of cold milling hot mix asphalt and concrete pavement, hot mix asphalt paving, and concrete pavement work on 13 Mile Road from Crooks Road to Rochester Road, and on Main Street from Windemere Road to Lawrence Road, in the city of Royal Oak, Oakland County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
John Carlo, Inc.	\$ 1,179,886.31	Same	1 **
Cadillac Asphalt, LLC.	\$ 1,190,131.05	Same	2
Ajax Paving Industries, Inc.	\$ 1,232,437.69	Same	3
Peter A. Basile Sons, Inc.			
ABC Paving Company			
Florence Cement Company			
Barrett Paving Materials, Inc.			

3 Bidders

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

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

Source of Funds:

75443A
 Federal Highway Administration Funds 53.93 %
 City of Royal Oak 46.07 %

Selection: Low bid.

Zip Code: 48073.

82. LETTING OF JUNE 02, 2006
 PROPOSAL 0606002 \$ ENG. EST. \$ LOW BID
 PROJECT STU 58460-56275-2 \$ 890,143.25 \$ 875,777.84
 LOCAL AGRMT. 04-5172 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 01, 2006 -1.61 %

1.30 mi of road reconstruction, base crushing and shaping,
 widening, hot mix asphalt paving, aggregate shoulders,
 roadside drainage and restoration on South Huron River Drive
 from US Turnpike to Ready Road, Monroe County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
ABC Paving Company	\$ 875,777.84	Same	1 **
Dan's Excavating, Inc.	\$ 876,102.13	Same	2
C & D Hughes, Inc.	\$ 951,137.75	Same	3
Ajax Paving Industries, Inc.	\$ 952,405.30	Same	4
Posen Construction, Inc.	\$ 995,970.30	Same	5
Cadillac Asphalt, LLC.	\$ 1,052,788.50	Same	6
Florence Cement Company			
Barrett Paving Materials, Inc.			
Anderzack - Pitzen Construction			

6 Bidders

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

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

Source of Funds:

56275A
 Monroe County 18.15 %
 Federal Highway Administration Funds 81.85 %

Selection: Low bid.

Zip Code: 48173.

84. LETTING OF JUNE 02, 2006
 PROPOSAL 0606004 \$ ENG. EST. LOW BID
 PROJECT EDDF 11555-76477 \$ 490,067.00 \$ 458,616.28
 LOCAL AGRMT. 06-5212 % OVER/UNDER EST.
 START DATE - JULY 10, 2006
 COMPLETION DATE - SEPTEMBER 29, 2006 -6.42 %

0.45 mi of storm sewer work, hot mix asphalt resurfacing,
 concrete curb and gutter, concrete sidewalk, pavement
 markings and restoration on Lemon Creek Road from Cleveland
 Avenue to First Street in the village of Baroda, Berrien
 County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kalin Construction Co., Inc.	\$ 458,616.28	Same	1 **
Northern Construction Services, Co.	\$ 488,158.74	Same	2
Milbocker and Sons, Inc.	\$ 507,044.93	Same	3
Kamminga & Roodvoets, Inc.	\$ 569,315.84	Same	4
Peters Construction Co.			
Michigan Paving & Materials Co.			

4 Bidders

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

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

Source of Funds:

76477A
 Village of Baroda 54.00 %
 Federal Highway Administration Funds 46.00 %

Selection: Low bid.

Zip Code: 49101.

90. LETTING OF JUNE 02, 2006
 PROPOSAL 0606011 \$ ENG. EST. 23,350.40 \$ LOW BID **34,635.67**
 PROJECT STU 25402-85440
 LOCAL AGRMT. 06-5208 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 25, 2006 48.33 %

0.05 mi of cold milling, pavement repair and pavement overlay on Pound Street from Saginaw Street to Union Street in the city of Mt. Morris, Genesee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pyramid Paving & Contracting Co.,	\$ 34,635.67	Same	1 **
Ace Asphalt & Paving Co.	\$ 34,831.13	Same	2
Cadillac Asphalt, LLC.	\$ 39,584.63	Same	3
Lois Kay Contracting Co.	\$ 39,669.96	Same	4
C & D Hughes, Inc.	\$ 42,004.00	Same	5
Barrett Paving Materials, Inc.	\$ 43,561.65	Same	6

6 Bidders

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

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

Source of Funds:

85440A
 Federal Highway Administration Funds 81.85 %
 City of Mt. Morris 18.15 %

Selection: Low bid.

Zip Code: 48458.

94. LETTING OF JUNE 02, 2006
 PROPOSAL 0606015 \$ ENG. EST. \$ LOW BID
 PROJECT BRO 76011-59826 \$ 467,873.00 \$ 424,360.20
 LOCAL AGRMT. 06-5060 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 27, 2006 -9.30 %

Remove existing structure, construction of a prestressed concrete box beam bridge and related approach work on Bingham Road over North State Drain, Shiawassee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Heystek Contracting Inc.	\$ 424,360.20	Same	1 **
Wooten Contracting Co.	\$ 427,337.75	Same	2
L.A. Construction Corporation	\$ 430,182.72	Same	3
Anlaan Corporation	\$ 454,901.75	Same	4
J. Slagter & Son Construction Co.	\$ 456,321.17	Same	5
Champagne and Marx Excavating, Inc.	\$ 456,904.08	Same	6
Davis Construction, Inc.	\$ 461,663.01	Same	7
3-S Construction, Inc.	\$ 467,078.10	Same	8
Milbocker and Sons, Inc.	\$ 482,290.11	Same	9
L.J. Construction, Inc.	\$ 501,003.18	Same	10
McDowell Construction, L.L.C.	\$ 501,531.19	Same	11
Marlette Excavating Company	\$ 512,654.41	Same	12
S.L. & H. Contractors, Inc.	\$ 534,023.22	Same	13
C.A. Hull Co., Inc.			
Perrin Construction Co., Inc.			
CL Trucking & Excavating, LLC.			
Walter Toebe Construction Co.			
E.T. MacKenzie Company			
J.E. Kloote Contracting, Inc.			
Hardman Construction, Inc.			
Midwest Bridge Company			
C. R. Hunt Construction Company			

13 Bidders

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

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

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

Funding Source:

59826A	
Shiawassee County	5.11 %
Federal Highway Administration Funds	79.91 %
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 negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

Selection: Low bid.

New Project Identification: Bridge replacement.

Zip Code: 48841.

95. LETTING OF JUNE 02, 2006
 PROPOSAL 0606016 \$ ENG. EST. \$ LOW BID
 PROJECT HPSL 17419-86844 \$ 837,463.25 \$ 757,450.07
 LOCAL AGRMT. 06-5157 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 13, 2006 -9.55 %

0.38 mi of hot mix asphalt removal, storm sewer, sanitary sewer, water main, curb and gutter and hot mix asphalt paving on East Spruce Street from Ord Street to Shunk Road in the city of Sault Ste Marie, Chippewa County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Norris Contracting, Inc.	\$ 757,450.07	Same	1 **
Burton Excavating, Inc.	\$ 779,131.13	Same	2
Bacco Construction Company	\$ 957,902.06	Same	3
M & M Excavating Co., Inc.	\$ 988,222.74	Same	4
Rieth-Riley Construction Co., Inc.			

4 Bidders

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

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

Source of Funds:

86844A
 Federal Highway Administration Funds 57.72 %
 City of Sault Ste Marie 42.28 %

Selection: Low bid.

Zip Code: 49783.

97. LETTING OF JUNE 02, 2006
 PROPOSAL 0606018 \$ ENG. EST. 533,197.70 \$ LOW BID 485,396.72
 PROJECT BRO 14001-83846
 LOCAL AGRMT. 06-5162 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 15, 2006 -8.97 %

Remove existing structure and construct a precast side-by-side concrete box beam bridge and related approach work on Chain Lake Street over Christiana Creek, Cass County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 485,396.72	Same	1 **
Davis Construction, Inc.	\$ 526,196.60	Same	2
Anlaan Corporation	\$ 584,379.50	Same	3
C.A. Hull Co., Inc.			
S.L. & H. Contractors, Inc.			
J. Slagter & Son Construction Co.			
Kamminga & Roodvoets, Inc.			
Midwest Bridge Company			
Hardman Construction, Inc.			

3 Bidders

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

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

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

Funding Source:

83846A	
Cass County	5.98 %
Federal Highway Administration Funds	79.18 %
State Restricted Trunkline Funds	14.84 %

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

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

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

Selection: Low bid.

New Project Identification: Bridge replacement.

Zip Code: 49031.

98. LETTING OF JUNE 02, 2006
 PROPOSAL 0606019
 PROJECT BRO 50007-59771, ETC
 LOCAL AGRMT. 06-5173
 START DATE - 10 days after award
 COMPLETION DATE - MAY 15, 2007

ENG. EST. LOW BID
 \$ 1,340,570.00 \$ 1,409,236.60

% OVER/UNDER EST.
 5.12 %

Replacement of 2 bridges and related approach work on Beach Street and Lange Drive over Lake St. Clair Canal in the city of St. Clair Shores, Macomb County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 1,411,336.60	\$ 1,409,236.60	1 **
E. C. Korneffel Co.	\$ 1,573,240.32	Same	2
Posen Construction, Inc.	\$ 1,632,859.30	Same	3
Dan's Excavating, Inc.	\$ 1,706,043.85	Same	4
Walter Toebe Construction Co.	\$ 2,014,998.67	\$ 2,014,446.89	5
Midwest Bridge Company Structural Group, Inc. J. Slagter & Son Construction Co. Anlaan Corporation Angelo Iafrate Construction Company Davis Construction, Inc. C. R. Hunt Construction Company			

5 Bidders

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

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

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

Funding Source:

59771A	
Federal Highway Administration Funds	73.42 %
State Restricted Trunkline Funds	13.77 %
City of St. Clair Shores	12.81 %
59772A	
Federal Highway Administration Funds	79.67 %
State Restricted Trunkline Funds	14.54 %
City of St. Clair Shores	5.79 %

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.

106. LETTING OF JUNE 02, 2006
 PROPOSAL 0606027 \$ ENG. EST. 83,271.97 \$ LOW BID 84,941.57
 PROJECT EDDF 24555-58326
 LOCAL AGRMT. 06-5238 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 29, 2006 2.01 %

0.10 mi of road reconstruction and intersection improvement, including base crushing and shaping and hot mix asphalt paving on West Conway Road from M-119, Emmet County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 84,941.57	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 94,115.26	Same	2

2 Bidders

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

Purpose/Business Case: The project is for the reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

58326A
 Federal Highway Administration Funds 80.00 %
 State Restricted Economic Development 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: If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

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

Selection: Low bid.

New Project Identification: Resurfacing.

Zip Code: 49740.

110. LETTING OF JUNE 02, 2006
 PROPOSAL 0606033
 PROJECT MCS 25019-83864
 LOCAL AGRMT. 06-5170
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 17, 2006

ENG. EST. LOW BID
 \$ 2,006,988.00 \$ 2,044,203.90

% OVER/UNDER EST.
 1.85 %

Remove and replace bridge along with related approach work on Beach Garland Street over Flint River in the city of Flint, Genesee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hardman Construction, Inc.	\$ 2,044,203.90	Same	1 **
Walter Toebe Construction Co.	\$ 2,575,615.54	Same	2
C.A. Hull Co., Inc.	\$ 2,590,811.42	Same	3
Anlaan Corporation	\$ 2,646,557.60	Same	4
Posen Construction, Inc.	\$ 2,808,974.60	Same	5
Midwest Bridge Company			
Dan's Excavating, Inc.			
J. Slagter & Son Construction Co.			
Milbocker and Sons, Inc.			
Fisher Contracting Company			

5 Bidders

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

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

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

Funding Source:

83864A

City of Flint	5.01 %
State Restricted Trunkline Funds	94.99 %

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

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

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

Selection: Low bid.

New Project Identification: Bridge replacement.

Zip Code: 48502.

111. LETTING OF JUNE 02, 2006
 PROPOSAL 0606038
 PROJECT EDCF 25544-80328, ETC
 LOCAL AGRMT. 06-5235
 START DATE - 10 days after award
 COMPLETION DATE - APRIL 30, 2007

ENG. EST. LOW BID
 \$ 2,602,352.00 \$ 2,851,874.65

% OVER/UNDER EST.
 9.59 %

Intersection pavement removal, curb and gutter removal, cold milling, concrete base widening, and new curb and gutter with hot mix asphalt on Linden Road at Bristol Road and removing pavement, widening from 4 to 5 lanes with new hot mix asphalt on Linden Road and Maple Road, Genesee County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 2,851,874.65	Same	1 **
Zito Construction Co.	\$ 2,854,554.00	Same	2
Ace Asphalt & Paving Co.	\$ 2,905,651.13	Same	3
Dan's Excavating, Inc.	\$ 3,023,412.94	Same	4
C & D Hughes, Inc.	\$ 3,140,685.15	Same	5
Cadillac Asphalt, LLC.	\$ 3,273,805.01	Same	6
Causie Contracting, Inc.			
Kelcris Corporation			
ABC Paving Company			
Pamar Enterprises, Inc.			
Barrett Paving Materials, Inc.			
Six-S, Inc.			
Florence Cement Company			
Angelo Iafrate Construction Company			

6 Bidders

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

Purpose/Business Case: The project is for the reconstruction and widening of a Federal Aid route under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

80328A		
Genesee County	20.00 %	
Federal Highway Administration Funds	80.00 %	
87328A		
Genesee County	32.92 %	
State Restricted Trunkline Funds	67.08 %	

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

Risk Assessment: If this project is not awarded, the Federal funds will have to be returned to the Federal government for use in another Federal Aid project, possibly not in the state of Michigan.

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

Selection: Low bid.

New Project Identification: Partially new construction.

Zip Code: 48502.

112. LETTING OF JUNE 02, 2006
 PROPOSAL 0606044 \$ ENG. EST. 170,761.00 \$ LOW BID 163,481.30
 PROJECT STE 56023-83587
 LOCAL AGRMT. 06-5179 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 30, 2006 -4.26 %

0.62 mi of hot mix asphalt path on Jefferson Avenue to Cinema Drive at the Midland Mall Drive in the city of Midland, Midland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Porath Contractors, Inc.	\$ 163,481.30	Same	1 **
Central Michigan Contracting, Inc.	\$ 170,600.32	Same	2
Rieth-Riley Construction Co., Inc.	\$ 182,260.40	Same	3
3-S Construction, Inc.	\$ 183,109.00	Same	4
Wooten Contracting Co.	\$ 183,233.44	Same	5
CRS/Shaw Contracting Co.	\$ 186,207.17	Same	6
Champagne and Marx Excavating, Inc.	\$ 201,538.92	\$ 201,342.63	7
Crawford Contracting, Inc.	\$ 204,873.05	Same	8
Fisher Contracting Company	\$ 209,437.00	Same	9
L.J. Construction, Inc.	\$ 213,171.92	Same	10
A. J. Rehmus & Son, Inc.	\$ 219,723.50	Same	11
Saginaw Asphalt Paving Company			
Lee Wood Contracting, Inc.			
Pyramid Paving & Contracting Co.			
William E. Lang, Inc.			
Rohde Brothers Excavating, Inc.			
Lois Kay Contracting Co.			
Causie Contracting, Inc.			
Bourdow Trucking Company			

11 Bidders

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

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

Source of Funds:

83587A
 Federal Highway Administration Funds 55.00 %
 City of Midland 45.00 %

Selection: Low bid.

Zip Code: 48640.

113. LETTING OF JUNE 02, 2006
 PROPOSAL 0606045
 PROJECT STE 38083-81088
 LOCAL AGRMT. 06-5136
 START DATE - 10 days after award
 COMPLETION DATE - 80 working days

ENG. EST. LOW BID
 \$ 1,355,938.50 \$ 1,449,758.30
 % OVER/UNDER EST.
 6.92 %

0.66 mi of concrete walk, decorative walk, street light system upgrade and landscaping on Cortland Street from Francis Street to Blackstone Street and on Jackson Street from Washington Street to Glick Highway in the city of Jackson, Jackson County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
L. Squared Construction, LLC.	\$ 1,449,758.30	Same	1 **
Eastlund Concrete Construction, Inc.	\$ 1,488,048.50	Same	2
Abbott Construction, Inc.	\$ 1,552,895.80	Same	3
Causie Contracting, Inc.			
Kamminga & Roodvoets, Inc.			

3 Bidders

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

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

Source of Funds:

81088A
 Federal Highway Administration Funds 70.97 %
 City of Jackson 29.03 %

Selection: Low bid.

Zip Code: 49201.

115. LETTING OF JUNE 02, 2006
 PROPOSAL 0606050 \$ ENG. EST. 53,110.50 \$ LOW BID 55,694.00
 PROJECT STL 55060-86590
 LOCAL AGRMT. 06-5218 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 27, 2006 4.86 %

Guardrail installation on CR 380/35 Mile Road from Townline
 Road to County Road 557 south, Menominee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Snowden, Inc.	\$ 55,694.00	Same	1 **
J. Slagter & Son Construction Co.	\$ 69,365.10	Same	2
J & J Contracting, Inc.			

2 Bidders

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

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

Source of Funds:

86590A
 Menominee County 20.00 %
 Federal Highway Administration Funds 80.00 %

Selection: Low bid.

Zip Code: 49812.

123. LETTING OF JUNE 02, 2006
 PROPOSAL 0606063 \$ ENG. EST. 72,524.00 \$ LOW BID 68,344.52
 PROJECT STH 41609-84949
 LOCAL AGRMT. 06-5185 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 31, 2006 -5.76 %

Traffic signal upgrade on West River Drive at Jupiter Avenue intersection, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Strain Electric Company	\$ 68,344.53	\$ 68,344.52	1 **
J. Ranck Electric, Inc.	\$ 77,597.62	Same	2
Trans Tech Electric Limited Partner	\$ 78,739.00	Same	3
DVT Electric, Inc	\$ 81,694.00	Same	4
Windemuller Electric, Inc.	\$ 84,314.20	Same	5
J R Howell Airport Lighting LLC	\$ 97,530.00	Same	6

6 Bidders

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

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

Source of Funds:

84949A
 Kent County 20.00 %
 Federal Highway Administration Funds 80.00 %

Selection: Low bid.

Zip Code: 49306.

124. LETTING OF JUNE 02, 2006
 PROPOSAL 0606064 \$ ENG. EST. 933,885.00 \$ LOW BID 592,823.50
 PROJECT STU 41401-86068
 LOCAL AGRMT. 06-5205 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 09, 2006 -36.52 %

1.02 mi of road resurfacing, including cold milling, concrete pavement repair, hot mix asphalt paving, concrete white topping and pavement markings on Kalamazoo Avenue from 36th Street to 28th Street in the city of Grand Rapids, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Diversco Construction Company Inc.	\$ 592,823.50	Same	1 **
Northern Construction Services, Co.	\$ 678,528.37	Same	2
Kamminga & Roodvoets, Inc.	\$ 774,419.10	Same	3
Ajax Paving Industries, Inc.			
Kelcris Corporation			
C & D Hughes, Inc.			
Snowden, Inc.			
Causie Contracting, Inc.			

3 Bidders

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

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

Source of Funds:

86068A
 Federal Highway Administration Funds 81.78 %
 City of Grand Rapids 18.22 %

Selection: Low bid.

Zip Code: 49508.

125. LETTING OF JUNE 02, 2006
 PROPOSAL 0606065
 PROJECT STE 47900-54948
 LOCAL AGRMT. 06-5227
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 15, 2006

ENG. EST. \$ 1,613,468.50
 LOW BID \$ 1,615,890.75
 % OVER/UNDER EST. 0.15 %

6.49 mi of hot mix asphalt path, three-sided culvert and drainage improvements on Lake Lands Trail State Park public easement from Pinckney Road to M-36, Livingston County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Causie Contracting, Inc.	\$ 1,615,890.75	Same	1 **
South Hill Construction Company	\$ 1,691,008.88	Same	2
C & D Hughes, Inc.	\$ 1,697,439.98	Same	3
Fonson, Inc.	\$ 1,873,424.65	\$ 1,869,424.65	4
3-S Construction, Inc.	\$ 1,948,098.30	Same	5
Dan's Excavating, Inc.	\$ 1,963,400.27	Same	6
ABC Paving Company	\$ 1,993,737.37	Same	7
L.J. Construction, Inc.	\$ 2,282,171.50	Same	8
DeAngelis Landscape, Inc.			
Hardman Construction, Inc.			
J.E. Kloote Contracting, Inc.			
Aggregate Industries-Central Region			
Milbocker and Sons, Inc.			
Six-S, Inc.			
Fisher Contracting Company			
Anlaan Corporation			
DiPonio Contracting L.L.C.			
Davis Construction, Inc.			
Barrett Paving Materials, Inc.			
Angelo Iafrate Construction Company			
E. C. Korneffel Co.			

8 Bidders

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

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

Source of Funds:

54948A
 Livingston County 25.00 %
 Federal Highway Administration Funds 75.00 %

Selection: Low bid.

Zip Code: 48893.

EXTRAS

127. **Extra 2006 - 76**

Control Section/Job Number: 82072-75185 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Posen Construction, Inc.
50500 Design Lane
Shelby Twp., MI 48315

Designed By: Tetra Tech of Michigan PC
Engineer's Estimate: \$3,468,956.88

Description of Project:

0.96 miles of cold milling, joint repairs, hot mix asphalt overlay, signing, pavement markings and signals, along with shallow concrete overlay, concrete beam end, superstructure and sidewalk repair on R01 of 80072, along with pavement removal, curb and gutter, and installation of irrigation system in the median, on M-3 (Gratiot Avenue) from Randolph Street to the Detroit Connecting Railroad and on M-3 over the Detroit Connecting Railroad, in the city of Detroit, Wayne County.

Administrative Board Approval Date:	April 5, 2005	
Contract Date:	April 6, 2005	
Original Contract Amount:	\$3,381,047.19	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>106,795.00</u>	<u>+ 3.16%</u>
Revised Total	<u>\$3,487,842.19</u>	+ 3.16%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$3,381,047.19.

Approval of this extra will place the authorized status of the contract 3.16% or \$106,795.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1 r. 3

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

CM 1

Extra-Conduit Encased 1-4 inch	1,643.000 Ft @ \$65.00/Ft	<u>\$106,795.00</u>
Total		<u>\$106,795.00</u>

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

A plan revision was issued by the project designers to modify and add conduit locations for future irrigation and street lighting facilities. The contractor was directed to modify the original conduit locations and place additional conduit encased in concrete per the plan revisions. The original pay item for encased conduit depicts the use of trench facilities of other conduits to minimize excavation and reduce costs for encased conduit work. The new conduit locations per the plan revision will not be able to use existing trench locations and additional work was required, including saw cutting, pavement removal, railroad bed removal, and excavation. The extra cost for Extra-Conduit Encased 1-4 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index. This extra work will be partially offset by a future \$87,105.00 reduction in the original bid items; Conduit, Directional Bore, 3 inch; Conduit, Encased, 2, 4 inch; and Conduit, Schedule 40, 4 inch.

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

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

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: FHWA, 81.84%; State Restricted Trunkline, 15.92%; City of Detroit, 2.24%.
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48207.

128. **Extra 2006 - 77**

Control Section/Job Number:	25402-56225	Local Agency Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Six-S, Inc. 2210 Scott Lake Rd. Waterford, MI 48328	
Designed By:	Wade-Trim/Associates, Inc./Rowe, Inc.	
Engineer's Estimate:	\$6,637,206.00	

Description of Project:

Road reconstruction and water main replacement on Pierson Road from Fleming Road to Horton Road in the city of Flint, Genesee County.

Administrative Board Approval Date:	August 3, 2004	
Contract Date:	September 27, 2004	
Original Contract Amount:	\$6,330,511.11	
Total of Overruns/Changes (Approved to Date):	454,415.64	+ 7.18%
Total of Extras/Adjustments (Approved to Date):	384,305.62	+ 6.07%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>13,766.88</u>	+ 0.22%
Revised Total	<u>\$7,182,999.25</u>	+ 13.47%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.25% over the original budget for an **Authorized to Date Amount** of \$7,169,232.37.

Approval of this extra will place the authorized status of the contract 13.47% or \$852,488.14 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-149	11	\$101,260.00	12/20/05
2006-49	16, 19, 21 r. 1	\$19,907.60	04/18/06
2006-72	22 r. 1	\$19,490.75	06/06/06

Contract Modification Number(s): 23 r. 2

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

CM 23

624 E. Pierson, Sanitary Sewer Lead Repair	1.000 Ea @ \$13,766.88/Ea	<u>\$13,766.88</u>
Total		<u>\$13,766.88</u>

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

A homeowner began having problems with their sanitary sewer lead and sewer backups into their house shortly after construction operations were completed on the project. The contractor was directed to investigate the sanitary sewer problems as the lead was not encountered during construction operations. The contractor discovered a collapsed sanitary sewer lead at the back of the curb. The contractor was directed to saw cut and remove and replace a section of curb and gutter to repair the sanitary sewer lead. One month later the sewer backups were again present and the contractor was directed to replace the entire sewer lead to the sanitary sewer main. This work involved saw cutting the pavement and replacing the sanitary sewer lead to the sewer main as the sanitary sewer lead was collapsed in a second location. The sanitary sewer and lead in this area are shallow and the lead was damaged from project work during construction operations. The work is, therefore, considered participating and was incorporated into the project. The extra cost for 624 E. Pierson, Sanitary Sewer Lead Repair is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

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

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

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

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

Funding Source: FHWA, 81.85%; City of Flint, 18.15%.

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

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

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

Selection: Low bid.

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

Zip Code: 48505.

129. **Extra 2006 - 78**

Control Section/Job Number:	39042-78499	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	J. Slagter & Son Construction Co. 1326 142nd Avenue Wayland, MI 49348	
Designed By:	MDOT	
Engineer's Estimate:	\$521,365.71	

Description of Project:

Guardrail upgrading on M-96 from the Kalamazoo River to east of Blalock Street and at various locations on US-131, I-94 and I-196 in Allegan, Kalamazoo, and St. Joseph Counties.

Administrative Board Approval Date:	October 5, 2004	
Contract Date:	November 2, 2004	
Original Contract Amount:	\$1,882,242.77	
Total of Overruns/Changes (Approved to Date):	(4,900.61)	- 0.26%
Total of Extras/Adjustments (Approved to Date):	158,000.79	+ 8.39%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>5,400.00</u>	<u>+ 0.29%</u>
Revised Total	<u>\$2,040,742.95</u>	+ 8.42%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.13% over the original budget for an **Authorized to Date Amount** of \$2,035,342.95.

Approval of this extra will place the authorized status of the contract 8.42% or \$158,500.18 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-030	12	\$84,198.75	04/04/06

Contract Modification Number(s): 14

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

CM 14

Liquidated Damages

\$5,400.00

Total

\$5,400.00

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

Section 108.11.A of the 2003 Standard Specifications for Construction states that the assessment of liquidated damages will be discontinued when the project has been accepted for traffic. Extension of time number 3 revised the project completion date to July 24, 2005. The engineer designated the project as accepted for traffic on July 26, 2005. On a previous contract modification, the contractor was assessed 8 days of liquidated damages for a total of \$7,200. The contractor should have been assessed for 2 days at a total of \$1,800. The extra Liquidated Damages will reimburse the contractor for \$5,400 in liquidated damages that were overcharged. The extra cost for Liquidated Damages is based on Table 108-1 and Section 108.11 of the 2003 Standard Specifications for Construction.

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

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

Purpose/Business Case: To reimburse the contractor for liquidated damages that were charged in error.

Benefit: By reimbursing the contractor, MDOT will be in compliance with the 2003 Standard Specifications for Construction.

Funding Source: FHWA, 100%.

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

Risk Assessment: If the contractor is not reimbursed for liquidated damages that were improperly billed, MDOT has not fulfilled its contractual obligation and is open to legal action by the contractor.

Cost Reduction: Liquidated damages are a fixed amount that is assessed each day the project is not completed per the project schedule. The fixed daily amount is per the 2003 Standard Specifications for Construction.

Selection: Low bid.

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

Zip Code: 49001.

130. **Extra 2006 - 79**

Control Section/Job Number: 82123-52803 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras. This project has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

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

Designed By: MDOT

Engineer's Estimate: \$87,017,186.71

Description of Project:

7.04 miles of pavement reconstruction, cold milling and resurfacing, and 35 structure rehabilitations on I-96 from west of M-39 to Roosevelt Street in the city of Detroit, Wayne County.

Administrative Board Approval Date:	February 15, 2005	
Contract Date:	February 15, 2005	
Original Contract Amount:	\$80,526,088.08	
Total of Overruns/Changes (Approved to Date):	786,569.06	+ 0.98%
Total of Extras/Adjustments (Approved to Date):	5,020,785.10	+ 6.23%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>190,144.73</u>	<u>+ 0.24%</u>
Revised Total	<u>\$86,523,586.97</u>	+ 7.45%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.21% over the original budget for an **Authorized to Date Amount** of \$86,333,442.24.

Approval of this extra will place the authorized status of the contract 7.45% or \$5,997,498.89 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-073	1 r. 1	\$380,033.85	07/05/05
2005-087	10	\$178,928.00	08/02/05
2005-097	11 r. 1, 12	\$336,851.70	09/06/05
2005-098	6 r. 3, 9	\$1,014,054.30	09/06/05
2005-126	16 r. 1	\$455,972.00	11/01/05
2005-148	34 r. 3	\$629,562.35	12/06/05
2006-025	46 r. 1	\$305,457.15	03/07/06
2006-034	50 r. 1	\$189,280.00	03/21/06
2006-060	63 r. 1	\$474,626.25	06/06/06

Contract Modification Number(s): 69 r. 1, 77 r. 1

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

CM 69

Repair Existing Lighting Circuits		\$1,000.00
Temp Type R Curve Arrows	6.000 Ea @ \$78.75/Ea	472.50
Temp Type R Only Legend	6.000 Ea @ \$89.25/Ea	<u>535.50</u>
Total		<u>\$2,008.00</u>

CM 77

Pavt Repr, Reinf Conc, 9 inch Adjustment	2,956.730 Syd @ \$63.63/Syd	\$188,136.73
Total		<u>\$188,136.73</u>

Grand Total

\$190,144.73

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

CM 69

The contractor was directed to repair the existing lighting system at two locations, as they were in a severe state of deterioration. When the extra work was processed on a previous contract modification, a \$1,000 math error was made in MDOT's favor. The extra item Repair Existing Lighting Circuits was previously established and this increase will correct the math error and compensate the contractor for the math error.

The contractor was directed to place temporary pavement marking turning symbols at bridge approaches during staged construction. The pavement markings improved traffic flow and enhanced safety of the motoring public during construction operations. The extra cost for Temp Type R Curve Arrows and Temp Type R Only Legend was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The extra costs were deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

CM 77

It was anticipated during the design phase the reinforced concrete base course would be in poor condition as was previously evident on this segment of roadway during a mill and resurface project that was completed 12 years ago. During construction operations, it became apparent that the previous project had removed all of the concrete base course in poor condition and the remaining base course did not deteriorate. Therefore, the quantity for Pavt Repr, Reinf Conc, 9 inch was decreased by 89 percent from the initial contract quantity. The contractor filed a claim for \$240,000.00 per Section 104.09 of the 2003 Standard Specifications for Construction as the original pay item Pavt Repr, Reinf Conc, 9 inch qualifies as a major item of work per Section 101.03 of the 2003 Standard Specifications for Construction and the decrease in quantity is a significant change, as defined in Section 103.02.B of the 2003 Standard Specifications for Construction. An adjustment was negotiated per Sections 103.02.B and 103.03 of the 2003 Standard Specifications for Construction and the overall cost was reduced to amount of the extra as shown above. The contractor provided a breakdown of costs for the additional cost incurred and negotiations were based on these costs. The cost was deemed reasonable when the adjustment was analyzed with consideration given to the following factors. The contractor had to perform significantly less work spread out over a project six miles in length. This resulted in greater distances between repair locations creating inefficiencies in the staging of concrete pavement repair work. The project was expedited and divided into four stages, which created additional inefficiencies. The contractor incurred increased cost for 800 cubic yards of concrete that had to be bought from an MDOT certified concrete supplier. If the initial contract quantity was not reduced, the contractor could have efficiently produced concrete on site with his own concrete batch plant. The contractor had to arrive at the job site, perform small quantities of work, then leave the job site numerous times during construction operations. If the initial contract quantity was not reduced, the contractor could have remained on site and completed work. The above factors led to a reduced efficiency for the work completed. The negotiated cost was also deemed reasonable when compared to the original bid cost and similar work in the region.

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

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

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

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

Funding Source: FHWA, 87.98%; State Restricted Trunkline, 10.92%; City of Detroit, 1.10%.

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

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

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

Selection: Low bid.

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

Zip Code: 48204, 48223, 48227, 48238.

131. **Extra 2006 - 80**

Control Section/Job Number: 82457-56236 Local Agency Project
 State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.
 State Transportation Commission - Does not meet criteria.
 Contractor: Cadillac Asphalt, LLC
 P O Box 87248
 Canton, MI 48188
 Designed By: Ayres, Lewis, Norris & May, Inc.
 Engineer's Estimate: \$835,678.05

Description of Project:

0.8 kilometers of concrete base widening, bituminous resurfacing with pavement rehabilitation, concrete pavement construction, drainage structures, storm sewer and adjusting drainage structures, pavement marking and restoration on Sheldon Road from Ann Arbor Trail to CSX Railroad, Wayne County.

Administrative Board Approval Date:	July 5, 2005	
Contract Date:	August 1, 2005	
Original Contract Amount:	\$965,495.15	
Total of Overruns/Changes (Approved to Date):	(55,473.43)	- 5.75%
Total of Extras/Adjustments (Approved to Date):	19,063.31	+ 1.97%
Total of Negative Adjustments (Approved to Date):	(5,390.54)	- 0.56%
THIS REQUEST	<u>49,946.51</u>	<u>+ 5.17%</u>
Revised Total	<u>\$973,641.00</u>	+ 0.83%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.34% under the original budget for an **Authorized to Date Amount** of \$923,694.49.

Approval of this extra will place the authorized status of the contract 0.83% or \$8,145.85 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 9 r. 2

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

CM 9		
Pavement Correction – Extra	1.000 LS @ \$49,946.51/LS	<u>\$49,946.51</u>
Total		<u>\$49,946.51</u>

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

During the construction layout phase on Sheldon Road, an inadvertent staking error in alignment produced a narrow pavement width in a 100 meter section of the roadway. The contractor was directed to widen a section of roadway to the required width. This work included an additional 1.1 meters of roadway width, extension of storm sewers, relocation of drainage structures, the removal and replacement of two driveway approaches, and the removal and replacement of sidewalk. The extra work item Pavement Correction – Extra will compensate the contractor for the additional labor, equipment and material to complete the necessary corrections to the roadway and associated facilities. This extra work is 100 percent funded by the local agency. The extra cost for Pavement Correction – Extra was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared to daily records and force account type submittals from the contractor.

Section 103.04 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

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

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

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

Funding Source: FHWA, 81.85%; Wayne County, 18.15% (see above for specific pay item funding).

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

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

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

Selection: Low bid.

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

Zip Code: 48170.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of May 17, 2006.

Respectfully submitted,

Kirk T. Steudle
Director