

E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.? If no, enter N/A:
N/A

2. Proposed Private Use Agreement (0.13 acre) of Lake Superior public trust bottomlands in Grant Township, Keweenaw County.

Applicant: Isle Royale Line Inc. (DEQ File LS 055)

Consideration: \$160 annual fee

- A. Purpose/Business Case (Why should the State do this now?):
To authorize use of State's public trust ownership of the subject Lake Michigan bottomlands under Part 325, Great Lakes Submerged Lands, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (NREPA)
- B. Benefit:
Compliance with Part 325 of the NREPA.
- C. Funding Source/Income to the State:
\$160 annual fee
- D. Commitment Level (is contract cost fixed for the project, is contract optional use, is contract based on estimates therefore no quantity is guaranteed?) or Not applicable (N/A):
N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.? If no, enter N/A):
N/A

3. Proposed Private Use Agreement (0.31 acre) of Lake Michigan public trust bottomlands in East Bay Township, Grand Traverse County.

Applicant: Port Traverse Condominium Association (DEQ File LM 253)

Consideration: \$1,340 annual fee

- A. Purpose/Business Case (Why should the State do this now?):
To authorize use of State's public trust ownership of the subject Lake Michigan bottomlands under Part 325, Great Lakes Submerged Lands, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (NREPA)
- B. Benefit:
Compliance with Part 325 of the NREPA.

C. Funding Source/Income to the State:

\$1,340 annual fee

D. Commitment Level (is contract cost fixed for the project, is contract optional use, is contract based on estimates therefore no quantity is guaranteed?) or Not applicable

(N/A):

N/A

E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.? If no, enter N/A:

N/A

4. Proposed Private Use Agreement (0.31 acre) of Lake Michigan public trust bottomlands in East Bay Township, Grand Traverse County.

Applicant: East Shore Condominium Association (DEQ File LM 254)

Consideration: \$900 annual fee

A. Purpose/Business Case (Why should the State do this now?):

To authorize use of State's public trust ownership of the subject Lake Michigan bottomlands under Part 325, Great Lakes Submerged Lands, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (NREPA)

B. Benefit:

Compliance with Part 325 of the NREPA.

C. Funding Source/Income to the State:

\$900 annual fee

D. Commitment Level (is contract cost fixed for the project, is contract optional use, is contract based on estimates therefore no quantity is guaranteed?) or Not applicable

(N/A):

N/A

E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.? If no, enter N/A:

N/A

5. Proposed Private Use Agreement (2.46 acres) of Lake Michigan public trust bottomlands in Acme Township, Grand Traverse County.

Applicant: Grand Traverse Resort and Spa (DEQ File LM 245)

Consideration: \$3,800 annual fee

- A. Purpose/Business Case (Why should the State do this now?):
To authorize use of State's public trust ownership of the subject Lake Michigan bottomlands under Part 325, Great Lakes Submerged Lands, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (NREPA)
- B. Benefit:
Compliance with Part 325 of the NREPA.
- C. Funding Source/Income to the State:
\$3,800 annual fee
- D. Commitment Level (is contract cost fixed for the project, is contract optional use, is contract based on estimates therefore no quantity is guaranteed?) or Not applicable (N/A):
N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.? If no, enter N/A):
N/A

6. Proposed Marina Lease (3.19 acres) of Lake Michigan public trust bottomlands in the City of Harbor Springs, Emmet County.

Applicant: Walstrom Marine Inc. (DEQ File LM 249)

Consideration: \$14,100 annual fee

- A. Purpose/Business Case (Why should the State do this now?):
To authorize use of State's public trust ownership of the subject Lake Michigan bottomlands under Part 325, Great Lakes Submerged Lands, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (NREPA)
- B. Benefit:
Compliance with Part 325 of the NREPA.

- C. Funding Source/Income to the State:
\$14,100 annual fee
- D. Commitment Level (is contract cost fixed for the project, is contract optional use, is contract based on estimates therefore no quantity is guaranteed?) or Not applicable (N/A):
N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.? If no, enter N/A):
N/A

7. Proposed Filled Bottomlands Deed to 0.02 acre of Lake St. Clair public trust bottomlands in the City of New Baltimore, Macomb County.

Applicant: Redwood Investments LLC (DEQ File LS 648)

Consideration: \$900 fee

- A. Purpose/Business Case (Why should the State do this now?):
To authorize use of State's public trust ownership of the subject Lake Michigan bottomlands under Part 325, Great Lakes Submerged Lands, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (NREPA)
- B. Benefit:
Compliance with Part 325 of the NREPA.
- C. Funding Source/Income to the State:
\$900 fee
- D. Commitment Level (is contract cost fixed for the project, is contract optional use, is contract based on estimates therefore no quantity is guaranteed?) or Not applicable (N/A):
N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.? If no, enter N/A):
N/A

8. Proposed Filled Bottomlands Deed to 0.15 acre of Lake Huron public trust bottomlands in Alpena Township, Alpena County.

Applicant: Erwin and Mary Lewandowski (DEQ File LH 462)

Consideration: \$900 fee

- A. Purpose/Business Case (Why should the State do this now?):
To authorize use of State's public trust ownership of the subject Lake Michigan bottomlands under Part 325, Great Lakes Submerged Lands, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (NREPA)
- B. Benefit:
Compliance with Part 325 of the NREPA.
- C. Funding Source/Income to the State:
\$900 fee
- D. Commitment Level (is contract cost fixed for the project, is contract optional use, is contract based on estimates therefore no quantity is guaranteed?) or Not applicable (N/A):
N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.? If no, enter N/A):
N/A

Elizabeth M. Browne, Acting Chief
Land and Water Management Division
Department of Environmental Quality

Date

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: December 13, 2006– Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: December 19, 2006 – Lake Ontario Room,
3rd Floor, Michigan Library and Historical Center, 11:00 AM

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.	A/J Landscaping	Low Bid:	\$89,180
	P.O. Box 205	Engineer's Estimate:	\$113,750
	Stanwood, MI 49346	Over/Under:	-21.6%

Description of Work: Rest Area Maintenance

Approval is requested to authorize the Mecosta County Road Commission to award a subcontract for rest area maintenance at Rest Area #534 on US-131 in Mecosta County. The project was advertised, and four bids were received. The low bidder was selected. The contract will be in effect from date of award through September 30, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for roadside park maintenance at Rest Area #534 on US-131 in Mecosta County.

Benefit: Will provide the most cost effective janitorial services for this facility.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the work is not performed, the rest area will be closed due to unsafe and unsanitary conditions.

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: 49346.

2.	Hi-Tech Building Services, Inc. 6578 Roger Drive Jenison, MI 49428	Low Bid Engineer's Estimate: Over/Under:	\$678,655.00 \$788,688.40 -14%
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Description of Work: Rest Area Maintenance

Approval is requested to authorize the Kent County Road Commission to award a five-year subcontract for rest area maintenance at two rest areas and one roadside park in Kent County. The project was advertised, and three bids were received. The low bidder was awarded the contract. The contract will be in effect from date of award through September 30, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for roadside park maintenance at two rest areas and a roadside park in Kent County.

Benefit: The contract provides for the most cost effective means of performing the maintenance functions of these facilities.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the work is not performed, the rest areas and roadside park will be closed due to unsafe and unsanitary conditions.

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: 49428.

CONTRACTS

3. HIGHWAYS (Real Estate) – Resolution “A” (Sale to Abutting Owner)
Tract 1002, Control Section 50014, Parcel 712, Part F

The subject tract is located in the city of Sterling Heights, Macomb County, Michigan, and contains approximately 0.99 acres. The tract has one abutting owner. Selling the tract to anyone other than the abutting owner would diminish the value of the abutting owner’s property because of the configuration of the subject tract relative to that property. The tract was appraised by Robert Scherer, Appraisal and Consulting Services, an independent fee appraiser, on August 30, 2006, at \$225,000. The appraisal was reviewed by Bonnie Bowers, Metro Region Property Analyst, on September 14, 2006, at the amount of \$225,000. The appraised tract was approved for sale by Paul Sander, Metro Region Appraisal Manager, on October 2, 2006, for the amount of \$225,000. The sole abutting owner, JRD Properties, LLC, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$45,000, which represents a 20 percent bid deposit. The tract was offered to the local municipalities per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

\$225,000

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

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

Funding Source: N/A - revenue generating.

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

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

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

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48310.

4. HIGHWAYS (Real Estate) – Resolution “B” (Relinquishment of Easement)
Tract 939, Control Section 83012, Parcel 84, Part A

The subject tract is located in the township of Springville, Wexford County, Michigan, and contains approximately 0.32 acres. The easement rights previously granted to MDOT are no longer required for highway purposes. The relinquishment was requested by MDOT’s Cadillac Transportation Service Center because the easement is no longer needed for highway purposes. Relinquishing the easement will remove MDOT’s liability on this property. The relinquishment processing fee of \$500 has been waived because MDOT is requesting the release. The relinquishment was approved by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on November 11, 2006. The property was not offered to the local municipalities because MDOT does not own the underlying fee. The property has been declared excess by the Bureau of Highways – Development.

\$0

Purpose/Business Case: The purpose of excess property relinquishments is to dispose of state-owned excess property by relinquishment to state agencies, local units of government, or private parties. The relinquishment of excess property returns revenue to the state or minimizes capital outlay.

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

Funding Source: N/A - revenue generating.

Commitment Level: Releases of highway easements and releases of reversionary interests are processed for an established fee of \$500. The fee may be waived if it is in the best interest of MDOT.

Risk Assessment: If excess property is not relinquished, the amount of state revenue will be reduced.

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

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49668.

5. *AERONAUTICS AND FREIGHT (Aeronautics) - Reverter Clause Release

Memorandum of Agreement (MOA) (2007-0320) between MDOT and the Clare County Board of Commissioners will provide for MDOT to release Clare County from a reverter clause specifying that the property must be used for aeronautical purposes that MDOT placed on a portion of airport property at the Clare County Airport in Harrison, Michigan. This will allow Clare County to sell the property at fair market value and to reimburse MDOT all proceeds from the sale over a ten-year period or to invest an equal amount in airport improvement projects. The MOA will be in effect from the date of award through ten years. This is a zero dollar MOA.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To provide Clare County with release from the reverter that MDOT placed on the airport property. In 1948, MDOT deeded the property to Clare County with a reverter clause stipulating that the property would be used for aeronautical purposes. The County wishes to sell a portion of the property at fair market value. MDOT has determined that the portion of the property to be sold is no longer needed for aeronautical purposes. The county will reimburse MDOT all proceeds from the sale over a ten-year period or will invest an equal amount in airport improvement projects for the Clare County Airport.

Benefit: The sale of the airport property will provide economic benefits to the community through airport improvement projects and expanding businesses.

Funding Source: This is a zero dollar MOA. However, proceeds from the sale of the property will be invested in the airport or reimbursed to MDOT.

Commitment Level: The County will establish fair market value by obtaining an appraisal that will be approved by both MDOT and the County.

Risk Assessment: If this MOA is not approved, related economic benefits to the community will not be realized.

Cost Reduction: There will be no cost to MDOT.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48625.

6. AERONAUTICS AND FREIGHT (Aeronautics) - Airport Layout Plan Update

Contract (2007-0360) between MDOT and the City of Charlevoix will provide federal and state grant funds for the update of the airport layout plan (phase 1) at the Charlevoix Municipal Airport in Charlevoix, 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 three years. The estimated project amount will be \$10,700. Source of Funds: FAA Funds - \$10,165; State Restricted Aeronautics Funds - \$267; City of Charlevoix Funds - \$268.

Purpose/Business Case: To provide for the update of the airport layout plan (phase 1). The update will include a user study to determine how many larger aircraft are using the airport and if a longer runway is needed.

Benefit: Will meet current FAA standards and requirements.

Funding Source: FAA Funds - \$10,165; State Restricted Aeronautics Funds - \$267; City of Charlevoix Funds - \$268; Contract Total - \$10,700.

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.

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

Selection: N/A.

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

Zip Code: 49720.

7. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (23002-89238) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad (GTW) will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of Stewart Road in Eaton County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Eaton County Road Commission and approved on October 25, 2006. The project cost is estimated at \$160,000. Source of Funds: Federal Highway Administration Funds - \$96,000; FY 2007 State Restricted Trunkline Funds - \$64,000.

Purpose/Business Case: The project will provide for the installation of flashing-light signals and half-roadway gates at the existing grade crossing of GTW with Stewart Road in Eaton County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Eaton County Road Commission, GTW, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$96,000; FY 2007 State Restricted Trunkline Funds - \$64,000.

Commitment Level: The contract cost is based on a field estimate. All costs will be paid on a force account basis.

Risk Assessment: This crossing is currently equipped with passive warning devices. The installation of flashing-light signals and half-roadway gates will reduce motorist exposure to risk by 86 percent.

Cost Reduction: The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Eaton County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48813.

8. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (23007-89233) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad (GTW) will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of Fairview Highway in Eaton County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Eaton County Road Commission and approved on October 25, 2006. The project cost is estimated at \$160,000. Source of Funds: Federal Highway Administration Funds - \$96,000; FY 2007 State Restricted Trunkline Funds - \$64,000.

Purpose/Business Case: The project will provide for the installation of flashing-light signals and half-roadway gates at the existing grade crossing of GTW with Fairview Highway in Eaton County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Eaton County Road Commission, GTW, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$96,000; FY 2007 State Restricted Trunkline Funds - \$64,000.

Commitment Level: The contract cost is based on a field estimate. All costs will be paid on a force account basis.

Risk Assessment: This crossing is currently equipped with passive warning devices. The installation of flashing-light signals and half-roadway gates will reduce motorist exposure to risk by 86 percent.

Cost Reduction: The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Eaton County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48813.

9. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work
Authorization (23016-89240) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad (GTW) will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of Pinch Highway in Eaton County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Eaton County Road Commission and approved on October 25, 2006. The project cost is estimated at \$160,000. Source of Funds: Federal Highway Administration Funds - \$96,000; FY 2007 State Restricted Trunkline Funds - \$64,000.

Purpose/Business Case: The project will provide for the installation of flashing-light signals and half-roadway gates at the existing grade crossing of GTW with Pinch Highway in Eaton County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Eaton County Road Commission, GTW, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$96,000; FY 2007 State Restricted Trunkline Funds - \$64,000.

Commitment Level: The contract cost is based on a field estimate. All costs will be paid on a force account basis.

Risk Assessment: This crossing is currently equipped with passive warning devices. The installation of flashing-light signals and half-roadway gates will reduce motorist exposure to risk by 86 percent.

Cost Reduction: The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Eaton County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48813.

10. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work
Authorization (25005-89045) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad (GTW) will provide funding for the installation of new side-of-street flashers, half-roadway gates, and appropriate activation circuitry at GTW's grade crossing of Cummings Road in Genesee County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Genesee County Road Commission and approved on October 11, 2006. The project cost is estimated at \$180,000. Source of Funds: Federal Highway Administration Funds - \$72,000; FY 2007 State Restricted Trunkline Funds - \$108,000.

Purpose/Business Case: The project will provide for the installation of new side-of-street flashers, half-roadway gates, and appropriate activation circuitry at the existing grade crossing of GTW with Cummings Road in Genesee County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new flashing-light signals, half-roadway gates, and circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$72,000; FY 2007 State Restricted Trunkline Funds - \$108,000.

Commitment Level: The contract cost is based on GTW's field estimate and will be paid on a force account basis.

Risk Assessment: This crossing is currently equipped with a passive crossbuck and stop signs. The installation of active warning devices will reduce motorist exposure to risk by 86 percent.

Cost Reduction: The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Genesee County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48423.

11. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (58003-89250) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad (GTW) will provide funding for the installation of new side-of-street flashers, one half-roadway gate, and appropriate activation circuitry at GTW's grade crossing of Newport Road in Monroe County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Monroe County Road Commission and approved on October 18, 2006. The project cost is estimated at \$160,000. Source of Funds: Federal Highway Administration Funds - \$96,000; FY 2007 State Restricted Trunkline Funds - \$64,000.

Purpose/Business Case: The project will provide for the installation of new side-of-street flashers, one half-roadway gate, and appropriate activation circuitry at the existing grade crossing of GTW with Newport Road in Monroe County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new flashing-light signals, one half-roadway gate, and circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$96,000; FY 2007 State Restricted Trunkline Funds - \$64,000.

Commitment Level: The contract cost is based on GTW's field estimate and will be paid on a force account basis.

Risk Assessment: This crossing is currently equipped with a passive crossbuck and stop signs. The installation of active warning devices will reduce motorist exposure to risk by 86 percent.

Cost Reduction: The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Monroe County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48166.

12. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (58005-89251) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad (GTW) will provide funding for the installation of new side-of-street flashers, one half-roadway gate, and appropriate activation circuitry at GTW's grade crossing of Victory Road in Monroe County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Monroe County Road Commission and approved on October 18, 2006. The project cost is estimated at \$160,000. Source of Funds: Federal Highway Administration Funds - \$96,000; FY 2007 State Restricted Trunkline Funds - \$64,000.

Purpose/Business Case: The project will provide for the installation of new side-of-street flashers, one half-roadway gate, and appropriate activation circuitry at the existing grade crossing of GTW with Victory Road in Monroe County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new flashing-light signals, one half-roadway gate, and circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$96,000; FY 2007 State Restricted Trunkline Funds - \$64,000.

Commitment Level: The contract cost is based on GTW's field estimate and will be paid on a force account basis.

Risk Assessment: This crossing is currently equipped with a passive crossbuck and stop signs. The installation of active warning devices will reduce motorist exposure to risk by 86 percent.

Cost Reduction: The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Monroe County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48133.

13. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (67009-89220) under Master Agreement (94-0804), dated July 28, 1994, between MDOT and Tuscola & Saginaw Bay Railway Company, Inc. (TSB), will provide funding for the installation of half-roadway gates and flashing-light signals at the grade crossing of 20th Avenue in Osceola County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Osceola County Road Commission and approved on September 28, 2006. The project cost is estimated at \$123,019.69. Source of Funds: Federal Highway Administration Funds - \$73,811.81; FY 2007 State Restricted Trunkline Funds - \$49,207.88.

Purpose/Business Case: The project will provide for the addition of half-roadway gates and flashing-light signals at the existing grade crossing of TSB with 20th Avenue in Osceola County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Osceola County Road Commission, TSB, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$73,811.81; FY 2007 State Restricted Trunkline Funds - \$49,207.88.

Commitment Level: The contract cost is based on a detailed estimate. All costs will be paid on a force account basis.

Risk Assessment: This crossing is currently equipped with passive warning devices. The installation of half-roadway gates and flashing-light signals will reduce motorist exposure to risk by 86 percent.

Cost Reduction: The work will be performed by TSB on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of TSB and the Osceola County Road Commission.

Selection: NA.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49665.

14. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work
Authorization (23030-89262) under Master Agreement (94-0805), dated April 24, 1995, between MDOT and CSX Transportation Inc. (CSX), will provide funding for the addition of half-roadway gates at the grade crossing of Charlotte Street in the village of Mulliken, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Village of Mulliken and approved on October 25, 2006. The project cost is estimated at \$175,000. Source of Funds: Federal Highway Administration Funds - \$105,000; FY 2007 State Restricted Trunkline Funds - \$70,000.

Purpose/Business Case: The project will add half-roadway gates at the existing grade crossing of CSX with Charlotte Street in the village of Mulliken, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Village of Mulliken, CSX, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$105,000; FY 2007 State Restricted Trunkline Funds - \$70,000.

Commitment Level: The contract cost is based on a field estimate. All costs will be paid on a force account basis.

Risk Assessment: This crossing is currently equipped with flashing-light-signals and cantilevers. Adding half-roadway gates will provide additional protection for motorists.

Cost Reduction: The work will be performed by CSX on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the Village of Mulliken.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48861.

15. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work
Authorization (21007-89242) under Master Agreement (94-1046), dated September 1, 1994, between MDOT and Wisconsin Central Ltd. (WC) will provide funding for the installation of new side-of-street flashers, half-roadway gates, and appropriate activation circuitry at WC's grade crossing of County Road D-8 in Delta County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Delta County Road Commission and approved on October 17, 2006. The project cost is estimated at \$180,000. Source of Funds: Federal Highway Administration Funds - \$108,000; FY 2007 State Restricted Trunkline Funds - \$72,000.

Purpose/Business Case: The project will provide for the installation of new side-of-street flashers, half-roadway gates, and appropriate activation circuitry at the existing grade crossing of WC with County Road D-8 in Delta County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new flashing-light signals, half-roadway gates, and circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$108,000; FY 2007 State Restricted Trunkline Funds - \$72,000.

Commitment Level: The contract cost is based on WC's field estimate and will be paid on a force account basis.

Risk Assessment: This crossing is currently equipped with passive crossbuck signs. The installation of active warning devices will reduce motorist exposure to risk by 89 percent.

Cost Reduction: The work will be performed by WC on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of WC and the Delta County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49837.

16. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (21007-89244) under Master Agreement (94-1046), dated September 1, 1994, between MDOT and Wisconsin Central Ltd. (WC) will provide funding for the installation of new side-of-street flashers, half-roadway gates, and appropriate activation circuitry at WC's grade crossing of County Road D-6 in Delta County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Delta County Road Commission and approved on October 17, 2006. The project cost is estimated at \$180,000. Source of Funds: Federal Highway Administration Funds - \$108,000; FY 2007 State Restricted Trunkline Funds - \$72,000.

Purpose/Business Case: The project will provide for the installation of new side-of-street flashers, half-roadway gates, and appropriate activation circuitry at the existing grade crossing of WC with County Road D-6 in Delta County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new flashing-light signals, half-roadway gates, and circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. FY 2007 State Restricted Trunkline Funds - \$72,000, Federal Highway Administration Funds - \$108,000.

Commitment Level: The contract cost is based on WC's field estimate and will be paid on a force account basis.

Risk Assessment: This crossing is currently equipped with passive crossbuck signs. The installation of active warning devices will reduce motorist exposure to risk by 89 percent.

Cost Reduction: The work will be performed by WC on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of WC and the Delta County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49837.

17. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (13066-89230) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway Company (NS) will provide funding for the installation of half-roadway gates and a sidelight (facing Michigan Street) at the grade crossing of North Clinton Street in the city of Albion, Calhoun County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Albion and approved on October 12, 2006. The project cost is estimated at \$200,000. Source of Funds: Federal Highway Administration Funds - \$120,000; FY 2007 State Restricted Trunkline Funds - \$80,000.

Purpose/Business Case: The project will provide for the addition of half-roadway gates and a sidelight at the existing grade crossing of NS with North Clinton Street in the city of Albion, Calhoun County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the City of Albion, NS, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130 and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$120,000; FY 2007 State Restricted Trunkline Funds - \$80,000.

Commitment Level: The contract cost is based on a field estimate. All costs will be paid on a force account basis.

Risk Assessment: This crossing is currently equipped with flashing-light-signals. The installation of half-roadway gates and a sidelight will reduce motorist exposure to risk by 63 percent.

Cost Reduction: The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the City of Albion.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49224.

18. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (41005-89231) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway Company (NS) will provide funding for the upgrade of the flashing-light signals at the grade crossing of 76th Street in Kent County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Kent County Road Commission and approved on October 17, 2006. The project cost is estimated at \$175,000. Source of Funds: Federal Highway Administration Funds - \$105,000; FY 2007 State Restricted Trunkline Funds - \$70,000.

Purpose/Business Case: The project will upgrade the flashing-light signals at the existing grade crossing of NS with 76th Street in Kent County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Kent County Road Commission, NS, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$105,000; FY 2007 State Restricted Trunkline Funds - \$70,000.

Commitment Level: The contract cost is based on a field estimate. All costs will be paid on a force account basis.

Risk Assessment: This crossing is currently equipped with 8" flashing-light-signals and cantilevers. Upgrading to 12-inch light-emitting diode lenses will provide additional protection for motorists.

Cost Reduction: The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Kent County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49509.

19. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work
Authorization (41005-89232) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway Company (NS) will provide funding for the installation of half-roadway gates and upgrade flashing-light signals at the grade crossing of 100th Street in Kent County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Kent County Road Commission and approved on October 17, 2006. The project cost is estimated at \$175,000. Source of Funds: Federal Highway Administration Funds - \$105,000; FY 2007 State Restricted Trunkline Funds - \$70,000.

Purpose/Business Case: The project will provide for the addition of half-roadway gates and the upgrade of flashing-light signals at the existing grade crossing of NS with 100th Street in Kent County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Kent County Road Commission, NS, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130 and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds- \$105,000; FY 2007 State Restricted Trunkline Funds- \$70,000.

Commitment Level: The contract cost is based on a field estimate. All costs will be paid on a force account basis.

Risk Assessment: This crossing is currently equipped with eight-inch flashing-light-signals and cantilevers. The installation of half-roadway gates and 12-inch light-emitting diode lenses will reduce motorist exposure to risk by 63 percent

Cost Reduction: The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Kent County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49313.

20. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work
Authorization (46005-89253) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway Company (NS) will provide funding for the replacement of the existing passive warning devices with new side-of-street flashers, three-quarter roadway gates, and appropriate activation circuitry at NS's grade crossing of County Line Road in Monroe County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Monroe County Road Commission and approved on November 8, 2006. The project cost is estimated at \$175,000. Source of Funds: Federal Highway Administration Funds - \$105,000; FY 2007 State Restricted Trunkline Funds - \$70,000.

Purpose/Business Case: The project will provide for the installation of new side-of-street flashers, three-quarter roadway gates, and appropriate activation circuitry at the existing grade crossing of NS with County Line Road in Monroe County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new flashing-light signals, three-quarter roadway gates, and circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$105,000; FY 2007 State Restricted Trunkline Funds - \$70,000.

Commitment Level: The contract cost is based on NS's field estimate and will be paid on a force account basis.

Risk Assessment: This crossing is currently equipped with a passive crossbuck and stop signs. The installation of active warning devices will reduce motorist exposure to risk by 86 percent.

Cost Reduction: The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Monroe County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48160.

21. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (46011-89229) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway Company (NS) will provide funding for the replacement of the existing passive warning devices with new side-of-street flashers, half-roadway gates, and appropriate activation circuitry at NS's grade crossing of West Gier Road in Lenawee County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Lenawee County Road Commission and approved on October 30, 2006. The project cost is estimated at \$175,000. Source of Funds: Federal Highway Administration Funds - \$105,000; FY 2007 State Restricted Trunkline Funds - \$70,000.

Purpose/Business Case: The project will provide for the installation of new side-of-street flashers, half-roadway gates, and appropriate activation circuitry at the existing grade crossing of NS with West Gier Road in Lenawee County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new flashing-light signals, half-roadway gates, and circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$105,000; FY 2007 State Restricted Trunkline Funds - \$70,000.

Commitment Level: The contract cost is based on NS's field estimate and will be paid on a force account basis.

Risk Assessment: This crossing is currently equipped with a passive crossbuck and stop signs. The installation of active warning devices will reduce motorist exposure to risk by 86 percent.

Cost Reduction: The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Lenawee County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49221.

22. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (46012-89252) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway Company (NS) will provide funding for the replacement of the existing passive warning devices with new side-of-street flashers, half-roadway gates, and appropriate activation circuitry at NS's grade crossing of Ingall Highway in Lenawee County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Lenawee County Road Commission and approved on October 30, 2006. The project cost is estimated at \$175,000. Source of Funds: Federal Highway Administration Funds - \$105,000; FY 2007 State Restricted Trunkline Funds - \$70,000.

Purpose/Business Case: The project will provide for the installation of new side-of-street flashers, half-roadway gates, and appropriate activation circuitry at the existing grade crossing of NS with Ingall Highway in Lenawee County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new flashing-light signals, half-roadway gates, and circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$105,000; FY 2007 State Restricted Trunkline Funds - \$70,000.

Commitment Level: The contract cost is based on NS's field estimate and will be paid on a force account basis.

Risk Assessment: This crossing is currently equipped with a passive crossbuck and stop signs. The installation of active warning devices will reduce motorist exposure to risk by 86 percent.

Cost Reduction: The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Lenawee County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49256.

23. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (12014-89258) under Master Agreement (94-1667), dated October 4, 1994, between MDOT and Indiana Northeastern Railroad Company (IN) will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of Ridge Road in Branch County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Branch County Road Commission and approved on November 16, 2006. The project cost is estimated at \$138,213.48. Source of Funds: Federal Highway Administration Funds - \$82,928.10; FY 2007 State Restricted Trunkline Funds - \$55,285.38.

Purpose/Business Case: The project will provide for the installation of flashing-light signals and half-roadway gates at the existing grade crossing of IN with Ridge Road in Branch County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Branch County Road Commission, IN, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$82,928.10; FY 2007 State Restricted Trunkline Funds - \$55,285.38.

Commitment Level: The contract cost is based on IN's detailed estimate. All costs will be paid on a force account basis.

Risk Assessment: This crossing is currently equipped with passive warning devices. The installation of flashing-light signals and half-roadway gates will reduce motorist exposure to risk by 89 percent.

Cost Reduction: The work will be performed by IN on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of IN and the Branch County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49082.

24. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work
Authorization (12060-89254) under Master Agreement (94-1667), dated October 4, 1994, between MDOT and Indiana Northeastern Railroad Company (IN) will provide funding for the installation of flashing-light signals, side-light, and half-roadway gates at the grade crossing of Willowbrook Road in the city of Coldwater, Branch County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Coldwater and approved on October 30, 2006. The project cost is estimated at \$133,726.20. Source of Funds: Federal Highway Administration Funds - \$80,235.72; FY 2007 State Restricted Trunkline Funds – \$53,490.48.

Purpose/Business Case: The project will provide for the installation of flashing-light signals, side-light, and half-roadway gates at the existing grade crossing of IN with Willowbrook Road in the city of Coldwater, Branch County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the City of Coldwater, IN, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$80,235.72; FY 2007 State Restricted Trunkline Funds - \$53,490.48.

Commitment Level: The contract cost is based on IN's detailed estimate. All costs will be paid on a force account basis.

Risk Assessment: This crossing is currently equipped with passive warning devices. The installation of flashing-light signals, side-light, and half-roadway gates will reduce motorist exposure to risk by 89 percent.

Cost Reduction: The work will be performed by IN on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of IN and the City of Coldwater.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49036.

25. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work
Authorization (12060-89256) under Master Agreement (94-1667), dated October 4, 1994, between MDOT and Indiana Northeastern Railroad Company (IN) will provide funding for the installation of flashing-light signals, side-light, and half-roadway gates at the grade crossing of Michigan Avenue in the city of Coldwater, Branch County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Coldwater and approved on October 30, 2006. The project cost is estimated at \$139,604.46. Source of Funds: Federal Highway Administration Funds - \$83,762.68; FY 2007 State Restricted Trunkline Funds - \$55,841.78.

Purpose/Business Case: The project will provide for the installation of flashing-light signals, side-light, and half-roadway gates at the existing grade crossing of IN with Michigan Avenue in the city of Coldwater, Branch County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the City of Coldwater, IN, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$83,762.68 and FY 2007 State Restricted Trunkline Funds - \$55,841.78.

Commitment Level: The contract cost is based on IN's detailed estimate. All costs will be paid on a force account basis.

Risk Assessment: This crossing is currently equipped with passive warning devices. The installation of flashing-light signals, side-light, and half-roadway gates will reduce motorist exposure to risk by 89 percent.

Cost Reduction: The work will be performed by IN on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of IN and the City of Coldwater.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49036.

26. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (12060-89259) under Master Agreement (94-1667), dated October 4, 1994, between MDOT and Indiana Northeastern Railroad Company (IN) will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of Fiske Road in the city of Coldwater, Branch County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Branch County Road Commission and approved on November 11, 2006. The project cost is estimated at \$150,527.67. Source of Funds: Federal Highway Administration Funds - \$90,316.60; FY 2007 State Restricted Trunkline Funds - \$60,211.07.

Purpose/Business Case: The project will provide for the installation of flashing-light signals and half-roadway gates at the existing grade crossing of IN with Fiske Road in the city of Coldwater, Branch County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the City of Coldwater, the Branch County Road Commission, IN, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$90,316.60; FY 2007 State Restricted Trunkline Funds - \$60,211.07.

Commitment Level: The contract cost is based on IN's detailed estimate. All costs will be paid on a force account basis.

Risk Assessment: This crossing is currently equipped with passive warning devices. The installation of flashing-light signals and half-roadway gates will reduce motorist exposure to risk by 89 percent.

Cost Reduction: The work will be performed by IN on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of IN and the Branch County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49036.

27. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (30013-89261) under Master Agreement (94-1667), dated October 4, 1994, between MDOT and Indiana Northeastern Railroad Company (IN) will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of Card Road in Hillsdale County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Hillsdale County Road Commission and approved on October 12, 2006. The project cost is estimated at \$151,572.20. Source of Funds: Federal Highway Administration Funds - \$90,943.32; FY 2007 State Restricted Trunkline Funds - \$60,628.88.

Purpose/Business Case: The project will provide for the installation of flashing-light signals and half-roadway gates at the existing grade crossing of IN with Card Road in Hillsdale County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Hillsdale County Road Commission, IN, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds- \$90,943.32; FY 2007 State Restricted Trunkline Funds- \$60,628.88.

Commitment Level: The contract cost is based on IN's detailed estimate. All costs will be paid on a force account basis.

Risk Assessment: This crossing is currently equipped with passive warning devices. The installation of flashing-light signals and half-roadway gates will reduce motorist exposure to risk by 89 percent.

Cost Reduction: The work will be performed by IN on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of IN and the Hillsdale County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49274.

28. HIGHWAYS - IDS University Research Services

Authorization Revision (Z10/R1) under Contract (2002-0532) between MDOT and Michigan State University will extend the authorization term by approximately one year to provide sufficient time for the university to complete the research services. The additional time is needed for field data collection because the initiation of field monitoring and the identification of parameters of influence for bridge abutment distress were delayed. The original authorization provides for the identification of causes of bridge abutment distress and the development of strategies for relieving structural distress in bridge abutments. The revised authorization term will be December 27, 2004, through December 31, 2007. The authorization amount remains unchanged at \$239,383. The contract term is September 10, 2003, through September 10, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: Will extend the authorization term by approximately one year to provide sufficient time for the university to complete the research services.

Benefit: Will allow MDOT to forecast potential abutment problems to improve future maintenance and the design of bridges.

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

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

Risk Assessment: If this project is not approved, an effective strategy for relieving structural distress in bridge abutments may not be found and continued maintenance of distressed bridge abutments may be required.

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

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

New Project Identification: This is not a new project.

Zip Code: 48824.

29. HIGHWAYS - IDS University Research Services

Authorization Revision (Z8/R2) under Contract (2003-0063) between MDOT and Michigan Technological University (MTU) will extend the authorization term by five months to provide sufficient time for MTU to complete the research services. The additional time is needed because of delays caused by equipment complications and difficulties with the saturation process. The original authorization provides for the development and testing of an enhanced aggregate modulus testing apparatus at the limits of gradation and varying degrees of support. The revised authorization term will be September 8, 2004, through May 31, 2007. The authorization amount remains unchanged at \$229,392. The contract term is September 12, 2003, through September 12, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: Will extend the authorization term by five months to provide sufficient time for MTU to complete the research services. The additional time is needed because of delays caused by equipment complications and difficulty with the saturation process.

Benefit: Will allow the research services and the final report to be completed to provide a clearer understanding of the support provided by the aggregate bases under MDOT's pavements, which will improve the quality of future construction and extend pavement life.

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

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

Risk Assessment: If the revision is not approved, MDOT will not receive adequate research analysis to help improve the quality of future construction to extend pavement life.

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; N/A for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48909.

30. HIGHWAYS – IDS Time Extension

Amendatory Contract (2003-0680/A1) between MDOT and L. S. Engineering, Inc., will extend the contract term by approximately two years to provide sufficient time for the consultant to complete ongoing projects, including work under authorizations (Z3) and (Z6), for which additional time is needed for professional assistance to the Office of the Attorney General regarding specific court cases. The original contract provides for professional services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be October 13, 2003, through January 13, 2009. The maximum contract amount remains unchanged at \$500,000. 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 contract.

Purpose/Business Case: To extend the contract term to provide sufficient time for the consultant to complete an ongoing services under authorizations (Z3) and (Z6). No new authorizations will be issued under this contract.

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 original contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

31. HIGHWAYS – IDS Claims Review Services

Authorization Revision (Z3/R2) under Contract (2003-0680) between MDOT and L. S. Engineering, Inc., will extend the authorization term by approximately two years to provide time for the consultant to continue to provide the services. The additional time is needed to allow the consultant to compile information, perform additional claims reviews, and provide expert testimony in a deposition and/or in court. The original authorization provides for claims review services, including professional assistance and expert testimony, to be performed on an as-needed basis for the Office of the Attorney General in conjunction with a court case for the City of Ann Arbor. The revised authorization term will be June 17, 2005, through January 13, 2009. The authorization amount remains unchanged at \$98,973.22. The contract term will be October 13, 2003, through January 13, 2009. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization term by approximately two years to provide sufficient time for the consultant to complete the services.

Benefit: The Office of the Attorney General will have the needed professional services to support its legal work for MDOT related to the case.

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

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

Risk Assessment: If this revision is not approved, the consultant cannot complete the services and the Office of the Attorney General will not have the professional services needed to support its legal work for MDOT related to the case.

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 and for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48909.

32. HIGHWAYS - IDS Claims Review Services

Authorization Revision (Z6/R1) under Contract (2003-0680) between MDOT and L. S. Engineering, Inc., will provide for the performance of additional professional services, will increase the authorization amount by \$95,389.29, and will extend the authorization term by approximately two years to provide sufficient time for the consultant to complete the services. The consultant will complete pre-trial preparations, compile information, perform additional claims reviews, and provide expert testimony in a deposition and/or in court. The original authorization provides for preliminary claims assistance to the Office of the Attorney General regarding the M-59 reconstruction project in Macomb County to be performed on an as-needed basis (CS 50023 – JN 03120A). The revised authorization term will be November 8, 2006, through January 13, 2009. The revised authorization amount will be \$119,868.65. The contract term will be October 13, 2003, through January 13, 2009. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for additional professional services, to increase the authorization amount, and to extend the authorization term by approximately two years to provide sufficient time for the consultant to complete the services.

Benefit: The Office of the Attorney General will have needed professional services to support its legal work for MDOT related to the case.

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

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

Risk Assessment: If this revision is not approved, the Office of the Attorney General will not have the needed professional services to support its legal work for MDOT related to the case.

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 and for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48909.

33. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z10/R2) under Contract (2004-0226) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will provide for the performance of project management oversight services for three additional university research projects, will increase the authorization amount by \$298,994.59, and will extend the authorization term by two years to provide sufficient time for the consultant to complete the services. The additional research projects are multi-year projects with 2009 completion dates. The original authorization provides for the performance of research project management services for MDOT's university research program. The revised authorization term will be October 5, 2004, through May 3, 2009. The revised authorization amount will be \$445,796.41. The contract term is May 4, 2004, through May 3, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of project management oversight for three additional university research projects, to increase the authorization amount by \$298,994.59, and to extend the authorization term by two years.

Benefit: Will provide MDOT with additional data and insight on the value and practicality of using consultant oversight services for the university research program.

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 State Planning and Research Part II funding for these assigned university research projects would be in jeopardy if the continuity of consultant project management were interrupted prior to university research project completion and MDOT acceptance.

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: 48917.

34. ***HIGHWAYS - Increase Services and Amount**

Amendatory Contract (2004-0808/A3) between MDOT and The Corradino Group of Michigan, Inc., will provide for the performance of additional services related to the preparation of the Environmental Impact Statement through the record of decision (ROD) for a new Detroit River International Crossing located within the geographic area of the cities of Detroit, Ecorse, River Rouge, and Wyandotte in Wayne County and will increase the contract amount by \$9,982,461. The additional services will include geotechnical analysis and services for additional public involvement, including the use of a drilling program ombudsman. The original contract provides for the performance of a study for all work related to the route planning and Environmental Impact Statement through the ROD for a new Detroit River International Crossing, including the preparation of documentation for approval under the United States National Environmental Policy Act (NEPA) and the coordination of NEPA activities with the Canadian Environmental Assessment Act and the Ontario Environmental Assessment Act. The contract term remains unchanged, December 27, 2004, through December 31, 2008. The revised contract amount will be \$31,458,226. Source of Funds: 80% Federal Highway Administration (FHWA) Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional services necessary for the preparation of the Environmental Impact Statement through the ROD for a new Detroit River International Crossing and to increase the contract amount by \$9,982,461.

The original selection was based on the Brooks Act.

The amendment to retain the services of the original consultant (Sole/Best Source) has been approved by MDOT and FHWA.

Ninety-three percent of the total dollar amount of this amendment is for geotechnical drilling, obtaining permits to meet Michigan Department of Environmental Quality requirements, and the incorporation of industry leader evaluation as part of the geotechnical advisory group to include analysis of possible relocation of test borings, borehole gravity surveys, and vertical seismic profiling.

Geotechnical deep test boring is necessary to fully investigate the deep rock profile that will ultimately support the proposed primary and secondary foundations for a new bridge across the Detroit River. Specifically, the investigation will examine for the presence of deep solution mining voids and related shallow distressed areas within the influence zone of the potential bridge foundations. The potential for such voids is known to exist in the crossing corridors. This consultant worked to meet the requirements of the Office of Commission Audit to obtain three bids for cost of drilling. Due to the specialized nature of drilling, the consultant was able to obtain two qualified bids and retained the lowest cost driller. The driller has not raised the cost of the bid within the past six months. The average cost of drilling per hole remains approximately half of the Canadian drilling cost.

The geotechnical process was discussed among MDOT experts with a decision to proceed with the proposed method to avoid bidding complications that could result from complex coordination in an effort to eliminate any potential for fatal flaws. Within the current contract, the prime consultant will control the process and be responsible for immediate oversight. Nevertheless, our Canadian partners bid the drilling and their average cost per hole is twice as much as that of the United States.

Benefit: This amendment will provide for the performance of the additional services necessary for the preparation of the Environmental Impact Statement through the ROD for a new Detroit River International Crossing located within the geographic area of the cities of Detroit, Ecorse, River Rouge, and Wyandotte in Wayne County. Canada and the United States are the largest bilateral trade partners in the world. Thirty-five percent of all Canadian exports and 15 percent of all United States exports cross the Michigan-Ontario border at either Port Huron/Sarnia or Windsor/Detroit. Much of this trade is related to the auto industry. The Canada-United States-Ontario-Michigan Partnership includes MDOT, the FHWA, the Ontario Ministry of Transportation, and Transport Canada. The Partnership was formed to develop a long-term transportation strategy that will ensure the safe and efficient movement of individuals, goods, and services between Southeast Michigan and Southwest Ontario, including improved connections to national, state, provincial, and regional transportation systems. The Partnership began a Planning Needs and Feasibility Study in 2001. The study was completed in January 2004 and has documented the need for additional cross border roadbed capacity during the 30-year planning horizon. The Partnership has decided to pursue environmental clearance of a new crossing to meet future mobility needs.

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

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

Risk Assessment: In order to determine the feasibility of the final preferred alternative with respect to cost and the safety of any future structure, the geological stability of the study area must be ascertained prior to the final determination of a location.

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

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

New Project Identification: This is not a new project.

Zip Code: 48202.

35. HIGHWAYS - IDS University Research Services

Authorization (Z4) under Contract (2005-0014) between MDOT and Michigan Technological University (MTU) will provide for research services for the continuation of Michigan Engineer's Resource Library (MERL) software program developed by MTU for which local agencies develop an accurate estimate of costs compared to historical data. Under this contract, MTU will continue to offer training sessions throughout the state as well as user technical support during the life of the project. The authorization will be in effect from the date of award through December 31, 2007. The authorization amount will be \$83,535.67. The contract term is from November 29, 2004, through September 30, 2009, or until the last authorization has been completed, whichever is longer. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To continue the MERL software program developed by MTU for which local agencies develop an accurate estimate of costs compared to historical data. Under this contract, MTU will continue to offer training sessions throughout the state as well as user technical support during the life of the project.

Benefit: MERL allows project specific cost estimates to be uploaded in the MDOT transport system with minimal effort from MDOT personnel.

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

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

Risk Assessment: If the requested service is not approved, MDOT will need to manually import over 300 local agency cost estimates per year.

Selection: N/A.

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.

New Project Identification: This is not a new project.

Zip Code: 48909.

36. *HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (2005-0175/A2) between MDOT and Tetra Tech of Michigan, P.C., will change the scope of services from full construction engineering services to as-needed construction engineering services, will increase the contract amount by \$299,928.81, and will extend the contract term by approximately 17 months to provide additional time for the consultant to perform the as-needed services. The scope is being revised because there is now in-house staff available to perform the full construction engineering services. The additional costs are required because the construction project has been delayed over a year because of design errors and conflicts with Canadian Pacific Railway, and the consultant is needed longer on an as-needed basis because of its knowledge of the project. The original contract provides for the performance of full construction engineering services for the reconstruction of I-96 from I-75 to Vernor Highway in the city of Detroit. The revised contract term will be April 25, 2005, through December 31, 2008. The revised contract amount will be \$1,699,928.06. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular as-needed services authorized.

Purpose/Business Case: To change the scope of services from full construction engineering services to as-needed construction engineering services, to increase the contract amount by \$299,928.81, and to extend the contract term by approximately 17 months to provide additional time for the consultant to perform the as-needed services for the reconstruction of I-96 from I-75 to Vernor Road in the city of Detroit.

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

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 outlined could result in the loss of federal participation on this and subsequent highway construction projects.

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

Selection: Qualifications-based.

New Project Identification: This is a not new project.

Zip Code: 48216.

37. HIGHWAYS - Time Extension

Amendatory Contract (2005-0208/A2) between MDOT and HNTB Michigan, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete the system manager services. The additional time is needed because a separate project for equipment integration that is connected to this project was delayed due to contract administration issues, and system manager oversight is required for both projects. The original contract provides for Intelligent Transportation System design services to be performed at various locations in the Metro Region. The revised contract term will be May 20, 2005, through December 31, 2007. The contract amount remains unchanged at \$2,089,806. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for the completion of system manager services. The additional time is needed because a separate, related project for equipment integration was delayed due to contract administration issues, and system manager oversight is required for both projects.

Benefit: Will allow completion of system manager oversight services to ensure project coordination, specification approval, and functionality.

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: Without this extension, there can be no system manager, and the project could be further delayed and incur additional costs due to lack of coordination and oversight.

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

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

New Project Identification: This is not a new project.

Zip Code: 48075.

38. HIGHWAYS - IDS Traffic & Safety Services

Authorization (Z6) under Contract (2005-0453) between MDOT and Parsons Transportation Group, Inc., of Michigan will provide for the performance of traffic signal optimization along M-24 from the Auburn Hills Arena (South Drive) to Ray Road in Metro Region (CS 82900 - JN 88094C). The work items include updating the corridor signal progression plan with optimized traffic signal operations along each corridor. MDOT timing permits will be produced from the optimization. The consultant will provide a follow-up analysis of the network system, along with a safety analysis for each intersection. The authorization will be in effect from the date of award through September 27, 2008. The authorization amount will be \$198,516.70. The contract term is September 27, 2005, through September 27, 2008. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: To provide for the performance of traffic signal optimization for M-24 from the Auburn Hills Arena (South Drive) to Ray Road in Metro Region (CS 82900 - JN 88094C).

Benefit: The corridors will flow more effectively and efficiently, which will result in reduced user delays and associated costs. The primary benefit is to provide a safer driving environment.

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: Not approving this project could result in user delays and the loss of federal funding. Corridors without signal progression have been shown to produce higher numbers of crashes than corridors with signal progression.

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.

39. HIGHWAYS - IDS Engineering Services

Authorization (Z7) under Contract (2005-0453) between MDOT and Parsons Transportation Group, Inc., of Michigan will provide for the performance of design services for the design of the replacement of the pot bearings at the expansion joints for the Zilwaukee Bridge on I-75 northbound and southbound over the Saginaw River and M-13 and Grand Trunk Western Railroad in Bay City, Saginaw County (CS 73112 - JN 88349D). The work items include bridge structure design plans, a structure study, and maintaining traffic plans. The authorization will be in effect from the date of award through September 27, 2008. The authorization amount will be \$339,687.85. The contract term is September 27, 2005, through September 27, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of design services for the replacement of the pot bearings for the Zilwaukee Bridge on I-75 northbound and southbound over the Saginaw River and M-13 and Grand Trunk Western Railroad in Bay City, Saginaw County.

Benefit: The bearings need replacing, and this design work will allow MDOT to replace them.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the bearings are not replaced, the bridge superstructure may sustain damage.

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: 48706.

40. HIGHWAYS - IDS Traffic & Safety Services

Authorization (Z25) under Contract (2006-0225) between MDOT and URS Corporation Great Lakes will provide for the performance of traffic signal optimization at various locations along I-696, I-94, M-19, M-3, M-53, and M-59 in Macomb County (CS 50900 - JN 88076C). The work items include updating the corridor signal progression plan with optimized traffic signal operations along each corridor. MDOT timing permits will be produced from the optimization. The consultant will provide a follow-up analysis of the network system, along with a safety analysis for each intersection. The authorization will be in effect from the date of award through April 12, 2009. The authorization amount will be \$643,090.28. The contract term is April 13, 2006, through April 12, 2009. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: To provide for the performance of traffic signal optimization at various locations along I-696, I-94, M-19, M-3, M-53, and M-59 in Macomb County (CS 50900 - JN 88076C).

Benefit: The corridors will flow more effectively and efficiently, which will result in reduced user delays and associated costs. The primary benefit is to provide a safer driving environment.

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: Not approving this project could result in user delays and the loss of federal funding. Corridors without signal progression have been shown to produce higher numbers of crashes than corridors with signal progression.

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.

41. *HIGHWAYS – Allow Subcontracting

Amendatory Contract (2006-0411/A1) between MDOT and Michigan State University (MSU) will allow MSU to subcontract services on individual authorizations, per MDOT approval, retroactive to the effective date of the indefinite delivery services (IDS) contract. The original IDS language did not allow subcontracting, but the university would like to subcontract some services on individual authorizations on an as-needed/when needed basis, as approved by the MDOT project manager. The contract term remains unchanged, July 20, 2006, through July 19, 2009. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline funds, or local funds, depending on the particular project authorized.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To amend the IDS contract to allow subcontracting of services on individual authorizations, per MDOT approval, retroactive to the effective date of the IDS contract.

Benefit: Will allow services to be subcontracted on an as-needed/when needed basis, as approved by the MDOT project manager.

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

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

Risk Assessment: If this amendment is not approved, MSU will not be able to subcontract services on individual authorizations on an as-needed/when needed basis, as approved by the MDOT project manager, under this IDS contract.

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 amendment and for the original IDS contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

42. HIGHWAYS - IDS University Research Services

Authorization (Z4) under Contract (2006-0412) between MDOT and the University of Michigan will provide for the evaluation of the procurement of the Advanced Traffic Management System (ATMS) software, which is part of the Great Lakes Intelligent Transportation System (GLITS) Program. The authorization will be in effect from date of award through August 14, 2009. The authorization amount will be \$250,000. The contract term is from August 15, 2006, through August 14, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 50% Federal Highway Administration Funds and 50% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the evaluation of the procurement of the ATMS software, which is part of the GLITS Program. In the FY 2004 Federal Transportation Authorization, MDOT received an earmark for the GLITS Program, and one of the conditions for the receipt of these funds was that MDOT perform an independent analysis of the project, documenting the costs, benefits, and the lessons learned.

Benefit: Will provide for the performance of a federally-required evaluation.

Funding Source: 50% Federal Highway Administration Funds and 50% 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: Without the evaluation, MDOT would risk losing approximately \$2.5 million in federal funds.

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48909.

43. HIGHWAYS - IDS Traffic & Safety Services

Authorization (Z2) under Contract (2006-0587) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for the performance of traffic signal optimization along Old M-14 from Beck Road to Newburgh Road, along US-12 from the US-12 connector to Evergreen Road, and along US-24 from M-153 to Norfolk Road in the Metro Region (CS 82900 - JN 88075C). The work items include updating the corridor signal progression plan with optimized traffic signal operations along each corridor. MDOT timing permits will be produced from the optimization. The consultant will provide a follow-up analysis of the network system, along with a safety analysis for each intersection. The authorization will be in effect from the date of award through September 5, 2009. The authorization amount will be \$566,174.80. The contract term is September 6, 2006, through September 5, 2009. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: To provide for the performance of traffic signal optimization along Old M-14 from Beck Road to Newburgh Road, along US-12 from the US-12 connector to Evergreen Road, and along US-24 from M-153 to Norfolk Road in the Metro Region (CS 82900 - JN 88075C).

Benefit: The corridors will flow more effectively and efficiently, which will result in reduced user delays and associated costs. The primary benefit is to provide a safer driving environment.

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: Not approving this project could result in user delays and the loss of federal funding. Corridors without signal progression have been shown to produce higher numbers of crashes than corridors with signal progression.

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.

44. *HIGHWAYS - Intelligent Transportation Services

Contract (2006-0646) between MDOT and HNTB Michigan, Inc., will provide for the performance of design services for the Michigan Intelligent Transportation System (MITS) infrastructure upgrade in the Metro Region (CS 82900 - JN 86516C). The contract will be in effect from the date of award through August 31, 2008. The contract amount will be \$1,009,999.98. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of design services for the MITS infrastructure upgrade in the Metro Region.

Benefit: The Intelligent Transportation System (ITS) field devices to be installed will interface with the existing ITS software and equipment to improve traffic management capabilities in the Metro Region. The improved traffic monitoring will help to reduce congestion and improve motorist safety.

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

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

Risk Assessment: If the services are not approved, an opportunity could be lost to improve traffic management capabilities, reduce congestion, and improve motorist safety.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
Selection: Qualifications-based.
New Project Identification: This is a not a new project.
Zip Code: 48075.

45. *HIGHWAYS - Intelligent Transportation Services

Retroactive Contract (2006-0658) between MDOT and The Intelligent Transportation Society of Michigan will provide funding for the costs of administrative support services and society activities for fiscal years 2007 through 2009. The mission of The Intelligent Transportation Society of Michigan is to support the MDOT Intelligent Transportation System (ITS) Strategic Plan to improve transportation by promoting research, deployment, and operations through leadership and partnerships with public, private, educational, and consumer stakeholders. The contract will be in effect from October 1, 2006, through September 30, 2009. The contract amount will be \$75,000. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide funding for administrative support services and society activities for fiscal years 2007 through 2009.

Benefit: Will allow MDOT and the state to maintain partnerships with transportation interest groups, advocacy organizations, and other interested parties to ensure inclusive planning and design processes.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This is a grant for fiscal years 2007 through 2009.

Risk Assessment: The majority of the grant is used for the independent administration and operation of The Intelligent Transportation Society of Michigan. Without this support, the society would be dependent on volunteers to coordinate these efforts.

Cost Reduction: Each year, The Intelligent Transportation Society of Michigan will evaluate what contributions are needed. MDOT participates in that evaluation and will focus on reducing costs.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

46. *HIGHWAYS - Construction Engineering Services

Contract (2006-0664) between MDOT and Tetra Tech of Michigan, P.C., will provide for the performance of construction engineering services on M-10 from Greenfield Road to Lahser Road in the cities of Southfield and Detroit, in Oakland and Wayne Counties. The work items will include freeway and ramp reconstruction, service drive reconstruction, bridge rehabilitation, retaining wall rehabilitation, sign replacement, and freeway light replacement. The contract will be in effect from date of award through December 11, 2009. The contract amount will be \$5,347,921.48. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of construction engineering services on M-10 from Greenfield Road to Lahser Road in the cities of Southfield and Detroit, in Oakland and Wayne Counties.

Benefit: Will provide the necessary oversight for the construction contract to ensure the project is built according to the plans and specifications.

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

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

Risk Assessment: Failure to properly oversee the construction contract may result in work that does not meet MDOT specifications. The implications of work not meeting MDOT specifications may include a reduced service life, increased maintenance costs, loss of federal matching dollars, and increased traffic impacts and delays.

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.

* Denotes a non-standard contract/amendment

Selection: Qualifications-based.
New Project Identification: This is not a new project.
Zip Code: 48033.

47. *HIGHWAYS – Design Engineering Services

Contract (2007-0342) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for the performance of design services for the reconstruction of I-94 for 5.81 miles from Allington Road to Gratiot Road in St. Clair Township, St. Clair County (CS 77111 – JN 76906C). The existing roadway has no remaining service life and drains poorly, presenting significant safety and maintenance challenges that can no longer be mitigated. The work items include road design surveys, hydraulics surveys, road design plans, maintaining traffic plans, pavement marking plans, and freeway traffic signing plans. The contract will be in effect from the date of award through December 1, 2009. The contract amount will be \$1,565,630.53. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services for the reconstruction of I-94 from Allington Road to Gratiot Boulevard in St. Clair Township, St. Clair County. The existing roadway has no remaining service life and drains poorly, presenting significant safety and maintenance challenges that can no longer be mitigated.

Benefit: Will replace the roadway and improve the surrounding drainage conditions. The project will result in a safe, efficient roadway. The new roadway is expected to provide 40 years of service.

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

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

Risk Assessment: If this project is not approved, maintenance costs will continue to increase for repair services that can no longer be effective and an opportunity to restore and increase safety may be lost.

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

Selection: Qualifications-based.

New Project Identification: This is a not new project.

Zip Code: 48079.

48. *INTERNATIONAL BRIDGE ADMINISTRATION - Time Extension

Amendatory Contract (2003-0574/A4) between the International Bridge Administration and Lea Consulting, Ltd., will extend the contract term by eight months to provide sufficient time for the consultant to address fence sensor functionality, the revision of the bridge security conduit support, the provision of oversight services, and project close-out assistance. The additional time is needed because of the unique environment of the bridge. The original contract provides for the performance of detailed design work and contractor oversight for the International Bridge Security System Enhancement Project in Sault Ste. Marie, Michigan. The revised contract term will be September 3, 2003, through September 1, 2007. The contract amount remains unchanged at \$228,601. Source of Funds: 100% International Bridge Administration Toll Revenue Funds.

Purpose/Business Case: To provide sufficient time for the consultant to complete the services. The additional time is needed because of the unique environment of the bridge.

Benefit: Will provide for the completion of the project to enhance the security of the bridge infrastructure. The added Intelligent Transportation System features will provide for security data network redundancy, system reliability, closed circuit television traffic monitoring, vehicle speed monitoring, and toll operations monitoring.

Funding Source: 100% International Bridge Administration Toll Revenue Funds.

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

Risk Assessment: If this project is not completed, the anticipated improvements in bridge security system reliability and effectiveness and in traffic management, monitoring, and emergency response capabilities will not be realized.

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

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

New Project Identification: This is not a new project.

Zip Code: 49783.

49. PASSENGER TRANSPORTATION - Section 5311 Program

Project Authorization Revision (Z10/R1) under Master Agreement (2002-0021) between MDOT and the Branch Area Transit Authority will extend the authorization term by one year (25 days retroactive) to provide sufficient time for the Authority to complete the purchase of the remaining computer equipment and office furniture items. The purchase was delayed because the Authority had difficulty finding the desired office furniture and had to wait to order the remaining computer item. The original authorization, which expired on November 24, 2006, provided state matching funds for the Authority's FY 2003 Federal Section 5311 Capital Program and Surface Transportation Program grants. The revised authorization term will be November 25, 2003, through November 24, 2007. The authorization amount remains unchanged at \$41,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$32,800; FY 2004 State Restricted Comprehensive Transportation Funds - \$7,100; Branch Area Transit Authority Funds - \$1,100.

Purpose/Business Case: To retroactively extend the authorization term by one year to provide sufficient time for the Authority to complete the purchase of the remaining computer equipment and office furniture items.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$32,800; FY 2004 State Restricted Comprehensive Transportation Funds - \$7,100; Authority Funds - \$1,100.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49036.

50.-116. PASSENGER TRANSPORTATION - Section 5311 Operating Assistance Program

The following project authorizations issued under master agreements between MDOT and the following agencies will provide FY 2007 Federal Section 5311 Nonurbanized Area Formula Operating Program grant funds for nonurban public transportation services. To prevent funds from lapsing, \$243,618 of FY 2004 Federal Section 5311 funds are allocated to the Blue Water Area Transportation Commission in St. Clair County to fund nonurban public transportation services. Payment to the local agencies will not exceed 16 percent of their final eligible expenses. The funding is 100 percent Federal Transit Administration (FTA) funds; state funds are not required. The authorizations will be in effect from October 1, 2006, through September 30, 2007. The project authorizations are retroactive due to the effective dates 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 terms of the master agreements are from October 1, 2006, until the last obligations between

* Denotes a non-standard contract/amendment

the parties have been fulfilled. The master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: FTA Funds - \$12,049,977.

	<u>Agreement/ Authorization #</u>	<u>Agency</u>	<u>Total</u>
50.	2007-0156/Z1	Adrian, City of	\$ 63,450
51.	2007-0157/Z3	Allegan County Board of Commissioners	\$100,022
52.	2007-0158/Z1	Alma, City of	\$ 76,998
53.	2007-0159/Z3	ALTRAN Transit Authority (Alger County)	\$115,365
54.	2007-0162/Z2	Ann Arbor Transportation Authority	\$123,872
55.	2007-0163/Z1	Antrim County Board of Commissioners	\$110,912
56.	2007-0168/Z1	Barry County Board of Commissioners	\$114,450
57.	2007-0170/Z2	Bay Area Transportation Authority (Grand Traverse County)	\$838,124
58.	2007-0171/Z2	Bay Metropolitan Transportation Authority (Arenac County)	\$ 77,860
59.	2007-0171/Z3	Bay Metropolitan Transportation Authority (Bay County)	\$504,854
60.	2007-0173/Z1	Belding, City of	\$ 35,456
61.	2007-0175/Z1	Benzie Transportation Authority	\$125,312
62.	2007-0176/Z2	Berrien County Board of Commissioners	\$207,440
63.	2007-0177/Z1	Big Rapids, City of	\$ 61,200
64.	2007-0178/Z1	Blue Water Area Transportation Commission (St. Clair County)	\$449,141
65.	2007-0179/Z3	Branch Area Transit Authority	\$199,235
66.	2007-0183/Z1	Cadillac/Wexford Transit Authority	\$255,952
67.	2007-0185/Z2	Capital Area Transportation Authority (Ingham County)	\$200,007
68.	2007-0187/Z1	Caro Transit Authority	\$132,327
69.	2007-0188/Z1	Cass County Transportation Authority	\$ 89,596
70.	2007-0190/Z1	Charlevoix County Board of Commissioners	\$177,376
71.	2007-0191/Z2	Cheboygan County Board of Commissioners	\$ 94,406
72.	2007-0193/Z2	Clare County Board of Commissioners	\$190,760
73.	2007-0195/Z2	Clinton Area Transit System	\$141,291
74.	2007-0198/Z1	Crawford County Transportation Authority	\$244,967
75.	2007-0199/Z2	Delta Area Transit Authority	\$118,605
76.	2007-0203/Z1	Dowagiac, City of	\$ 29,806
77.	2007-0204/Z2	Eastern U. P. Transportation Authority (Chippewa County)	\$ 72,677
78.	2007-0205/Z1	Eaton County Transportation Authority	\$378,163
79.	2007-0211/Z1	Gladwin County Board of Commissioners	\$198,263
80.	2007-0212/Z1	Gogebic County Transit	\$ 68,160
81.	2007-0216/Z3	Greater Lapeer Transportation Authority	\$262,487
82.	2007-0217/Z1	Greenville, City of	\$ 71,040
83.	2007-0223/Z1	Hillsdale, City of	\$ 75,256
84.	2007-0226/Z2	Houghton, City of	\$ 60,800
85.	2007-0227/Z1	Huron County Board of Commissioners	\$238,552
86.	2007-0229/Z1	Interurban Transit Authority (Allegan County)	\$ 91,806

* Denotes a non-standard contract/amendment

87.	2007-0231/Z3	Ionia, City of	\$ 86,160
88.	2007-0233/Z1	Iosco County Board of Commissioners	\$ 52,744
89.	2007-0235/Z2	Isabella County Transportation Commission	\$568,498
90.	2007-0236/Z2	Jackson Transportation Authority, City of	\$209,796
91.	2007-0239/Z3	Kalamazoo, City of	\$403,661
92.	2007-0240/Z1	Kalkaska Public Transit Authority	\$115,792
93.	2007-0243/Z3	Lenawee County Board of Commissioners	\$ 68,318
94.	2007-0246/Z2	Ludington Mass Transportation Authority	\$203,016
95.	2007-0250/Z1	Manistee County Board of Commissioners	\$200,800
96.	2007-0252/Z2	Marquette County Transit Authority	\$400,256
97.	2007-0253/Z1	Marshall, City of	\$ 59,199
98.	2007-0254/Z2	Mass Transportation Authority (Genesee County)	\$230,150
99.	2007-0257/Z2	Mecosta Osceola Transit Authority	\$196,020
100.	2007-0259/Z1	Midland, City of	\$251,480
101.	2007-0260/Z2	Midland County Board of Commissioners	\$268,245
102.	2007-0261/Z1	Milan, City of	\$ 67,943
103.	2007-0273/Z1	Ogemaw County Board of Commissioners	\$ 77,514
104.	2007-0274/Z1	Ontonagon County Board of Commissioners	\$ 85,431
105.	2007-0276/Z1	Otsego County Board of Commissioners	\$257,715
106.	2007-0282/Z1	Roscommon County Transportation Authority	\$271,965
107.	2007-0284/Z3	Saginaw Transit Authority Regional Services	\$ 40,672
108.	2007-0285/Z1	Sanilac County Board of Commissioners	\$180,128
109.	2007-0287/Z2	Sault Ste. Marie, City of	\$ 62,240
110.	2007-0288/Z1	Schoolcraft County Board of Commissioners	\$ 72,000
111.	2007-0290/Z3	Shiawassee Area Transportation Authority	\$127,440
112.	2007-0292/Z3	St. Joseph County Transportation Authority	\$137,412
113.	2007-0294/Z2	Suburban Mobility Authority for Regional Transportation	\$158,661
114.	2007-0295/Z5	Thunder Bay Transportation Authority	\$320,404
115.	2007-0299/Z2	Van Buren County Board of Commissioners	\$188,054
116.	2007-0302/Z2	Yates Township	\$292,275

Purpose/Business Case: To provide Federal Section 5311 Operating Assistance funds for nonurban public transportation services for FY 2007.

Benefit: The federal funds will help to support the level of public transportation provided in these nonurban areas.

Funding Source: FTA Funds - \$12,049,977.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not approving these projects is that federal funds will be lost and the needed transit service may not be provided.

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

Selection: N/A.

New Project Identification: Provides for continuation of this operating assistance program for FY 2007.

Zip Code: 48909.

117. TRANSPORTATION PLANNING - Time Extension

Amendatory Contract (2003-0229/A3) between MDOT and the Chippewa County Road Commission (CRC) will extend the contract term by one year to provide sufficient time for the CRC to complete the services. The additional time is needed because poor weather conditions prevented the CRC from completing some tasks. The original contract provides for archaeological research on and documentation of several historic shipwrecks located within the Whitefish Point Underwater Preserve. The revised contract term will be August 25, 2003, through January 31, 2008. The contract amount remains unchanged at \$300,000. Source of Funds: Federal Highway Administration Funds - \$225,000; Chippewa CRC Funds - \$75,000.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for the CRC to complete the tasks whose completion was delayed by poor weather conditions.

Benefit: Will allow the project to be completed.

Funding Source: Federal Highway Administration Funds - \$225,000; CCRC Funds - \$75,000.

Commitment Level: This project budget is estimated with actual costs not to exceed \$300,000.

Risk Assessment: If this extension is not approved, the project work cannot be completed. This could allow further degradation of these historical archaeological resources prior to their proper recordation and preservation.

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

Selection: N/A for amendment; this project is an enhancement project awarded to the CCRC.

New Project Identification: This is not a new project.

Zip Code: 49783.

118. TRANSPORTATION PLANNING - Comprehensive Transportation Plan

Project Authorization (Z3) under Master Agreement (2006-0026) between MDOT and TC-TALUS Policy Board will provide for technical assistance to the Land Use and Coordinating Committee for the administration of a consultant contract for the development of a Comprehensive Transportation Plan (CTP) for the Traverse City area. The authorization will be in effect from the date of award through September 30, 2007. The authorization amount will be \$50,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% TC-TALUS Policy Board Funds.

Purpose/Business Case: To provide technical assistance for the administration of a consultant contract for the development of a CTP.

Benefit: Will develop and implement strategies identified by the CTP.

Funding Source: Dedicated federal funds that must be passed through by federal regulations cited above to MPOs. 80% Federal Highway Administration Funds and 20% TC-TALUS Policy Board 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 amounts in the current UWP for the MPO, and the work is expected to be completed in the fiscal year for which it is approved.

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

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

Selection: N/A.

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

Zip Code: 49685.

119. TRANSPORTATION PLANNING - Metropolitan Planning Organization

Project Authorization (Z4) under Master Agreement (2006-0026) between MDOT and TC-TALUS Policy Board will provide for the conduct of comprehensive and continuing transportation and land-use planning activities in the Traverse City area, including the distribution of information, the maintenance of a traffic counting program, and the update of the travel demand model. The authorization will be in effect from the date of award through September 30, 2007. The authorization amount will be \$50,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: Will conduct comprehensive and continuing transportation and land use planning activities in the Traverse City Area.

Benefit: Will identify deficiencies, plan improvements and provide information to other agencies and the public.

Funding Source: Dedicated federal funds that must be passed through by federal regulations cited above to MPOs. 80% Federal Highway Administration Funds and 20% State Restricted Trunkline 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 millions of dollars for transportation planning activities throughout the state.

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

Selection: N/A.

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

Zip Code: 49685.

120. TRANSPORTATION PLANNING - IDS ITS Consultant Services

Authorization Revision (Z1/R1) under Contract (2006-0298) between MDOT and the Center for Automotive Research (CAR) will extend the authorization term by six months to provide sufficient time for MDOT to review the final deliverables. The original authorization provides for assistance in the development of strategic planning tools for Intelligent Transportation Systems statewide. The revised authorization term will be July 1, 2006, through June 30, 2007. The authorization amount remains unchanged at \$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 extend the authorization term by six months to provide sufficient time for MDOT to review the final deliverables.

Benefit: Will allow the final deliverables under this authorization to be reviewed.

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

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

Risk Assessment: If this extension is not approved, MDOT will not be able to complete its review of the final deliverables.

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

Selection: N/A for revision; best/sole source for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48108.

121. *TRANSPORTATION PLANNING - IDS Center Avenue Heritage Route
Contract (2007-0356) between MDOT and the City of Bay City will provide for transportation planning-related services to support the Center Avenue Heritage Route and National Byway activities to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through five years. The maximum contract amount will be \$3,000,000, and the maximum amount of any authorization will be \$500,000. 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.
122. *TRANSPORTATION PLANNING - IDS Marshall Heritage Route
Contract (2007-0357) between MDOT and the City of Marshall will provide for transportation planning-related services to support the Marshall Heritage Route and National Byway activities to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through five years. The maximum contract amount will be \$3,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
123. *TRANSPORTATION PLANNING - IDS I-69 Heritage Route
Contract (2007-0362) between MDOT and the Calhoun County Road Commission will provide for transportation planning-related services to support the I-69 Heritage Route and National Byway activities to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through five years. The maximum contract amount will be \$3,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

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

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

Funding Source:

51492A	
City of Detroit	0.22 %
Federal Highway Administration Funds	80.00 %
City of Southfield	1.07 %
State Restricted Trunkline Funds	18.71 %
60336A	
Federal Highway Administration Funds	81.85 %
City of Southfield	1.97 %
State Restricted Trunkline Funds	16.18 %
72402A	
Federal Highway Administration Funds	81.85 %
City of Southfield	2.03 %
State Restricted Trunkline Funds	16.12 %
75229A	
City of Detroit	0.60 %
Federal Highway Administration Funds	81.78 %
City of Southfield	1.51 %
State Restricted Trunkline Funds	16.11 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Reconstruction and Rehabilitation.

Zip Code: 48075.

Funding Source:

45681A		
City of Detroit	1.07	%
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	18.93	%
55422A		
AT&T	0.10	%
City of Detroit	0.25	%
Federal Highway Administration Funds	79.92	%
State Restricted Trunkline Funds	19.73	%
59268A		
AT&T	0.18	%
Detroit Edison	0.01	%
City of Detroit	1.97	%
Federal Highway Administration Funds	79.82	%
State Restricted Trunkline Funds	18.02	%
59269A		
AT&T	0.07	%
Detroit Edison	0.01	%
City of Detroit	1.79	%
Federal Highway Administration Funds	79.88	%
State Restricted Trunkline Funds	18.25	%
59271A		
City of Detroit	1.63	%
Federal Highway Administration Funds	81.85	%
State Restricted Trunkline Funds	16.52	%
76356A		
Federal Highway Administration Funds	100	%
85161A		
State Restricted Trunkline Funds	100	%
86037A		
City of Detroit	1.34	%
Federal Highway Administration Funds	81.85	%
State Restricted Trunkline Funds	16.81	%
86040A		
City of Detroit	1.43	%
Federal Highway Administration Funds	81.85	%
State Restricted Trunkline Funds	16.72	%
86047A		
Federal Highway Administration Funds	100	%
86048A		
Federal Highway Administration Funds	100	%
87396A		
City of Detroit	2.27	%
Federal Highway Administration Funds	81.85	%
State Restricted Trunkline Funds	15.88	%

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

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

Cost Reduction: Reduced roadway and vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48216.

126. LETTING OF DECEMBER 01, 2006
 PROPOSAL 0612003
 PROJECT STH 12022-78940
 LOCAL AGRMT.
 START DATE - JULY 09, 2007
 COMPLETION DATE - AUGUST 31, 2007

ENG. EST.
 \$ 321,604.28

LOW BID
 \$ 316,458.96

% OVER/UNDER EST.
 -1.60 %

0.29 mi of hot mix asphalt minor widening, hot mix asphalt resurfacing, from west of Fremont Road to east of Fremont Road, and intersection improvements at the US-12/Fremont Road intersection, Branch County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C & D Hughes, Inc.	\$ 316,458.96	Same	1 **
Michigan Paving & Materials Co.	\$ 339,144.54	Same	2
Aggregate Industries-Central Region	\$ 353,310.51	Same	3

3 Bidders

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

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

Funding Source:

78940A

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

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

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

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

Selection: Low Bid.

New Project Identification: Reconstruction.

Zip Code: 49036.

Funding Source:

80375A

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

Cost Reduction: Reduced motorist 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: 48188.

129.	LETTING OF DECEMBER 01, 2006	ENG. EST.	LOW BID
	PROPOSAL 0612006	\$ 1,353,958.54	\$ 1,169,880.84
	PROJECT NH 33031-87452		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JULY 10, 2007		
	COMPLETION DATE - AUGUST 30, 2007		-13.60 %

5.47 mi of hot mix asphalt cold milling and resurfacing on US-127 from Plains Road northerly to south of southbound Cedar Street (M-36) and on northbound US-127 south of southbound Cedar Street in the city of Mason, Ingham County. This project includes a 3 year pavement performance warranty.

This is a 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 1,169,880.84	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 1,183,428.45	Same	2
Michigan Paving & Materials Co.	\$ 1,406,000.00	Same	3

3 Bidders

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

Benefit: These treatments 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:

87452A

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.

135. LETTING OF DECEMBER 01, 2006
 PROPOSAL 0612031
 PROJECT NH 54013-79078
 LOCAL AGRMT.
 START DATE - JULY 23, 2007
 COMPLETION DATE - SEPTEMBER 29, 2007

ENG. EST.
 \$ 581,113.44

LOW BID
 \$ 572,154.74

% OVER/UNDER EST.
 -1.54 %

Bridge deck overlay, barrier replacement, maintaining traffic and approach work on 2 structures on US-131 northbound and southbound over 3 Mile Road, Mecosta County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
L.W. Lamb, Inc.	\$ 572,154.74	Same	1 **
J. Slagter & Son Construction Co.	\$ 574,696.82	Same	2
Davis Construction, Inc.	\$ 617,775.50	Same	3
Anlaan Corporation	\$ 640,768.08	Same	4
Midwest Bridge Company	\$ 651,786.90	Same	5
C.A. Hull Co., Inc.			
Hardman Construction, Inc.			
J.E. Kloote Contracting, Inc.			
Miller Development, Inc.			

5 Bidders

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

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

Funding Source:

79078A

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

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

Risk Assessment: The deterioration of the existing State trunkline 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: 49336.

Funding Source:

48762A		
Federal Highway Administration Funds	81.85	%
State Restricted Trunkline Funds	18.15	%
83870A		
Federal Highway Administration Funds	81.85	%
State Restricted Trunkline Funds	18.15	%
88118A		
Federal Highway Administration Funds	60.00	%
City of Howell	19.27	%
State Restricted Trunkline Funds	20.00	%
Howell Township	0.73	%

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 Howell, surrounding communities and SEMCOG may be compromised. They are anticipating the completion of this project as announced. If this specific project is not completed, the Federal funds must be returned because other phases of this project are utilizing Federal funds.

Cost Reduction: With the reconstruction and widening of M-59 and new non-motorized pathway, initial maintenance costs will be greatly reduced along this corridor. Our customers will benefit with a greatly reduced user delay costs, improved traffic operations and safer trunkline access. The new non-motorized pathway will allow other modes of transportation to safely utilize this corridor.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 48843.

139. LETTING OF DECEMBER 01, 2006
 PROPOSAL 0612036
 PROJECT M 33031-84237
 LOCAL AGRMT.
 START DATE - MAY 07, 2007
 COMPLETION DATE - MAY 24, 2007

ENG. EST. LOW BID
 \$ 44,132.33 \$ 39,624.90

% OVER/UNDER EST.
 -10.21 %

Grading and hot mix asphalt surfacing of existing gravel carpool lot and associated slope restoration at the interchange of US-127 and Barnes Road, northeast quadrant, Ingham County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Concord Excavating & Grading, Inc.	\$ 39,624.90	Same	1 **
L & L Construction Co., Inc.	\$ 39,709.00	Same	2
C & D Hughes, Inc.	\$ 39,851.80	Same	3
Michigan Paving & Materials Co.	\$ 39,911.80	Same	4
Nashville Construction Company	\$ 40,899.70	Same	5
Aggregate Industries-Central Region	\$ 43,896.44	Same	6
E.T. MacKenzie Company	\$ 44,500.96	Same	7
Kamminga & Roodvoets, Inc.	\$ 46,431.60	Same	8
Causie Contracting, Inc.	\$ 48,823.70	Same	9
Bailey Excavating, Inc.			
Rieth-Riley Construction Co., Inc.			

9 Bidders

Purpose/Business Case: To increase the capacity and encourage the use of the carpool lots. This project consists of removing and replacing an existing carpool lot.

Benefit: Reconstructing the existing carpool lot will reduce maintenance costs at this location.

Funding Source: State Restricted Trunkline Funds 100 %
 84237A

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 these carpool lot projects. The relationships with the communities in the area may be compromised if the work is not completed.

Cost Reduction: Reconstructing the existing lot will greatly reduce the initial maintenance costs for the carpool lot. Our customers will benefit from the reduced costs and inconvenience associated with the configuration, overcrowding and surface condition of the existing carpool lot.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 48854.

142. LETTING OF DECEMBER 01, 2006
 PROPOSAL 0612042
 PROJECT STG 41012-82812
 LOCAL AGRMT.
 START DATE - JUNE 15, 2007
 COMPLETION DATE - AUGUST 03, 2007

ENG. EST. \$ 81,237.76
 LOW BID \$ 61,903.45
 % OVER/UNDER EST. -23.80 %

4.19 mi of non-freeway signing upgrade on the M-44 connector from I-96 to M-44 in city of Grand Rapids, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Sterling Sign Co. Inc.	\$ 61,903.45	Same	1 **
J & J Contracting, Inc.	\$ 63,315.69	Same	2
Action Traffic Maintenance, Inc.	\$ 66,249.27	Same	3
NES Traffic Safety Limited Partner	\$ 69,554.50	Same	4
Trans Tech Electric Limited Partner	\$ 76,662.50	Same	5
Highway Service Co., Inc.	\$ 78,620.45	Same	6
Midwest Bridge 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:

82812A

Federal Highway Administration Funds	97.02 %
State Restricted Trunkline Funds	2.98 %

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: 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: Sign upgrade.

Zip Code: 49317.

143. LETTING OF DECEMBER 01, 2006
 PROPOSAL 0612043
 PROJECT STG 06041-84131
 LOCAL AGRMT.
 START DATE - APRIL 02, 2007
 COMPLETION DATE - MAY 24, 2007

ENG. EST. LOW BID
 \$ 280,539.40 \$ 236,369.75

% OVER/UNDER EST.
 -15.74 %

1.48 mi of guardrail upgrades, bridge railing and thrie beam retrofit on the US-23 connector from I-75 east to M-13, Arenac County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Tri-Valley Landscaping, Inc.	\$ 236,369.75	Same	1 **
Rite Way Fence, Inc.	\$ 273,538.15	Same	2
Snowden, Inc.	\$ 283,234.35	Same	3
J & J Contracting, Inc.	\$ 314,958.37	Same	4
J. Slagter & Son Construction Co.	\$ 315,813.87	Same	5
Nationwide Fence & Supply Company			
Dale Dukes & Sons, Inc.			

5 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:

84131A

Federal Highway Administration Funds 100 %

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

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

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

Selection: Low Bid.

New Project Identification: Reconstruction.

Zip Code: 48658.

144. LETTING OF DECEMBER 01, 2006
 PROPOSAL 0612044
 PROJECT BRN 79081-80286
 LOCAL AGRMT.
 START DATE - MAY 07, 2007
 COMPLETION DATE - AUGUST 25, 2007

ENG. EST. LOW BID
 \$ 762,679.02 \$ 826,892.57

% OVER/UNDER EST.
 8.42 %

Bridge replacement, approach work, and maintaining traffic with a temporary signal on M-25 over the Wiscoggin Drain, Tuscola County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Davis Construction, Inc.	\$ 826,892.57	Same	1 **
J. Slagter & Son Construction Co.	\$ 849,424.80	Same	2
C. R. Hunt Construction Company	\$ 868,389.76	Same	3
Anlaan Corporation	\$ 988,917.34	Same	4
Posen Construction, Inc.	\$ 1,087,338.81	Same	5
S.L. & H. Contractors, Inc.			
McDowell Construction , L.L.C.			
Milbocker and Sons, Inc.			
Heystek Contracting Inc.			
J.E. Kloote Contracting, Inc.			
Walter Toebe Construction Co.			
L.W. Lamb, Inc.			
Hardman Construction, Inc.			

5 Bidders

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

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

Funding Source:

80286A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48726.

146. LETTING OF DECEMBER 01, 2006
 PROPOSAL 0612046
 PROJECT M 15011-87232, ETC
 LOCAL AGRMT.
 START DATE - SEPTEMBER 04, 2007
 COMPLETION DATE - SEPTEMBER 28, 2007

	ENG. EST.	LOW BID
	\$ 622,286.86	\$ 613,601.80
		% OVER/UNDER EST.
		-1.40 %

2.32 mi of cold milling and resurfacing, detail 8 repairs, pavement markings, wedging, and shoulder repairs on US-31 from Barnard Road to Lewis Street and 2.28 mi of shoulder repair, guardrail updating and berm grading on M-66 from Wickersham Road northwesterly to US-31 in the city of Charlevoix, Charlevoix County. This project includes two 3 year pavement performance warranties.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 613,601.80	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 732,520.55	Same	2
Elmer's Crane & Dozer, Inc.	\$ 809,922.08	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:

87232A	
State Restricted Trunkline Funds	100 %
87237A	
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: 49720.

156. LETTING OF DECEMBER 01, 2006
 PROPOSAL 0612056
 PROJECT M 67032-87029
 LOCAL AGRMT.
 START DATE - JULY 09, 2007
 COMPLETION DATE - 8 working days

ENG. EST.
 \$ 275,015.30

LOW BID
 \$ 277,234.24

% OVER/UNDER EST.
 0.81 %

7.13 mi of overband crack fill and single chip seal warranty on M-66 from M-61 to 21 Mile Road and on US-131BR from south of 41 1/2 Road to 8 1/2 Road, Osceola and Wexford Counties. This project includes a 2 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Pavement Solution LLC	\$ 277,234.24	Same	1 **
Fahrner Asphalt Sealers, Inc.	\$ 296,644.64	Same	2
Pavement Maintenance Systems, Inc.	\$ 301,452.99	Same	3
Terry Asphalt Materials, 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:

87029A

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: 49665.

158. LETTING OF DECEMBER 01, 2006
 PROPOSAL 0612058
 PROJECT M 84913-87016
 LOCAL AGRMT.
 START DATE - APRIL 16, 2007
 COMPLETION DATE - MAY 21, 2007

ENG. EST.
 \$ 444,247.58

LOW BID
 \$ 427,113.26

% OVER/UNDER EST.
 -3.86 %

7.60 mi of hot mix asphalt cold milling and resurfacing, overband crack fill, microsurfacing, and hot mix asphalt crack treatment on M-37 from James Street northerly to 3 Mile Road, on US-31BR from Stanton Boulevard northerly to US-31 northbound, on M-120 from the Muskegon River north to Holton Road, and on M-82 from M-37 to Linden Street, in the cities of White Cloud, Newaygo, North Muskegon, and Muskegon, Muskegon and Newaygo Counties. This project includes two 2 year pavement performance warranties and a 3 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 427,113.26	Same	1 **
Aggregate Industries-Central Region	\$ 433,801.35	Same	2
Michigan Paving & Materials Co.	\$ 580,394.35	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:

87016A

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: 49349.

160. LETTING OF DECEMBER 01, 2006
 PROPOSAL 0612061
 PROJECT NH 72013-87141
 LOCAL AGRMT.
 START DATE - JULY 09, 2007
 COMPLETION DATE - AUGUST 30, 2007

ENG. EST. LOW BID
 \$ 805,810.85 \$ 728,803.46

% OVER/UNDER EST.
 -9.56 %

2.82 mi of hot mix asphalt cold milling and resurfacing on US-127 from north of the southern Roscommon County line northerly to north of Canoe Camp Road, Roscommon County. This project includes a 3 year pavement performance warranty.

A 2007 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 728,803.46	Same	1 **
Central Asphalt, Inc.	\$ 777,678.71	Same	2
Pyramid Paving & Contracting Co.	\$ 805,637.91	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:

87141A

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: 48629.

LOCAL PROJECTS

161. LETTING OF NOVEMBER 03, 2006 ENG. EST. LOW BID
 PROPOSAL 0611029 \$ 1,174,088.00 \$ 1,517,438.40
 PROJECT EDDF 74555-78438
 LOCAL AGRMT. 06-5463 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 09, 2007 29.24 %

6.88 mi of hot mix asphalt surfacing, crushing and shaping, asphalt cement stabilized base, and aggregate shoulders on Todd Road from Fisher Road northerly to M-90, Sanilac County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Albrecht Sand & Gravel Co.	\$ 1,517,438.40	Same	1 **
Ace Asphalt & Paving Co.	\$ 1,554,249.75	Same	2
Pyramid Paving & Contracting Co.,	\$ 1,937,184.35	Same	3
Saginaw Asphalt Paving Company			
Pro-Line Asphalt Paving Corp.			

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

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

Funding Source:

78438A	
Sanilac County	2.00 %
Federal Highway Administration Funds	70.00 %
State Restricted Trunkline Funds	28.00 %

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

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

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

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 48422.

162. LETTING OF NOVEMBER 03, 2006
 PROPOSAL 0611037
 PROJECT STU 82457-84123
 LOCAL AGRMT. 06-5474
 START DATE - APRIL 15, 2007
 COMPLETION DATE - 80 working days

ENG. EST.
 \$ 2,090,067.45

LOW BID
 \$ 2,322,824.34

% OVER/UNDER EST.
 11.14 %

1.34 mi of cold milling and resurfacing including joint repair, sidewalk, drainage, hot mixed asphalt paving and pavement markings on Hamilton Avenue from Highland Park south city limits to Davison Freeway and from Davison Freeway to McNichols Road in the city of Highland Park, Wayne county.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 2,322,824.34	Same	1 **
Cadillac Asphalt, LLC.	\$ 2,446,201.67	Same	2
Barrett Paving Materials, Inc.	\$ 2,567,395.29	Same	3
John Carlo, Inc.			
ABC Paving Company			

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

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

Funding Source:

84123A

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

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

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

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

New Project Identification: Road Resurfacing.

Selection: Low bid.

Zip Code: 48203.

165. LETTING OF DECEMBER 01, 2006
 PROPOSAL 0612012
 PROJECT MCS 78005-83932
 LOCAL AGRMT. 06-5539
 START DATE - 10 days after award
 COMPLETION DATE - MAY 31, 2007

ENG. EST.
 \$ 348,093.60

LOW BID
 \$ 323,244.34

% OVER/UNDER EST.
 -7.14 %

Remove existing structure and construct a prestressed concrete box beam bridge and related approach work on Big Hill Road over Fawn River, St. Joseph County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J.E. Kloote Contracting, Inc.	\$ 323,244.34	Same	1 **
Davis Construction, Inc.	\$ 355,877.30	Same	2
Milbocker and Sons, Inc.	\$ 355,878.52	Same	3
J. Slagter & Son Construction Co.	\$ 364,394.83	Same	4
Quantum Construction Company, Inc.	\$ 389,691.80	Same	5
Anlaan Corporation	\$ 394,576.60	Same	6
S.L. & H. Contractors, Inc.	\$ 409,379.10	Same	7
Heystek Contracting Inc.	\$ 416,540.00	Same	8
L.W. Lamb, Inc.			
Hardman Construction, Inc.			

8 Bidders

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

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

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

Funding Source:

83932A

St Joseph County	5.00 %
State Restricted Trunkline Funds	95.00 %

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

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

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

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49032.

166. LETTING OF DECEMBER 01, 2006
 PROPOSAL 0612013
 PROJECT STE 41061-87274
 LOCAL AGRMT. 06-5531
 START DATE - APRIL 01, 2007
 COMPLETION DATE - OCTOBER 31, 2009

ENG. EST. LOW BID
 \$ 584,899.00 \$ 551,937.86

% OVER/UNDER EST.
 -5.64 %

0.20 mi of concrete sidewalk, street lighting improvements, trees and landscaping on Grandville Avenue from Clyde Park Avenue to Tulip Street in the city of Grand Rapids, Kent County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 551,937.86	Same	1 **
Dykema Excavators, Inc.	\$ 563,003.20	Same	2
Diversco Construction Company Inc	\$ 588,235.00	Same	3
Eastlund Concrete Construction, Inc.	\$ 620,279.70	Same	4
Schippers Excavating, Inc.	\$ 637,646.25	Same	5
Northern Construction Services, Co.	\$ 698,207.74	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:

87274A
 Federal Highway Administration Funds 74.54 %
 City of Grand Rapids 25.46 %

Selection: Low bid.

Zip Code: 49503.

172. LETTING OF DECEMBER 01, 2006
 PROPOSAL 0612019
 PROJECT STH 28609-78225
 LOCAL AGRMT. 06-5547
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 15, 2007

ENG. EST.
 \$ 284,866.55

LOW BID
 \$ 226,362.04

% OVER/UNDER EST.
 -20.54 %

0.32 mi of curve relocation, including tree removal, drainage improvements, guardrail, hot mix asphalt paving and pavement markings on Hammond Road at High Lake Road, Grand Traverse County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
SRW Contracting/Paving LLC	\$ 226,362.04	Same	1 **
Elmer's Crane & Dozer, Inc.	\$ 259,153.60	Same	2
Rieth-Riley Construction Co., Inc.	\$ 322,213.09	Same	3
D.J. McQuestion & Sons, 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:

78225A
 Grand Traverse County 20.00 %
 Federal Highway Administration Funds 80.00 %

Selection: Low bid.

Zip Code: 49686.

175. LETTING OF DECEMBER 01, 2006
 PROPOSAL 0612022
 PROJECT STL 35024-82667
 LOCAL AGRMT. 06-5559
 START DATE - MAY 01, 2007
 COMPLETION DATE - JULY 13, 2007

ENG. EST. LOW BID
 \$ 600,438.00 \$ 561,643.15

% OVER/UNDER EST.
 -6.46 %

4.06 mi of hot mix asphalt resurfacing, crushing and shaping, aggregate base, aggregate shoulders, guardrail, and slope restoration on Townline Road from McArdle Road easterly to US-23, Iosco County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bolen Asphalt Paving, Inc.	\$ 561,643.15	Same	1 **
Pyramid Paving & Contracting Co.	\$ 578,504.95	Same	2
Rieth-Riley Construction Co., Inc.	\$ 703,510.20	Same	3

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:

82667A

Iosco County	20.00 %
Federal Highway Administration Funds	80.00 %

Selection: Low bid.

Zip Code: 48763.

181. LETTING OF DECEMBER 01, 2006
 PROPOSAL 0612037
 PROJECT STU 82400-88495-2
 LOCAL AGRMT. 06-5467
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 28, 2007

ENG. EST. LOW BID
 \$ 3,241,904.44 \$ 2,807,449.22

% OVER/UNDER EST.
 -13.40 %

7.30 mi of hot mix asphalt cold milling and resurfacing and concrete curb and gutter, citywide on 13 streets from Schafer Road to Dickerson Street in the city of Detroit, Wayne County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 2,807,449.22	Same	1 **
Ajax Paving Industries, Inc.	\$ 2,821,286.85	Same	2
Barrett Paving Materials, Inc.	\$ 3,670,601.33	Same	3
ABC Paving Company			

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

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

Funding Source:

88495A

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

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

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

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

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48234.

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

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 48150.

EXTRAS

185. **Extra 2006 - 170**

Control Section/Job Number:	06111-55125	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Payne & Dolan, Inc. P O Box 351 Gladstone, MI 49837	
Designed By:	MDOT	
Engineer's Estimate:	\$27,537,563.80	

Description of Project:

13.21 miles of rubblizing and resurfacing, hot mix asphalt overlay, culvert rehabilitation, culvert replacement, and guardrail upgrades on I-75 from Lincoln Road to the Arenac/Ogemaw County line and bridge rehabilitation on M-33 over I-75, and the M-33 connector over Lake State Railway and old M-76 in Adams, Deep River, and Moffatt Townships, Arenac County.

Administrative Board Approval Date:	June 21, 2005	
Contract Date:	July 20, 2005	
Original Contract Amount:	\$29,089,992.02	
Total of Overruns/Changes (Approved to Date):	2,635,218.61	+ 9.06%
Total of Extras/Adjustments (Approved to Date):	1,888,371.64	+ 6.49%
Total of Negative Adjustments (Approved to Date):	(138,138.35)	- 0.47%
THIS REQUEST	<u>9,938.25</u>	<u>+ 0.03%</u>
Revised Total	<u>\$33,485,382.17</u>	+ 15.11%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.08% over the original budget for an **Authorized to Date Amount** of \$33,475,443.92.

Approval of this extra will place the authorized status of the contract 15.11% or \$4,395,390.15 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-136	12	\$686,000.00	10/03/06
2006-141	1, 21	\$1,146,980.55	11/07/06

Contract Modification Number(s): 23

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

Portable Temp TSC System, Furnished	1.000 LS @ \$9,413.25/LS	\$9,413.25
Portable Temp TSC System, Operated	1.000 LS @ \$525.00/LS	<u>525.00</u>
Total		<u>\$9,938.25</u>

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

The project was designed to paint the bridge that carries M-33 over the Lake State Railway and old M-76. Traffic control for old M-76 was not included in the original plans. Since old M-76 is a two lane road and the painting operation would require one of the lanes to be closed for an extended amount of time, the contractor was directed to furnish and operate a temporary traffic signal. The extra cost for Portable Temp TSC System, Furnished and Portable Temp TSC System, Operated were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with other projects recently completed in the area.

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 on December 19, 2006.

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, 90%; State Restricted Trunkline, 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: 48659.

186. **Extra 2006 - 171**

Control Section/Job Number: 63081-45715 MDOT Project

State Administrative Board - This project exceeds the 6% 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: CH2M Hill Michigan, Inc.
Engineer's Estimate: \$26,681,037.97

Description of Project:

3.02 miles of freeway and ramp reconstruction, concrete pavement and shoulders, concrete pavement repairs, concrete pavement inlay, bridge rehabilitation on 5 structures, lighting, Michigan Intelligent Transportation System (MITS), signing, and pavement marking on M-10 from Beck Road to Lahser Road, in the city of Southfield, Oakland County. This project includes a 5-year material and workmanship pavement warranty and a 2-year bridge painting warranty.

Administrative Board Approval Date:	March 7, 2006	
Contract Date:	March 10, 2006	
Original Contract Amount:	\$26,358,391.07	
Total of Overruns/Changes (Approved to Date):	(368,421.02)	- 1.40%
Total of Extras/Adjustments (Approved to Date):	2,589,590.88	+ 9.82%
Total of Negative Adjustments (Approved to Date):	(3,600.00)	- 0.01%
THIS REQUEST	<u>20,615.94</u>	+ <u>0.08%</u>
Revised Total	<u>\$28,596,576.87</u>	+ 8.49%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.41% over the original budget for an **Authorized to Date Amount** of \$28,575,560.93.

Approval of this extra will place the authorized status of the contract 8.49% or \$2,238,185.80 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-094	1	\$193,444.75	07/05/06
2006-129	5 r. 1	\$1,400,000.00	09/05/06
2006-145	6 r. 1, 8	\$868,788.50	11/07/06

Contract Modification Number(s): 7

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

Temp. Conc. Barrier Ending, Detail 4 Furn. & Oper.	3.000 Ea @ \$1,050.00/Ea	\$3,150.00
Subgrade Undercutting, Type II	906.380 Cyd @ \$19.27/Cyd	<u>17,465.94</u>
Total		<u>\$20,615.94</u>

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

The following extra work item was established on a previous contract modification: Temp. Conc. Barrier Ending, Detail 4 Furn. & Oper. This increase will adjust the previously authorized quantity to the current as-constructed quantity.

The contractor was directed to remove and replace poor soil areas while constructing the project roadway. These areas were reviewed by the region soils engineer. The extra cost for Subgrade Undercutting, Type II was negotiated per Section 103.04 of the Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

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 on December 19, 2006.

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%; State Restricted Trunkline, 16.17%; City of Southfield, 1.98%.

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

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

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

Selection: Low bid.

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

Zip Code: 48037.

187. **Extra 2006 - 172**

Control Section/Job Number: 82123-52803 MDOT Project
 State Administrative Board - This project exceeds the 6% 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):	(4,133,361.05)	- 5.13%
Total of Extras/Adjustments (Approved to Date):	5,244,297.74	+ 6.51%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>118,656.76</u>	<u>+ 0.15%</u>
Revised Total	<u>\$81,755,681.53</u>	+ 1.53%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.38% over the original budget for an **Authorized to Date Amount** of \$81,637,024.77.

Approval of this extra will place the authorized status of the contract 1.53% or \$1,229,593.45 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-73	1 r. 1	\$380,033.85	07/05/05
2005-87	10	\$178,928.00	08/02/05
2005-97	11 r. 1, 12	\$336,851.70	09/06/05
2005-98	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
2006-25	46 r. 1	\$305,457.15	03/07/06
2006-34	50 r. 1	\$189,280.00	03/21/06
2006-60	63 r. 1	\$474,626.25	06/06/06
2006-79	69 r. 1, 77 r. 1	\$190,144.73	06/20/06
2006-96	80	\$122,942.53	07/05/06
2006-135	86 r. 2, 92	\$227,022.64	09/19/06
2006-153	93 r. 2, 95, 98, 101	\$62,961.60	11/07/06

Contract Modification Number(s): 102 r. 1, 103

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

CM 102

Cable St Ltg, 2KV, 3, 1/C#6 & 1, #6 Neutral Conduit, Wire and Duct Bank Repair (Force Account)	1,170.000 Ft @ \$21.52/Ft	\$25,178.40
Feeder Conduit, Wyoming Underbridge Ltg Transporting Salvage Light Poles		21,016.17 16,524.26 6,318.83
Investigate Lighting Outages Wyoming to Davison		2,476.78
Total		<u>\$71,514.44</u>

CM 102 Offset Information

Cable, St Ltg, 2Kv, 1, 1/C#2 & 1, #2 Neutral	-540.000 Ft @ \$10.00/FT	(\$5,400.00)
Cable, St Ltg, 2Kv, 2, 1/C#2 & 1, #2 Neutral	-590.000 Ft @ \$14.00/FT	(\$8,260.00)
Cable, St Ltg, 2Kv, 3, 1/C#2 & 1, #2 Neutral	-245.000 Ft @ \$22.00/FT	(\$5,390.00)
Total		<u>(\$19,050.00)</u>

CM 103

Managing Diamond Grinding Slurry from Ride Quality Concrete and HMA		\$47,142.32
Total		<u>\$47,142.32</u>

Grand Total

\$118,656.76

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

CM 102

The project plans indicated a #6 wire for the street lighting on the project; however, #2 wire was set up as the pay item. The contractor was directed to use the #6 wire as indicated in the project plans. The extra cost for Cable St Ltg, 2KV, 3, 1/C#6 & 1, #6 Neutral was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items on the contract. The extra cost for this work is offset by a reduction of \$19,050 for the #2 wire set up in the contract documents.

The existing conduit was damaged during bridge rehabilitation operations. This damage was not due to the contractor, but was damage that could not be avoided during the bridge rehabilitation procedures called for in the contract documents. The contractor was directed to repair the conduit. In addition, a deteriorated Public Lighting Department (PLD) duct bank was repaired and temporary emergency repairs were made to the deteriorated underbridge lighting system at the Wyoming Bridge over I-96. The extra cost for Conduit, Wire and Duct Bank Repair (Force Account) is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The existing feeder conduit for the Wyoming underbridge lighting system was in an extremely deteriorated condition. MDOT directed the contractor to replace the conduit including five junction boxes. The extra cost for Feeder Conduit, Wyoming Underbridge Ltg is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Due to the installation of the tower lighting system, some of the existing lighting was no longer needed and was removed. MDOT directed the contractor to transport 20 aluminum poles, 45 galvanized poles, and the associated items to the yard of MDOT's freeway lighting maintenance contractor. The extra cost for Transporting Salvage Light Poles is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

There were outages of the freeway lighting system on eastbound I-96 from Wyoming to Davison during the construction of this project that could not be directly attributed to ongoing construction activities. MDOT directed the contractor to investigate the problem and determined that an existing direct buried cable had deteriorated, leaving an open or fault condition from the Wyoming Load Center. The cable was replaced using existing contract items. The extra cost for Investigate Lighting Outages Wyoming to Davison is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 103

The special provisions for managing diamond grinding slurry from ride quality concrete and HMA were not included in the contract documents. MDOT directed the contractor to manage all diamond grinding slurry in accordance with these special provisions. The extra cost for Managing Diamond Grinding Slurry from Ride Quality Concrete and HMA was negotiated in accordance with section 103.04 of the 2003 Standard Specifications for Construction. It is based on the invoiced cost of having a specialty subcontractor perform this work.

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

These Extras are recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: FHWA, 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: 48228, 48227, 48223, 48238, 48204.

OVERRUN

188. **Overrun 2006 - 38**

Control Section/Job Number: 30031-80485 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Michigan Paving & Materials Co.
P. O. Box 87248
Canton, MI 48188

Designed By: MDOT
Engineer's Estimate: \$900,390.84

Description of Project:

12.63 miles of hot mix asphalt ultra thin overlay and guardrail upgrades on M-99 from the Ohio/Michigan state line north to M-34, Hillsdale County.

Administrative Board Approval Date:	December 20, 2005	
Contract Date:	January 23, 2006	
Original Contract Amount:	\$936,581.85	
Total of Overruns/Changes (Approved to Date):	93,658.18	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	3,712.50	+ 0.40%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>13,715.88</u>	+ <u>1.46%</u>
Revised Total	<u>\$1,047,668.41</u>	+ 11.86%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.40% over the original budget for an **Authorized to Date Amount** of \$1,033,952.53.

Approval of this overrun will place the authorized status of the contract 11.86% or \$111,086.56 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Shoulder, CI II	929.890 Ton @ \$14.75/Ton	\$13,715.88
Total		<u>\$13,715.88</u>

Reason(s) for Overrun(s):

The existing gravel shoulder slope did not meet current standards and had settled next to the paved shoulder. To bring the gravel shoulder up to current standards (4 percent cross slope) and to fill in the settled areas, additional Shoulder, CI II material was required. The additional Shoulder, CI II material caused an overrun in the original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

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

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 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: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

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

Zip Codes: 49266.

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