

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - March 28, 2007 - 3:30 P.M.
State Administrative Board Meeting - April 17, 2007 - 11:00 A.M.

.....

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.

MINERAL LEASES

1. **DIRECT NONMETALLIC (SALT) MINERAL LEASE - NONDEVELOPMENT:** Detroit Salt Company, LLC, of Detroit, Michigan, Department of Transportation and Department Natural Resources surface and mineral ownership, 28.71 acres, more or less, Private Claims 61, 118, 340, 405, and the Ship Yard Tract, T02S, R11E, City of Detroit, Wayne County.

Terms: Ten-year primary term with possible extension, if in the best interest of the State. Rental of \$3.00 per acre for the first five years, minimum royalty of \$10.00 per acre the sixth year (increasing \$5.00 per acre each year to a maximum of \$30.00 per acre), royalty rate of 3.24 percent of the sale value and bonus consideration of \$287.10 (\$10.00 per acre).

2. **DIRECT OIL AND GAS LEASES - NONDEVELOPMENT:** Core Energy, LLC, of Traverse City, Michigan, Department of Natural Resources State-owned oil and gas lease rights to 1.60 acres, more or less, located in Section 32 of T15N, R17W, Hart Township, Oceana County.

Terms: Two-year term, two one-year extension options, 3/16 royalty, \$375.00 flat bonus consideration (\$175.00 for parcel plus \$100.00 per lot), and \$5.00 minimum annual rental per lease.

3. **DIRECT OIL AND GAS LEASE - NONDEVELOPMENT:** Ace Energy, LLC of Wayland, Michigan, Department of Natural Resources, State-owned oil and gas lease rights to 40.00 acres, more or less, located in Section 29 of T24N, R13W, Cleon Township, Manistee County.

Terms: One-year term, no extensions, 3/16 royalty, \$1,000.00 bonus consideration (\$25.00 per acre), and \$2.00 per acre rental.

4. **DIRECT OIL AND GAS LEASE - NONDEVELOPMENT:** Samson Resources Company, of Tulsa Oklahoma, Department of Natural Resources State-owned oil and gas lease rights to 2.00 acres, more or less, located in Section 18, T29N, R08E, Sanborn Township, Alpena County.

Terms: One-year term, no extensions, 3/16 royalty, \$40.00 bonus consideration (\$20.00 per acre), and \$5.00 minimum rental.

**MDOT use only

* Denotes a non-standard contract/amendment

The Chief of Forest, Mineral and Fire Management approved Items 1 through 4 on March 9, 2007. The form of legal documents involved in these transactions have previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:
Department of Natural Resources

By: _____
Thomas Wellman, Manager
Mineral and Land Management Section
Forest, Mineral and Fire Management

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: March 28, 2007– Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: April 3, 2007 – Lake Superior Room,
1st 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.	Niewoonder and Sons, Inc. 2319 North Drake Kalamazoo, MI 49006	Low Bid: 2 Year Optional Extension: Engineer’s Estimate: Over/Under:	\$ 139,353.09 \$ 139,353.09 \$ 141,295.00 -1.4%
----	---	---	--

Description of Work: Mowing

Approval is requested to authorize the Calhoun County Road Commission to award a two-year subcontract with option for a two-year extension for roadside mowing on various trunklines in Calhoun County. The lowest bid was rejected because of documented poor past performance. The second lowest bidder was selected. The subcontract is effective from the date of award through December 31, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for roadside maintenance, mowing, seeding, and mulching services to be performed on various trunklines in Calhoun County.
Benefit: Safer highways free from hazardous road obstructions.
Funding Source: 100% State Restricted Trunkline Funds.
Commitment Level: This is a low risk project 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 roadway could become hazardous with tall grass, weeds, and litter.
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: 49006.

**MDOT use only

* Denotes a non-standard contract/amendment

AGENDA
DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: April 11, 2007– Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: April 17, 2007 – Lake Superior Room,
1st 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.

CRITICAL ITEMS
****Original Agenda 4-3-07**

CONTRACTS

19. HIGHWAYS – Railroad Force Account Work
Master Agreement (94-0805) between MDOT and CSX Transportation, Inc., dated July 5, 1994, will provide for improvements under job number 85504 to a crossing of CSX Transportation at 80th Avenue, city of Zeeland, Ottawa County. The improvements include the installation of gates, modernized signs, and circuitry, along with crossing surface reconstruction.

Estimated Funds:

Federal Highway Administrative Funds	<u>\$ 156,523</u>
Total Funds	<u>\$ 156,523</u>

STRG 70823 - 85504
Railroad Force Account Work

Purpose/Business Case: Commercial vehicles turning have repeatedly struck railroad warning devices in the past two years.

Benefit: Increased safety by upgrading the warning devices at a grade crossing and providing a smoother crossing surface.

Funding Source: Federal Highway Administrative Funds.

Commitment Level: 100% federal; based on railroad estimate.

Risk Assessment: Multiple yearly railroad warning signal knock-downs will continue based on present geometrics and recent history.

Cost Reduction: Improvements are on railroad property, and CSX Transportation, Inc., is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: Existing railroad crossing.

Zip Code: 49464.

**MDOT use only

* Denotes a non-standard contract/amendment

32. HIGHWAYS - IDS Engineering Services

Authorization (Z12) under Contract (2006-0466) between MDOT and Wilcox Professional Services, LLC, will provide for full construction inspection and testing services to be performed for I-196 from south of M-140 to south of 71st Street, Allegan and Van Buren Counties (CS 80013 - JN 60471A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through July 11, 2009. The authorization amount will be \$281,516.43. The contract term is July 12, 2006, through July 11, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for full construction inspection and testing services to be performed for I-196 from south of M-140 to south of 71st Street, Allegan and Van Buren Counties.

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

Funding Source: 100% State Restricted Trunkline Funds.

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49090.

40. *HIGHWAYS - Engineering Services

Contract (2007-0374) between MDOT and Bentley Systems, Inc., will provide engineering expertise to support MDOT's Machine Assisted Construction of Highways (MACH1) pilot project. The project will allow electronic information to be provided to construction contractors to make the construction process more efficient and less costly. The electronic information will allow construction contractors to use machine-controlled grading technology through the use of Global Positioning Systems. The work items will include configuration of selected portions of GEOPAK criteria (MDOT's standard road design software) to create three-dimensional digital terrain models for the MACH1 pilot project, creation of a design archive for the MACH1 pilot project, training for the newly-developed Bentley Systems, Inc., OnSite software for construction staking and inspection, and on-call support during construction of the pilot project. The contract will be in effect from the date of award through April 30, 2010. The contract amount will be \$349,210. Source of Funds: 100% State Restricted Trunkline Funds.

**MDOT use only

* Denotes a non-standard contract/amendment

Purpose/Business Case: To provide engineering and surveying expertise that will enable our road design software to produce electronic files for construction.

Benefit: Will greatly reduce construction costs and improve efficiency.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If this contract is not approved, MDOT will not be able to provide electronic information, including three-dimensional digital terrain models, to its construction contractors, and an opportunity to reduce construction costs and improve efficiency will be lost.

Cost Reduction: This contract is on a fixed hourly rates plus direct costs basis not to exceed the contract maximum amount.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48909.

41. *HIGHWAYS – Construction Engineering Services

Contract (2007-0405) between MDOT and Hubbell, Roth & Clark, Inc., will provide for full construction engineering services to be performed for the hot mix asphalt (HMA) resurfacing work and bridge rehabilitation on I-75 from the south junction of I-475 to the north junction of I-475 and on M-21 from Morrish Road to I-75 in Genesee, Lapeer, Huron, Sanilac, and Tuscola Counties (CSs 25031, 25032, 25131, and 25081 - JNs 87436A, 87435A, 60481A, 83156A, 85367A, 88210A, and 88385A). The work items will include project administration, inspection, surveying and staking, quality control testing and reporting, measurements, computation, documentation of quantities, reporting and record keeping, and finaling of all project documentation. The contract will be in effect from the date of award through April 1, 2008. The contract amount will be \$1,015,947.27. Source of Funds: 18.80% Federal Highway Administration Funds and 81.20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for full construction engineering services for the HMA resurfacing work and bridge rehabilitation on I-75 from the south junction of I-475 to the north junction of I-475 and on M-21 from Morrish Road to I-75 in Genesee, Lapeer, Huron, Sanilac, and Tuscola Counties.

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

Funding Source: 18.80% Federal Highway Administration Funds and 81.20% 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: Failure to provide the services outlined could result in substandard work and possible loss of federal funding.

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: 48532.

42. *HIGHWAYS - Construction Engineering Services
Contract (2007-0482) between MDOT and L.S. Engineering, Inc., will provide for full construction inspection and testing services to be performed for the I-94 bridges at US-131, 12th Street, and Oakland Drive, Kalamazoo County (CS 39024 - JNs 86174A, 86166A, and 86633A). The work items will include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The contract will be in effect from the date of award through December 31, 2009. The contract amount will be \$1,949,868.67. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for full construction inspection and testing services to be performed on I-94 bridges at US-131, and 12th Street and Oakland Drive, Kalamazoo County.

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49001.

43. *HIGHWAYS - Construction Engineering Services
Contract (2007-0483) between MDOT and DLZ Michigan, Inc., will provide for full construction inspection and testing services to be performed for I-94 at US-131, 12th Street, and Oakland Drive, Kalamazoo County (CS 39024 - JNs 86055A and 86634A). The work items will include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The contract will be in effect from the date of award through December 31, 2009. The contract amount will be \$1,727,456.58. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for full construction inspection and testing services to be performed on I-94 at US-131, 12th Street, and Oakland Drive, Kalamazoo County.

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

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

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49001.

**MDOT use only

* Denotes a non-standard contract/amendment

45. *HIGHWAYS - IDS Engineering Review Services
Contract (2007-0498) between MDOT and Midwestern Consulting, LLC, will provide for the performance of various engineering review services, including expert witness services, in the defense of highway construction contract lawsuits filed against MDOT. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$2,000,000. 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, state, or local funds, depending on the particular project authorized.

46. HIGHWAYS - IDS Engineering Review Services
Authorization (Z1) under Contract (2007-0498) between MDOT and Midwestern Consulting, LLC, will provide for expert witness and claims investigation services to be performed under the direction of the Office of the Attorney General, Transportation Division. The authorization will be in effect from the date of award through the expiration date of the indefinite delivery of services contract. The authorization amount will be \$60,966. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for claims investigations and expert witness professional assistance to be performed under the direction of the Office of the Attorney General, Transportation Division.

Benefit: Will provide services that will result in a lower level of risk to MDOT.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If this authorization is not approved, the consultant will not be able to provide investigatory services, which could result in an increased level of risk to MDOT.

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.

New Project Identification: This is not a new project.

Zip Code: 48617.

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. The treatments are expected to 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:

60479A	Federal Highway Administration Funds	90.00 %
	City of Flint	0.10 %
	State Restricted Trunkline Funds	9.90 %
86879A	Federal Highway Administration Funds	85.63 %
	State Restricted Trunkline Funds	14.37 %
87434A	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	10.00 %
87587A	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 the existing surface conditions. Deterioration of the existing State trunkline network and bridges causing safety concerns.

Cost Reduction: Lower vehicle maintenance and reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance and reconstruction.

Zip Code: 48532.

69.	LETTING OF MARCH 02, 2007	ENG. EST.	LOW BID
	PROPOSAL 0703023	\$ 3,470,887.14	\$ 3,876,029.58
	PROJECT STT 03072-74852		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 04, 2007		
	COMPLETION DATE - SEPTEMBER 28, 2007		11.67 %

5.35 mi of hot mix asphalt cold milling and resurfacing, joint repairs, intersection improvements, signing upgrade and pavement markings on M-40 and M-89 from the north city limits of Allegan (Monroe Road) northwesterly to 124th Avenue (M-89 westbound), Allegan County. This project includes a 5 year materials and workmanship pavement warranty.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 3,876,029.58	Same	1 **
Michigan Paving & Materials Co.	\$ 3,927,987.51	Same	2
Aggregate Industries-Central Region	\$ 4,138,867.96	Same	3

**MDOT use only

* Denotes a non-standard contract/amendment

3 Bidders

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

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

Funding Source:

74852A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49010.

70.	LETTING OF MARCH 02, 2007	ENG. EST.	LOW BID
	PROPOSAL 0703068	\$ 2,224,818.07	\$ 2,479,317.83
	PROJECT IM 47065-78232, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 30, 2007		11.44 %

3.53 mi of hot mix asphalt crushing and shaping, ramp surfacing, 0.65 mi of concrete ramp reconstruction of the interchanges at I-94 at US-12, I-94 at Kalmbach Road, I-96 at Spencer Road and I-96 at D-19, and hot mix asphalt paving of carpool lot on M-36 at US-23, in the cities of Howell and Brighton, Livingston and Washtenaw Counties.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C & D Hughes, Inc.	\$ 2,479,317.83	Same	1 **
Tony Angelo Cement Construction Co.	\$ 2,656,368.02	Same	2
Ajax Paving Industries, Inc.	\$ 2,660,869.74	Same	3
Cadillac Asphalt, LLC.	\$ 2,773,078.86	Same	4
Six-S, Inc.	\$ 2,810,032.90	Same	5
Peter A. Basile Sons, Inc.			
L Squared Construction, LLC.			
Barrett Paving Materials, Inc.			
Aggregate Industries-Central Region			

**MDOT use only

* Denotes a non-standard contract/amendment

5 Bidders

**MDOT use only

* Denotes a non-standard contract/amendment

4/20/07

177

Purpose/Business Case: This project is supported by two programs: MDOT's Road Preservation Program and Carpool Parking Lots. MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The Carpool Parking Lot project is needed to increase the capacity and encourage the use of the carpool lots. This project consists of resurfacing an existing carpool lot.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. Improvement of the pavement structure and ride quality to approximately 300 low volume, non-freeway lane miles is expected per year for 4 years (2004 - 2007). Resurfacing the existing carpool lot will reduce maintenance costs at this location.

Funding Source:

78232A		
Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%
84236A		
State Restricted Trunkline Funds	100	%

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

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

Zip Code: 48116.

**MDOT use only

* Denotes a non-standard contract/amendment

LOCAL PROJECTS

74. LETTING OF MARCH 02, 2007 ENG. EST. LOW BID
 PROPOSAL 0703009 \$ 603,263.50 \$ 672,238.06
 PROJECT MCS 12001-83838
 LOCAL AGRMT. 06-5648 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 30, 2007 11.43 %

Remove existing structure and construct a prestressed concrete box beam bridge and related approach work on Fremont Road over Bartholomew Lake Channel, Branch County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 672,238.06	Same	1 **
Davis Construction, Inc.	\$ 692,440.10	Same	2
E.T. MacKenzie Company	\$ 704,188.08	Same	3
S.L. & H. Contractors, Inc.	\$ 751,304.31	Same	4
Milbocker and Sons, Inc.	\$ 757,752.02	Same	5
Anlaan Corporation	\$ 794,592.32	Same	6
J.E. Kloote Contracting, Inc.	\$ 875,135.88	Same	7
Heystek Contracting, Inc.			
Quantum Construction Company, Inc.			
Walter Toebe Construction Co.			
L.W. Lamb, Inc.			

7 Bidders

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

Purpose/Business Case: 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:

83838A

Branch 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

**MDOT use only

* Denotes a non-standard contract/amendment

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

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Kirk T. Steudle
Director

**MDOT use only

* Denotes a non-standard contract/amendment

4/20/07

177

Page 19 of

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: April 11, 2007– Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: April 17, 2007 – Lake Superior Room,
1st 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.

CRITICAL ITEMS

****Original Agenda 4-3-07 (II)**

SUBCONTRACTS

- | | | | |
|----|-------------------------------|--------------------------------------|------------------|
| 3. | Sanisweep, Inc. | Amount Not to Exceed: | \$ 19,999 |
| | 0-3450 Riverhill Drive | 1st Optional Year: | \$ 19,999 |
| | Grand Rapids, MI 49544 | | |

Description of Work: Street Sweeping and Pickup

Approval is requested to authorize the Ionia County Road Commission to award a one-year subcontract with an option for a one-year extension for street sweeping on various trunklines in Ionia County. This project has unknown quantities because services are to be performed for both emergency and non-emergency situations. Costs are based on a set unit cost per hour and mile and remain fixed throughout the term of the contract. MDOT found the cost to be reasonable and competitive with surrounding counties. The project was advertised, and five bids were received. The lowest bid for cost per hour and mile was selected. The subcontract will be in effect from the date of award through December 31, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for street-sweeping and pickup work to be performed on state trunklines in Ionia County.

Benefit: The subcontract will provide for safer highways free from hazardous road obstructions.

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 work is not performed, the roadways could become hazardous.

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

**MDOT use only

* Denotes a non-standard contract/amendment

4/20/07

177

Page 20 of

Selection: Low bid.

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

Zip Code: 49544.

4. **Sanisweep, Inc.** **Amount Not to Exceed:** **\$ 56,935.34**
0-3450 Riverhill Drive
Grand Rapids, MI 49534

Description of Work: Street Sweeping

Approval is requested to authorize the Jackson County Road Commission to award a subcontract for street sweeping on various trunklines in Jackson County. Costs are based upon a set per unit cost per mile, including bridge decks. MDOT found the cost to be reasonable and competitive with surrounding counties. The project was advertised, and two bids were received. The lowest bidder per mile was selected. The subcontract will be in effect from the date of award through April 1, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for street-sweeping along state trunklines and barrier walls and debris disposal on state trunklines in Jackson County.

Benefit: The subcontract will provide for safer highways free from hazardous road obstructions.

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 work is not performed, the roadways could become hazardous.

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

Selection: Low bid.

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

Zip Code: 49534.

CONTRACTS

11. **AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition**

Contract (2007-0494) between MDOT and the City of Allegan will provide federal and state grant funds for the land acquisition costs for parcels 42, 43, 44, 45, E46, E47, and E48 at the Padgham Field in Allegan, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$141,438. Source of Funds: FAA Funds (via block grant) - \$113,150; State Restricted Aeronautics Funds - \$24,752; City of Allegan Funds - \$3,536.

Purpose/Business Case: To provide for the land acquisition costs for parcels 42, 43, 44, 45, E46, E47, and E48. The costs include parcel acquisition, surveys, appraisals and appraisal reviews, negotiations, and closing costs.

Benefit: By acquiring the land, the airport will ensure clear approaches and maintain safety by controlling the properties inside the runway protection zones and limiting any obstructions inside the building restriction areas.

Funding Source: FAA Funds (via block grant) - \$113,150; State Restricted Aeronautics Funds - \$24,752; City of Allegan Funds - \$3,536; Contract Total - \$141,438.

****MDOT use only**

*** Denotes a non-standard contract/amendment**

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49010.

12. AERONAUTICS AND FREIGHT (Aeronautics) - Taxiway Reconstruction

Contract (2007-0495) between MDOT and the Kent County Aeronautics Board (KCAB) will provide state grant funds for the reconstruction of taxiway J at the Gerald R. Ford International Airport in Grand Rapids, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$3,655,000. Source of Funds: State Restricted Aeronautics Funds - \$3,289,500; KCAB Funds - \$365,500.

Purpose/Business Case: To provide for the reconstruction of taxiway J. The asphalt pavement is in poor condition and will be reconstructed to meet current FAA standards for alignment, lighting, and sign standards.

Benefit: The reconstructed taxiway will enhance the safety of airport users.

Funding Source: State Restricted Aeronautics Funds - \$3,289,500; KCAB Funds - \$365,500; Contract Total - \$3,655,000.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is for replacement of an existing taxiway.

Zip Code: 49512.

13. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2007-0499) between MDOT and the Shiawassee Airport Board will provide federal and state grant funds for the land acquisition costs for parcels E60, E61, E62, E63, and 64 at the Owosso Community Airport in Owosso, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$105,000. Source of Funds: FAA Funds (via block grant) - \$84,000; State Restricted Aeronautics Funds - \$18,375; Shiawassee Airport Board Funds - \$2,625.

Purpose/Business Case: To provide for the land acquisition costs for parcels E60, E61, E62, E63, and 64. The costs include title searches, preliminary interviews, appraisals and appraisal reviews, negotiations, property surveys, Exhibit X drawings, and update of the Exhibit A property map (including boundary survey).

**MDOT use only

* Denotes a non-standard contract/amendment

4/20/07

177

Benefit: By acquiring the easement rights, the airport will be able to clear the existing obstructions to the approach and control the runway protection zones.

Funding Source: FAA Funds (via block grant) - \$84,000; State Restricted Aeronautics Funds - \$18,375; Shiawassee Airport Board Funds - \$2,625; Contract Total - \$105,000.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

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

Zip Code: 48867.

14. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2007-0501) between MDOT and the City of Battle Creek will provide federal and state grant funds for the land acquisition costs for parcel 150 at the W. K. Kellogg Airport in Battle Creek, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$1,544,070. Source of Funds: FAA Funds (via block grant) - \$1,235,256; State Restricted Aeronautics Funds - \$270,212; City of Battle Creek Funds - \$38,602.

Purpose/Business Case: To provide for the land acquisition costs for parcel 150 (commonly known as the Kellogg hangar). The project includes purchase of the hangar/office and business relocation costs.

Benefit: Will provide for the relocation of owners and tenants of parcel 150.

Funding Source: FAA Funds (via block grant) - \$1,235,256; State Restricted Aeronautics Funds - \$270,212; City of Battle Creek Funds - \$38,602; Contract Total - \$1,544,070.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

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

Zip Code: 49015.

**MDOT use only

* Denotes a non-standard contract/amendment

15. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work
Authorization (58004-89752) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad Incorporated (GTW) will provide funding for the replacement of the existing passive warning devices with new side-of-street flashers, half-roadway gates, and appropriate circuitry at GTW's grade crossing of Meanwell 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 February 1, 2007. The cost of the project 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 GTW with Meanwell 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 side-of-street flashers, half-roadway gates, and appropriate activation 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 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. FHWA Funds - \$108,000; FY 2007 State Restricted Trunkline Funds - \$72,000.

Commitment Level: The authorization amount is based on GTW'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 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: 48131.

16. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work
Authorization Revision (46012-89252-1) issued under the provisions of Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway Company (NS) will provide additional funding that is necessary to adequately fund the project. The original authorization amount of \$175,000 was based on a field estimate for the replacement of the existing passive warning devices with new side-of-street flashers, half-roadway gates, and appropriate activation circuitry at the NS grade crossing of Ingall Highway in Lenawee County, Michigan. NS has now provided MDOT with a detailed estimate that includes extensive fill and retaining wall systems required to allow proper installation of the devices, resulting in a proposed project authorization increase of \$66,350.97. The revised authorization amount will be \$241,350.97. Source of Funds: Federal Highway Administration (FHWA) Funds - \$144,810.58; FY 2007 State Restricted Trunkline Funds - \$96,540.39.

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

**MDOT use only

* Denotes a non-standard contract/amendment

4/20/07

177

Page 24 of

Benefit: The revision will allow the railroad to proceed with this important project to enhance motorist safety.
Funding Source: Funding for this project is provided from 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. FHWA Funds - \$144,810.58; F Y2007 State Restricted Trunkline Funds - \$96,540.39.
Commitment Level: The revised authorization amount is based on NS's detailed estimate and will be paid on a force account basis.
Risk Assessment: The crossing is currently equipped with 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. MDOT will inspect the final installation and reimburse only the actual costs incurred.
Selection: N/A.
New Project Identification: This is an upgrade to an existing crossing.
Zip Code: 49256.

26. HIGHWAYS - IDS Engineering Services

Authorization (Z3) under Contract (2006-0137) between MDOT and Otwell Mawby Geotechnical, P.C., will provide for as-needed staking and inspection and testing services to be performed for road construction and bridge rehabilitation work for various projects within the Traverse City Transportation Service Center (TSC) area, North Region (CSs various - JNs various). The work items include project administration, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through February 23, 2009. The authorization amount will be \$316,273.95. The contract term is February 24, 2006, through February 23, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for as-needed staking and inspection and testing services to be performed for road construction and bridge rehabilitation work for various projects within the Traverse City TSC service area, North Region.

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

Funding Source: 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 authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing. This could result in substandard work. Also, failure to provide the services outlined could result in the loss of federal participation on these highway construction projects.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49684.

29. HIGHWAYS - IDS Engineering Services

Authorization (Z8) under Contract (2006-0181) between MDOT and Soil and Materials Engineers, Inc., will provide for as-needed geotechnical investigation services to be performed for various projects in the Southwest Region. The work items include soil borings, geotechnical investigation, soil classification, gradation analysis, permeability testing, and preparation of test reports. The authorization will be in effect from the date of award through March 7, 2009. The authorization amount will be \$239,999.93. The contract term is March 8, 2006, through March 7, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for as-needed geotechnical investigation services to be performed for various projects in the Southwest Region.

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

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

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49001.

31. HIGHWAYS - IDS Engineering Services

Authorization (Z9) under Contract (2006-0349) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for as-needed office technician services to be performed in Kent and Ottawa Counties (CSs various - JNs various). The work will include the preparation of project records and documentation for assigned projects. The authorization will be in effect from the date of award through May 1, 2009. The authorization amount will be \$256,937.94. The contract term is May 2, 2006, through May 1, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for as-needed office technician services to be performed in Kent and Ottawa Counties. The work will include the preparation of project records and documentation for assigned projects.

Benefit: Will ensure that project documentation for the construction projects is up to current MDOT standards.

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

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

Risk Assessment: The risk of not approving these as-needed construction office technician services is that the Grand Rapids Transportation Service Center will not have adequate office support to handle the project documentation, which could result in substandard work and the loss of federal funding.

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.

**MDOT use only

* Denotes a non-standard contract/amendment

4/20/07

177

Selection: Qualifications-based.
New Project Identification: This is not a new project.
Zip Code: 49504.

33. HIGHWAYS - IDS Engineering Services

Authorization (Z17) under Contract (2006-0466) between MDOT and Wilcox Professional Services, LLC, will provide for as-needed inspection and testing services to be performed for US-131 from West River Road to 10 Mile Road. The work items include project administration, hot mix asphalt (HMA) inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through July 11, 2009. The authorization amount will be \$605,382.15. The contract term is July 12, 2006, through July 11, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for US-131 from West River Road to 10 Mile Road. The work items include project administration, HMA inspection, quality assurance testing, and preparation and documentation of project records.

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

Funding Source: 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 authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing. This could result in substandard work. Also, failure to provide the services outlined could result in the loss of federal participation on these highway construction projects.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49504.

35. HIGHWAYS - IDS Engineering Services

Authorization (Z15) under Contract (2006-0616) between MDOT and Wade Trim Associates, Inc., will provide for as-needed staking and inspection and testing services to be performed for road construction and bridge rehabilitation work for various projects within the Traverse City Transportation Service Center (TSC) area, North Region (CSs various - JNs various). The work items include project administration, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through September 19, 2009. The authorization amount will be \$166,637.72. The contract term is September 20, 2006, through September 19, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**MDOT use only

* Denotes a non-standard contract/amendment

Purpose/Business Case: To provide for as-needed staking and inspection and testing services to be performed for road construction and bridge rehabilitation work for various projects within the Traverse City TSC service area, North Region.

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

Funding Source: 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 authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing. This could result in substandard work. Also, failure to provide the services outlined could result in the loss of federal participation on these highway construction projects.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49684.

39. HIGHWAYS - IDS Engineering Services

Authorization (Z3) under Contract (2007-0306) between MDOT and Hubbell, Roth & Clark, Inc., will provide for as-needed inspection and testing services to be performed for the Macomb Transportation Service Center (TSC). The work items include bridge rehabilitation, bituminous and density inspection and testing services. The authorization will be in effect from the date of award through October 17, 2009. The authorization amount will be \$349,967.85. The contract term is October 18, 2006, through October 17, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for the Macomb TSC.

Benefit: Will provide construction services required to satisfy state and federal guidelines for construction oversight and the 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 approve these services could result in the loss of federal participation on this and subsequent highway construction projects.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48082.

**MDOT use only

* Denotes a non-standard contract/amendment

EXTRAS

76. **Extra 2007 - 42**

Control Section/Job Number: 09032-56922 MDOT Project

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

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Anlaan Corporation
P.O. Box 333
Ferrysburg, MI 49409

Designed By: MDOT/Hardesty & Hanover, LLP
Engineer's Estimate: \$3,247,492.40

Description of Project:

Overlay, joint replacement, railing replacement, bearing replacement, and diaphragm replacement, substructure and beam end repair, steel repair, deck patching, lighting, and painting on 3 structures on M-13/M-84, East and West Channel and M-25 over the Saginaw River in the City of Bay City, Bay County.

Administrative Board Approval Date:	November 1, 2005	
Contract Date:	December 8, 2005	
Original Contract Amount:	\$3,763,218.85	
Total of Overruns/Changes (Approved to Date):	120,953.59	+ 3.21%
Total of Extras/Adjustments (Approved to Date):	408,208.09	+ 10.85%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>40,091.92</u>	<u>+ 1.07%</u>
Revised Total	<u>\$4,332,472.45</u>	+ 15.13%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.06% over the original budget for an **Authorized to Date Amount** of \$4,292,380.53.

Approval of this extra will place the authorized status of the contract 15.13% or \$569,253.60 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-83	2 r. 1	\$380,035.00	7/05/06
2006-149	3 r. 3	\$16,873.43	11/07/06

**MDOT use only

* Denotes a non-standard contract/amendment

Contract Modification Number(s): 6

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

#1 Tube Railing		\$2,225.00
#3 Removing Extra Epoxy		3,250.00
#4 Forming the Underside of Deck		20,100.00
#5 Steel Repairs		1,836.00
#9 Bulkheads		1,400.00
#8 Hand Holes	4.000 Ea @ \$290.23/Ea	1,160.92
Guardrail Approach Terminal, Type 1B	3.000 Ea @ \$2,464.00/Ea	7,392.00
Guardrail Approach Terminal, Type 2B	1.000 Ea @ \$2,728.00/Ea	2,728.00
Total		<u>\$40,091.92</u>

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

The fabricated tube railing had to be cut and modified in the field due to changes in length of the concrete end walls. The contractor was directed to complete the work. The extra cost for #1 Tube Railing is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

On one span of B01-09032 the deck had an existing epoxy overlay on it which needed to be removed prior to placing the new epoxy overlay. Some of the existing epoxy did not harden correctly; it could not be removed using standard removal techniques. The contractor was directed to put additional effort into removing the epoxy to ensure the new epoxy overlay would last. The extra cost #3 Removing Extra Epoxy is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The underside of the bridge deck on B02-09032 was spalled and cracked prior to starting the work. The contractor sawcut the deck as shown on the plans and took necessary precautions to protect the existing deck; however, the existing bottom of the deck still spalled. The engineer determined this was not due to the contractor's operation and directed the contractor to perform additional forming in the area of the spalls. The extra cost #4 Forming the Underside of Deck is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Some of the repairs to the bridges required removing part of the deck. Once removed, the top flanges of the beams indicated that repairs were needed. The contractor was directed to complete the repairs to the top of the flanges. The extra cost for #5 Steel Repairs was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

The plans did not clearly indicate that four joints (bulkheads) would be necessary for the proper pour sequence. Since the item was not clearly shown to be completed the contractor incurred additional costs installing the four joints when the engineer directed them to install the joints. The extra cost for #9 Bulkheads was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

Hand holes for the bridge lighting were not on the plans. The contractor was directed to install the hand holes. The extra cost for #8 Hand Holes was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

**MDOT use only

* Denotes a non-standard contract/amendment

Approach terminals were inadvertently omitted from the guardrail plans for the bridge. The contractor was directed to install the appropriate approach terminals to ensure the guardrail met existing standards. The extra cost for Guardrail Approach Terminal, Type 1B and Guardrail Approach Terminal, Type 2B was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

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

This Extra was recommended for approval by the State Transportation Commission at its March 29, 2007, meeting, and is recommended for approval by the State Administrative Board on April 3, 2007.

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

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

Funding Source: FHWA, 80%; State Restricted Trunkline, 18.94%; City of Bay City, 1.06%.

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: 48706.

77. **Extra 2007 - 43**

Control Section/Job Number:	61407-84349	Local Agency Project
State Administrative Board:	This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.	
State Transportation Commission:	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Dan Hoe Excavating, Inc. 13664 Rocky's Road Holland, MI 49424	
Designed By:	Fishbeck, Thompson, Carr & Huber, Inc.	
Engineer's Estimate:	\$920,536.75	

Description of Project:

0.30 miles of road reconstruction, storm sewer improvements, water main construction, hot mixed asphalt paving and restoration on Glenside Boulevard from Greenwich Road to Michigan Shore Railroad tracks, in the City of Roosevelt Park, Muskegon County.

**MDOT use only

* Denotes a non-standard contract/amendment

Administrative Board Approval Date:	May 2, 2006	
Contract Date:	May 5, 2006	
Original Contract Amount:	\$788,238.25	
Total of Overruns/Changes (Approved to Date):	(34,889.83)	- 4.43%
Total of Extras/Adjustments (Approved to Date):	79,326.00	+ 10.06%
Total of Negative Adjustments (Approved to Date):	(7,802.20)	- 0.99%
THIS REQUEST	<u>1,776.56</u>	<u>+ 0.23%</u>
Revised Total	<u>\$826,648.78</u>	+ 4.87%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.63% over the original budget for an **Authorized to Date Amount** of \$824,872.22.

Approval of this extra will place the authorized status of the contract 4.87% or \$38,410.53 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-144	6	\$35,300.00	11/07/06

Contract Modification Number(s): 9 r.3

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

Remove and Salvage Existing 6" Valve	1.000 Ea @ \$150.00/Ea	\$150.00
6" Sleeve	1.000 Ea @ \$200.00/Ea	200.00
Sewer, Cl A, 15 inch, Tr Det A	6.000 Ft @ \$22.00/Ft	132.00
Replace Damaged Lights	11.000 Ea @ \$15.00/Ea	165.00
Traffic Control Adjustment		<u>1,129.56</u>
Total		<u>\$1,776.56</u>

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

Contract modification 2 on this project included watermain items associated with lowering the watermain. The city requested that the lowering of the watermain extend to the spring point at several intersections. The contractor was directed to perform the work to extend the lowering of the watermain. The two watermain items on this request Remove and Salvage Existing 6" Valve and 6" Sleeve are based on final quantities needed to complete the work. This extra work is 100 percent funded by the City of Roosevelt Park. The extra costs for the Remove and Salvage Existing 6" Valve and 6" Sleeve were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

Contract modification 3 on this project included the addition of a 15 inch diameter sewer. The item was needed to properly align the existing 15 inch sewer with the new 60 inch sewer. The contractor was directed to perform the work to align the 15 inch sewer. This request will increase the item to the actual amount needed in the field to complete the alignment. The extra cost for the Sewer, Cl A, 15 inch, Tr Det A was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

**MDOT use only

* Denotes a non-standard contract/amendment

Section 812.04.A.5 of the 2003 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device on which the light is mounted and does not exceed \$15 per light. The lights on plastic drums are used to control traffic in the work zone. These lights are sometimes damaged by passing motorists. The extra, Replace Damaged Lights, will reimburse the contractor for damaged lights at the maximum rate of \$15 per light, as the traffic control device unit cost was over \$15.

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 38 days without the assessment of liquidated damages. Traffic control devices were required during the extended time frame. A contract adjustment was calculated per the specification section listed above. Therefore, the cost for Traffic Control Adjustment was determined as a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

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

This Extra was recommended for approval by the State Transportation Commission at its March 29, 2007, meeting, and is recommended for approval by the State Administrative Board on April 3, 2007.

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, 66.53%; City of Roosevelt Park, 33.47%.
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: 49441.

78. **Extra 2007 - 44**

Control Section/Job Number:	50023-80935	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	C.A. Hull Co., Inc. 8177 Goldie Rd. Walled Lake, MI 48390	
Designed By:	MDOT	
Engineer's Estimate:	\$950,374.45	

**MDOT use only

* Denotes a non-standard contract/amendment

Description of Project:

Deck joint replacement, structural steel painting, deck patching, substructure repair, pin and hanger replacement, and thrie beam retrofit on M-59 at S02 and S08 over Dequindre Road and S04-3 and S04-4 over Ryan Road in the cities of Rochester Hills and Sterling Heights in Shelby Township, Oakland and Macomb Counties.

Administrative Board Approval Date:	June 7, 2005	
Contract Date:	June 17, 2005	
Original Contract Amount:	\$833,518.68	
Total of Overruns/Changes (Approved to Date):	103,592.11	+ 12.43%
Total of Extras/Adjustments (Approved to Date):	134,339.04	+ 16.12%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>15,721.16</u>	<u>+ 1.89%</u>
Revised Total	<u>\$1,087,170.99</u>	+ 30.44%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 28.55% over the original budget for an **Authorized to Date Amount** of \$1,071,449.83.

Approval of this extra will place the authorized status of the contract 30.44% or \$253,652.31 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-039	3 r. 1	\$84,389.04	04/04/06

Contract Modification Number(s): 5

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

Substructure Repair Special	1.000 Ea @ \$15,586.16/Ea	\$15,586.16
Damage Replacement Type C Light	9.000 Ea @ \$15.00/Ea	<u>135.00</u>
Total		<u>\$15,721.16</u>

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

Once construction started, spalled concrete was noticed on the fascia and wing walls of the bridges. This work involved removing the spalled concrete, cleaning the area and then patching the area with concrete at several locations on the M-59 structures over Ryan Road. The contractor was directed to complete the repair work. The extra cost for Substructure Repair Special is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

**MDOT use only

* Denotes a non-standard contract/amendment

Section 812.04.A.5 of the 2003 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device that the light is mounted to and does not exceed \$15 per light. The lights on plastic drums are used to control traffic in the work zone. These lights are sometimes damaged by passing motorists. The extra, Damage Replacement Type C Light, will reimburse the contractor for damaged lights at the maximum rate of \$15 per light, as the traffic control device unit cost was over \$15.

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

This Extra was recommended for approval by the State Transportation Commission at its March 29, 2007, meeting, and is recommended for approval by the State Administrative Board on April 3, 2007.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: FHWA, 80%; State Restricted Trunkline, 20%.
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48317.

79. **Extra 2007 - 45**

Control Section/Job Number:	70063-78775	MDOT Project
State Administrative Board -	This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Highway Service Co., Inc. 26401 Hall Road Woodhaven, MI 48183	
Designed By:	URS Corporation Great Lakes	
Engineer's Estimate:	\$814,361.87	

Description of Project:

25.60 miles of freeway signing upgrade on I-96 from US-31 to the Ottawa County line, from the Muskegon County line to M-104, and from M-104 to the Kent County line in the cities of Norton Shores and Coopersville, Muskegon and Ottawa Counties.

**MDOT use only

* Denotes a non-standard contract/amendment

Administrative Board Approval Date:	November 1, 2005	
Contract Date:	November 18, 2005	
Original Contract Amount:	\$789,796.11	
Total of Overruns/Changes (Approved to Date):	(25,797.39)	- 3.27%
Total of Extras/Adjustments (Approved to Date):	19,799.26	+ 2.51%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>68,900.00</u>	<u>+ 8.72%</u>
Revised Total	<u>\$852,697.98</u>	+ 7.96%

Offset Information

Total Offsets This Request	(\$37,200.0)	- 4.71%
Net Revised Request	\$31,700.00	+ 1.48%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract - 0.76% under the original budget for an **Authorized to Date Amount** of \$783,797.98.

Approval of this extra will place the authorized status of the contract 7.96% or \$62,901.87 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4, 5

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

CM 4

Fdn, Cantilever Sign Structure Type E, 48 inch Dia, Cased	24.000 Ft @ \$850.00/Ft	\$20,400.00
Fdn, Cantilever Sign Structure Type E, 48 inch Dia, Uncased	38.000 Ft @ \$750.00/Ft	<u>28,500.00</u>
Total		<u>\$48,900.00</u>

CM 4 Offset Information

Fdn, Cantilever Sign Structure Type E, 42 Inch Dia, Cased	-62.000 Ft @ \$600.00/Ft	<u>(\$37,200.00)</u>
Total		<u>(\$37,200.00)</u>

Net Revised CM 4 Request

\$11,700.00

CM 5

Truck Mtd Attenuator, Furn	2.000 Ea @ \$5000.00/Ea	\$10,000.00
Truck Mtd Attenuator, Oper	2.000 Ea @ \$5000.00/Ea	<u>10,000.00</u>
Total		<u>\$20,000.00</u>

Grand Total

\$68,900.00

**MDOT use only

* Denotes a non-standard contract/amendment

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

CM 4

The MDOT engineer determined, after discussions with the Traffic and Safety Division, that the reinforcement and anchor bolts for the three cantilever sign foundations would not fit into the proposed 42 inch diameter hole. The contractor was directed to use a 48 inch diameter hole and corresponding reinforcement and anchor bolts. The extra cost for Fdn, Cantilever Sign Structure Type E, 48 inch Dia, Cased and Fdn, Cantilever Sign Structure Type E, 48 inch Dia, Uncased was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with original bid items and MDOT's Average Unit Price Index. The extra cost is offset by a \$37,200 reduction in the original items listed above.

CM 5

Truck mounted attenuators were not originally set up on the contract; however, it was determined to be necessary in an effort to maintain the health and safety of the contractor's employees and the motoring public. The contractor was directed to furnish and operate two truck mounted attenuators. The extra cost for Truck Mtd Attenuator, Furn and Truck Mtd Attenuator, Oper was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to the work required for the project and MDOT's average unit prices.

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

This Extra was recommended for approval by the State Transportation Commission at its March 29, 2007, meeting, and is recommended for approval by the State Administrative Board on April 3, 2007.

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, 100%.

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

Risk Assessment: 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: 49415.

80. **Extra 2007 - 46**

Control Section/Job Number: 70407-84353 Local Agency Project

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

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Milbocker and Sons, Inc.
1256 29th Street
Allegan, MI 49010

Designed By: Moore & Bruggink, Inc.
Engineer's Estimate: \$628,647.25

Description of Project:

0.62 miles of cold milling, hot mix asphalt resurfacing, storm sewer, concrete curb and gutter, street lighting, and hot mix asphalt bike path on Pine Street and West Springlake Road from Third Street to Smith's Bayou Bridge in the City of Ferrysburg, Ottawa County.

Administrative Board Approval Date:	June 20, 2006	
Contract Date:	July 10, 2006	
Original Contract Amount:	\$572,297.97	
Total of Overruns/Changes (Approved to Date):	22,973.94	+ 4.01%
Total of Extras/Adjustments (Approved to Date):	45,372.84	+ 7.93%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>45,357.50</u>	<u>+ 7.93%</u>
Revised Total	<u>\$686,002.25</u>	+ 19.87%

Offset Information

Total Offsets This Request	(32,462.50)	- 5.67%
Net Revised Request	\$12,895.00	+ 2.25%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.94% over the original budget for an **Authorized to Date Amount** of \$640,644.75.

Approval of this extra will place the authorized status of the contract 19.87% or \$113,704.28 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4 r. 1

**MDOT use only

* Denotes a non-standard contract/amendment

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

CM 4

Curb and Gutter, Conc, Det F4 Modified	409.100 Ft @ \$7.50/Ft	\$3,068.25
Parking Area, Grading	1.000 Ea @ \$2,500.00/Ea	2,500.00
Parking Area – Spot Removal and Grading	1.000 Ea @ \$455.00/Ea	455.00
ADA Ramp, Grading	8.000 Ea @ \$250.00/Ea	2,000.00
Type B Guardrail	25.000 Ft @ \$49.50/Ft	1,237.50
Guardrail and Trail Modification	1.000 Ea @ \$950.00/Ea	950.00
Approach Terminal, Reinstall	1.000 Ea @ \$1,430.00/Ea	1,430.00
Approach Terminal, Remove	1.000 Ea @ \$412.50/Ea	412.50
Pavt Mrkg, Regular Dry, 24” Stop Bar	119.000 Ft @ \$3.25/Ft	386.75
4” – 8” Cobblestone	1.000 Ea @ \$2,120.00/Ea	2,120.00
Lighting Fixture, Banner Arm Addition	11.000 Ea @ \$148.50/Ea	1,633.50
Aggregate Base, 9 inch	2,925.000 Syd @ \$8.30/Syd	24,277.50
HMA Approach	46.200 Ton @ \$75.00/Ton	3,465.00
Lighted Arrow, Type C, Furn	1.000 Ea @ \$440.00/Ea	440.00
Lighted Arrow, Type C, Oper	1.000 Ea @ \$110.00/Ea	110.00
Pavt Mrkg, Regular Dry, 12 inch, White	105.000 Ft @ \$1.65/Ft	173.25
Pavt Mrkg, Regular Dry, 6 inch, White,		
Crosswalk	665.000 Ft @ \$1.05/Ft	698.25
Total		<u>\$45,357.50</u>

CM 4 Offset Information

Curb and Gutter, Conc, Det F4	-4,000.000 Ft @ \$7.75/Ft	(\$31,000.00)
Pavt Mrkg, Thermopl, 12 inch, Crosswalk	-500.000 Ft @ \$2.25/Ft	(1,125.00)
Pavt Mrkg, Thermopl, 24 inch, Stop Bar	-75.000 Ft @ \$4.50/Ft	(337.50)
Total		(\$32,462.50)

Net Revised CM 4 Request \$12,895.00

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

The proposed curb for the project included reinforcement steel; the city requested that the reinforcement steel not be used. This item was originally set up on contract modification 1; the increase on contract modification 4 represents the amount used in the project. The contractor was directed to place the curb without the reinforcement steel. The cost of Curb and Gutter, Conc, Det F4 Modified was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar work per MDOT’s Average Unit Price Index. This increase will adjust the previously authorized quantity to the current as-constructed quantity. This extra work was completely offset by a \$31,000 reduction in the original bid item, Curb and Gutter, Conc, Det F4.

The city requested that a parking area next to the road to be graded. The contractor was directed to grade the area at station 33+40 to 34+60 left of center line on West Spring Lake Road. The price for this work includes excavation, grading, and compaction. The cost of Parking Area, Grading was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar work per MDOT’s Average Unit Price Index. The cost of this item is 100 percent funded by the City of Ferrysburg.

**MDOT use only

* Denotes a non-standard contract/amendment

Grading needed to be completed at the parking area for the Americans with Disabilities Act (ADA) ramps. The contractor was directed to grade the area near the ADA ramps. The cost of Parking Area – Spot Removal and Grading was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar work per MDOT’s Average Unit Price Index. The cost of this item is 100 percent funded by the City of Ferrysburg.

In addition to the areas identified in the Special Provision for ADA Ramps, there were other areas where the sidewalk ramps needed to be upgraded per the ADA requirements which were not identified in the contract documentation. The cost of ADA Ramp, Grading was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar work per MDOT’s Average Unit Price Index.

The guardrail on the project was installed prior to the completion of the bike path. It was not determined until after it was placed that it was in conflict with the proposed bike path. The contractor was directed to move the guardrail so it would not conflict with the bike path; all of the items are associated with moving the guardrail. The item Guardrail and Trail Modification was needed to remove concrete that was encountered when the trail was moved and had to be removed to place the guardrail. The costs of Type B Guardrail; Approach Terminal, Reinstall; Guardrail and Trail Modification, and Approach Terminal, Remove were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and are reasonable when compared to similar work in MDOT’s Average Unit Price Index.

The contractor was directed to change the thermoplastic pavement marking items to regular dry pavement marking items, due to the seasonal restrictions. The cost of Pavt Mrkg, Regular Dry, 24” Stop Bar and Pavt Mrkg, Regular Dry, 12 inch, White was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar work in MDOT’s Average Unit Price Index. This extra work is offset by a \$1,462.50 reduction in the original bid items, Pavt Mrkg, Thermopl, 12 inch, Crosswalk and Pavt Mrkg, Thermopl, 24 inch, Stop Bar.

The pavement marking item Pavt Mrkg, Regular Dry, 6 inch, White Crosswalk was set up for the crosswalk areas that did not have the 12 inch wide crosswalk. The original items set up on the contract had 12 inch wide white, which was used at some of the intersections. The change was made to regular dry due to seasonal restrictions; therefore the engineer decided to also change to the standard 6 inch crosswalk width at the crosswalks that still needed to be painted. The cost of Pavt Mrkg, Regular Dry, 6” White Crosswalk was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar work in MDOT’s Average Unit Price Index.

An area that was disturbed as part of the grading needed to be restored to match existing conditions. The contractor was directed to place 4 to 8 inch cobblestone in the area. The cost of 4” – 8” Cobblestone was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar work per MDOT’s Average Unit Price Index. The cost of this item is 100 percent funded by the City of Ferrysburg.

The city requested that banner arms be placed on the light poles near the path, this was an afterthought by the city. The contractor was directed to place eleven banner arms on the light poles. The cost of Lighting Fixture, Banner Arm Addition was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar work per MDOT’s Average Unit Price Index. The cost of this item is 100 percent funded by the City of Ferrysburg.

**MDOT use only

* Denotes a non-standard contract/amendment

An item was added due to additional gravel needed from station 15+81 to 25+00 on West Spring Lake Road to change the pavement thickness from 7.5 inches to 6.5 inches. It was also needed from station 15+81 to 18+50 on West Spring Lake Road in the area left of center line in the super elevated section. The cost of Aggregate Base, 9 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar work per MDOT's Average Unit Price Index.

An item was added for areas paved behind the curb and gutter that were originally set up to be included in main line paving. The project engineer determined that they should have been paid for as an approach item; this also included some driveways that were originally set up for concrete but changed to HMA. The cost of HMA Approach was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar work, other items on the contract and per MDOT's Average Unit Price Index. The extra cost is offset by a \$1,354.32 reduction in the original item on contract modification 2 for the concrete driveway item.

The lighted arrow items are both related and were needed to close the lane to traffic during the phase construction work. The cost of Lighted Arrow, Type C, Furn and Lighted Arrow, Type C, Oper was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to 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 was recommended for approval by the State Transportation Commission at its March 29, 2007 meeting, and is recommended for approval by the State Administrative Board on April 3, 2007.

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, 66.97%; City of Ferrysburg, 33.03%.

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: 49409.

81. **Extra 2007 - 47**

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 - This project exceeds the 10% Commission limit for reviewing extras.

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):	(180,810.74)	- 0.69%
Total of Extras/Adjustments (Approved to Date):	2,686,649.59	+ 10.19%
Total of Negative Adjustments (Approved to Date):	(3,600.00)	- 0.01%
THIS REQUEST	<u>51,995.28</u>	<u>+ 0.20%</u>
Revised Total	<u>\$28,912,625.20</u>	+ 9.69%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.49% over the original budget for an **Authorized to Date Amount** of \$28,860,629.92.

Approval of this extra will place the authorized status of the contract 9.69% or \$2,554,234.13 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
2006-171	7 r. 1	\$20,615.94	12/19/06
2007-14	10, 11	\$76,442.77	02/06/07

**MDOT use only

* Denotes a non-standard contract/amendment

Contract Modification Number(s): 13, 14

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

CM 13

CP, Misc, Non-Reinf, 11" HP (Ajax)	232.410 Syd @ \$75.00/Syd	\$17,430.75
CP, Non-Reinf, 11" HP (Ajax)	33.520 Syd @ \$61.00/Syd	2,044.72
Conc. Shoulder Non, Modified (Ajax)	450.400 Syd @ \$39.00/Syd	<u>17,565.60</u>
Total		<u>\$37,041.07</u>

CM 14

Re-grading of Ramp F		\$2,518.62
Handhole Repair, Modified		704.86
Impact Attenuator Pad, Removal and Replacement		5,821.20
Single Face Barrier Wall – Grade Preparation		3,556.48
Pavt Gapping	74.700 Ft @ \$31.50/Ft	<u>2,353.05</u>
Total		<u>\$14,954.21</u>

Grand Total

\$51,995.28

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

CM 13

These three items were originally set up on contract modification 6; they are now being adjusted to match the quantity needed to complete the project. The project plans call for placement of an 11 inch reinforced concrete pavement inlay. There were concerns with the placement of this pavement section. A ramp lane adjacent to this inlay section was recently reconstructed with non-reinforced concrete pavement with a warranty. The engineer determined that in order to maintain the performance of the pavement and the warranty, it would be best to match the existing pavement type and joint pattern. The joints should match across the new pavement sections to properly maintain the warranty and performance of the pavement. These concerns were discussed with region office personnel prior to incorporation. Therefore, the contractor was allowed to place 11 inch non-reinforced concrete pavement in conjunction with providing a 5 year pavement workmanship and materials warranty.

This work also included a change in the shoulder section to non-reinforced concrete to match the mainline pavement section. The extra unit cost is the same as the original bid unit cost. The extra costs for CP, Misc, Non-Reinf, 11" HP (Ajax); CP, Non-Reinf, 11" HP (Ajax); and Conc. Shoulder Non, Modified (Ajax) were negotiated per Section 103.004 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar original bid items.

CM 14

After constructing Ramp F per plan, it was determined that a drainage and erosion problem was created. The per plan curb ended halfway down the ramp into a spillway, at this location the ramp is in full super-transition and developed washouts and slope erosion. The contractor was directed to re-grade the shoulders and place curb to the bottom of the ramp into a spillway. The extra cost for Re-grading of Ramp F (F.A. #10) is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

**MDOT use only

* Denotes a non-standard contract/amendment

Existing electric handholes, used for the freeway lighting, in the shoulder area of eastbound and westbound I-696 were damaged when traffic was shifted to the shoulders to complete the project. The contractor was directed to repair the top of the handhole and reset the cover. The extra cost for Handhole Repair, Modified (F.A. # 8) is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

MDOT requested that the damaged impact attenuator in the gore area of Ramp Q and northbound US-24 be replaced. This item pays for the removal of the existing concrete pad, grading, and pouring the concrete pad for the proposed impact attenuator replacement. The extra cost for Impact Attenuator Pad, Removal and Replacement (F.A. #9) is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

On northbound M-10 under S02 (I-696) the existing barrier wall footing extended into the proposed shoulder grade and needed to be removed. The contractor was directed to hand chip, remove, grade this area, compact and place the foundation drain behind the proposed wall, and backfill. The extra cost for Single Face Barrier Wall - Grade Preparation (S02)-(F.A. # 11) is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The contractor was directed to gap areas of the pavement to allow access to business driveways, this was not set up in the original contract but was necessary to keep the business open. The extra cost for Pavt Gapping was negotiated per Section 103.04 of the Standard Specifications for Construction. The cost was deemed reasonable when compared with the similar work on other MDOT projects and 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 was recommended for approval by the State Transportation Commission at its March 29, 2007, meeting, and is recommended for approval by the State Administrative Board on April 3, 2007.

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.

82. **Extra 2007 - 48**

Control Section/Job Number: 82022-49717 Local Agency Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras. This project also has at least one extra, or related extras, that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

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

Designed By: Parsons Brinckerhoff Michigan, Inc.
Engineer's Estimate: \$3,799,998.25

Description of Project:

Bridge removal and replacement with related approach work on Jefferson Avenue (S01 of 82-22-02) at Dequindre Cut in the City of Detroit, Wayne County.

Administrative Board Approval Date:	April 19, 2005	
Contract Date:	May 12, 2005	
Original Contract Amount:	\$3,694,914.95	
Total of Overruns/Changes (Approved to Date):	118,699.91	+ 3.21%
Total of Extras/Adjustments (Approved to Date):	187,167.12	+ 5.07%
Total of Negative Adjustments (Approved to Date):	(6,084.65)	- 0.16%
THIS REQUEST	<u>247,637.74</u>	<u>+ 6.70%</u>
Revised Total	<u>\$4,242,335.07</u>	+ 14.82%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.12% over the original budget for an **Authorized to Date Amount** of \$3,994,697.33.

Approval of this extra will place the authorized status of the contract 14.82% or \$547,420.12 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 14, 15

**MDOT use only

* Denotes a non-standard contract/amendment

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

CM 14	
Cold Weather Protection	<u>\$116,900.51</u>
Total	<u>\$116,900.51</u>
CM 15	
Subgrade Concrete Excavation	<u>\$130,737.23</u>
Total	<u>\$130,737.23</u>
Grand Total	<u>\$247,637.74</u>

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

CM 14

There were several major unforeseen field conditions that impeded the contractor's progress schedule. These field conditions included a major concrete obstruction that measured between three and five feet in thickness at both approaches and within the influence of placement of structure backfill for the mechanically stabilized earth walls. Also there were three major fiber optics conduits one foot away from the existing west abutment wall footing, and buried two and a half feet below the surface. The cost to expedite the project and work thru the winter months was approximately half the cost if the contractor took a winter shut down and no overtime.

To shut the project down for winter, the bridge would need to be partially completed by temporary fixes and then partially opened up for the winter. This would require additional labor, equipment and materials as well as traffic control devices through the winter. The bridge approaches as well as open areas on the bridge would need to be temporarily completed prior to opening the bridge for the winter. These temporary fixes would need to be removed in the spring and the temporary concrete barrier moved back into place to again begin work on the bridge.

To work through the winter at an expedited pace the contractor would only be reimbursed for their overtime and the materials and equipment to protect the concrete from freezing. With the cost difference between the two options and the fact that the City of Detroit made commitments to the adjacent business owners that this project would be completed in preparation for the Super Bowl, it was in the best interest for the public; Jefferson Avenue is a major roadway for downtown access for various events including the Super Bowl. The extra cost for Cold Weather Protection is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 15

During Stage 1 and 2 removals, existing concrete foundations were encountered that were not shown on the original plans. Some of these foundations ranged in thickness from three to five feet. Due to the close proximity of adjacent buildings, additional vibration monitoring was required during these concrete removals. The contractor was directed to remove the existing concrete, and monitor vibrations and building movement. The original pay item for Vibration Monitoring Building only applied to bridge foundation demolition, steel sheet piling and drilled shafts, and did not cover the removal of the subgrade concrete. The extra cost for Subgrade Concrete Excavation is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

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

**MDOT use only

* Denotes a non-standard contract/amendment

This Extra was recommended for approval by the State Transportation Commission at its March 29, 2007 meeting, and is recommended for approval by the State Administrative Board on April 3, 2007.

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, 78.64%; State Restricted Trunkline, 14.74%; City of Detroit, 6.62%.
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: 48226.

83. **Extra 2007- 49**

Control Section/Job Number: 82124-60077 MDOT Project

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

State Transportation Commission - Does not meet criteria.

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

Designed By: HNTB Michigan Inc.
Engineer's Estimate: \$16,032, 653.84

Description of Project:

0.47 miles of reconstruction of existing freeway mainline pavement, shoulders, and construction of new service drive, deck replacement, pin and hanger replacement, beam end repair, and substructure repair on I-96 under Michigan Avenue, construction of bridge for Canadian Pacific Railroad over west service drive of I-75 and I-96, and construction of retaining walls along service drive in the City of Detroit, Wayne County.

Administrative Board Approval Date:	April 19, 2005	
Contract Date:	April 21, 2005	
Original Contract Amount:	\$16,797,959.91	
Total of Overruns/Changes (Approved to Date):	464,793.54	+ 2.77%
Total of Extras/Adjustments (Approved to Date):	1,105,010.63	+ 6.58%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>57,750.00</u>	<u>+ 0.34%</u>
Revised Total	<u>\$18,425,514.08</u>	+ 9.69%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.35%

**MDOT use only

* Denotes a non-standard contract/amendment

over the original budget for an **Authorized to Date Amount** of \$18,367,764.08.

Approval of this extra will place the authorized status of the contract 9.69% or \$1,627,554.17 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-71	25	\$557,070.00	06/06/06
2006-155	35 r. 3	\$154,952.08	11/07/06
2007-28	36, 38	\$29,958.60	03/06/07

Contract Modification Number(s): 42

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

Construction of Welded Rail Track, Modified	275.000 Ft @ \$210.00/Ft	<u>\$57,750.00</u>
Total		<u>\$57,750.00</u>

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

This item was originally set up on contract modification 25; this now balances the item to the current as placed quantity. The contractor was directed to construct all mainline track with 136-pound track in lieu of the 115-pound track, as specified in the Special Provision for Rail. This change was directed by the Canadian Pacific Railroad, and approved by MDOT and the Federal Highway Administration. The 115-pound rail requirement was an inadvertent error in the special provision during the design phase; the requirement should have been listed as 136-pound rail from the initial railroad communication and design.

During the Phase 2 track work for the north and south mainlines of the Canadian Pacific Railway, more track was constructed to allow for a decrease in track shifting, which minimized the delay to Canadian Pacific Railway. The extra cost for Construction of Welded Rail Track Modified was negotiated per Section 103.04 of the Standard Specifications for Construction. The cost was deemed reasonable when compared to similar bid items.

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

This extra is recommended for approval by the State Administrative Board at its April 3, 2007 meeting.

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

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

Funding Source: FHWA, 80.00%; State Restricted Trunkline, 17.79%; City of Detroit, 2.21%.

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: 48216.

**MDOT use only

* Denotes a non-standard contract/amendment

84. **Extra 2007 - 50**

Control Section/Job Number: 25402-74551 Local Agency Project

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

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Young's Environmental Cleanup, Inc.
G-5305 N. Dort Highway
Flint, MI 48505

Designed By: Rowe, Inc.
Engineer's Estimate: \$309,077.75

Description of Project:

0.18 miles of reconstruction, hot mix asphalt resurfacing with curb and gutter on Chevrolet Avenue from Third Avenue to Dupont Street, in the City of Flint, Genesee County.

Administrative Board Approval Date:	March 21, 2006	
Contract Date:	April 4, 2006	
Original Contract Amount:	\$299,478.87	
Total of Overruns/Changes (Approved to Date):	(2,497.13)	- 0.83%
Total of Extras/Adjustments (Approved to Date):	19,379.59	+ 6.47%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>61,809.00</u>	+ 20.64%
Revised Total	<u>\$378,170.33</u>	+ 26.28%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.64% over the original budget for an **Authorized to Date Amount** of \$316,361.33.

Approval of this extra will place the authorized status of the contract 26.28% or \$78,691.46 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

**MDOT use only

* Denotes a non-standard contract/amendment

Contract Modification Number(s): 3 r.1

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

Remove 12" Gas Main	166.000 Ft @ \$2.00/Ft	332.00
Watermain, testing and chlorination	1.000 LS @ \$2,500.00/LS	2,500.00
Watermain, remove	20.000 Ft @ \$6.25/Ft	125.00
Connect to Existing	2.000 Ea @ \$1,500.00/Ea	3,000.00
Install Hydrant and Valve Assembly	1.000 Ea @ \$750.00/Ea	750.00
Gate Valve, 12 inch	2.000 Ea @ \$1,700.00/Ea	3,400.00
Gate Well, 5 feet	2.000 Ea @ \$1,500.00/Ea	3,000.00
Water Main, DI 12 inch, Tr Det G	478.200 Ft @ \$85.00/Ft	40,647.00
Water Serv	9.000 Ea @ \$895.00/Ea	8,055.00
Total		<u>\$61,809.00</u>

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

During construction, an abandoned gas main was found to be in conflict with the proposed curb. The contractor was directed to remove the main in the conflicting areas. The extra cost for Remove 12" Gas Main was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items in MDOT's Average Unit Price Index and other contracts in the area.

The rest of the items on this contract modification are all related to the water main work. During construction, the existing watermain was found to be approximately two feet below the proposed subbase and lying directly beneath the proposed curb and gutter. The contractor was directed to relocate the existing watermain in order to place storm drainage and to keep it at the proper depth. The extra costs for Watermain, testing and chlorination; Watermain, remove; Connect to Existing; Install Hydrant and Valve Assembly; Gate Valve, 12 inch; Gate Well, 5 feet; Water Main, DI, 12 inch, Tr Det G; and Water Serv were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and are reasonable when compared to similar items in MDOT's Average Unit Price Index and other contracts 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 was recommended for approval by the State Transportation Commission at its March 29, 2007, meeting and is recommended for approval by the State Administrative Board on April 3, 2007.

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

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

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

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

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

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

Selection: Low bid.

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

Zip Code: 48504.

**MDOT use only

* Denotes a non-standard contract/amendment

85. **Extra 2007 - 51**

Control Section/Job Number: 46900-77491 MDOT Project

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

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: J R Howell Airport Lighting LLC
PO Box 210
Luther, MI 49656

Designed By: MDOT
Engineer's Estimate: \$641,486.69

Description of Project:

Traffic signal modernization and upgrade at 20 locations on M-34, M-52, M-156, US-223 and US-223BR in the village of Blissfield, cities of Adrian and Morenci in Woodstock Township, Lenawee County.

Administrative Board Approval Date:	October 5, 2004	
Contract Date:	November 2, 2004	
Original Contract Amount:	\$609,985.00	
Total of Overruns/Changes (Approved to Date):	31,275.52	+ 5.13%
Total of Extras/Adjustments (Approved to Date):	26,915.48	+ 4.41%
Total of Negative Adjustments (Approved to Date):	(153,900.00)	- 25.23%
THIS REQUEST	<u>83,700.00</u>	<u>+ 13.72%</u>
Revised Total	<u>\$597,976.00</u>	- 1.97%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.69% under the original budget for an **Authorized to Date Amount** of \$514,276.00.

Approval of this extra will place the authorized status of the contract 1.97% or \$12,009.00 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 7

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

CM 7	
Liquidated Damages	<u>\$83,700.00</u>
Total	<u>\$83,700.00</u>

**MDOT use only

* Denotes a non-standard contract/amendment

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

A settlement was reached at a Transportation Service Center (TSC) level claim review resulting in an adjustment of previously assessed liquidated damages. In Contract Modifications 4 and 5 r.1 the contractor was assessed a total of \$153,900 in liquidated damages. Based on the agreement between the contractor and the TSC claims panel, the total reduced liquidated damaged assessment will be \$70,200. The difference between the two amounts is included for payment on contract modification 7, as the extra Liquidated Damages, in the amount of \$83,700.

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

This Extra was recommended for approval by the State Transportation Commission at its March 29, 2007 meeting, and is recommended for approval by the State Administrative Board on April 3, 2007.

- 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, 100%.
- Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
- Risk Assessment:** 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:** 49221, County-wide.

86. **Extra 2007 - 52**

Control Section/Job Number:	63459-81102	Local Agency Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras. This project also has at least one extra, or related extras, that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras. This project also has at least one extra that exceeds the \$250,000 Commission limit for reviewing extras.	
Contractor:	Posen Construction, Inc. 50500 Design Lane Shelby Twp., MI 48315	
Designed By:	Hubbell, Roth and Clark, Inc.	
Engineer's Estimate:	\$2,727,618.40	
Description of Project:	Bridge removal and replacement along with related approach work on Tienken Road at King's Cove and Paint Creek, in the City of Rochester Hills, Oakland County.	

**MDOT use only

* Denotes a non-standard contract/amendment

Administrative Board Approval Date:	June 6, 2006	
Contract Date:	June 12, 2006	
Original Contract Amount:	\$2,504,969.56	
Total of Overruns/Changes (Approved to Date):	35,291.99	+ 1.41%
Total of Extras/Adjustments (Approved to Date):	99,000.00	+ 3.95%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>281,117.46</u>	<u>+ 11.22%</u>
Revised Total	<u>\$2,920,379.01</u>	+ 16.58%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.36% over the original budget for an **Authorized to Date Amount** of \$2,639,261.55.

Approval of this extra will place the authorized status of the contract 16.58% or \$415,409.45 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4 r. 1

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

Work Expediting Due to Jack in Place	
Boring Failure	<u>\$281,117.46</u>
Total	<u>\$281,117.46</u>

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

This negotiated extra covers all additional costs beyond the budget established in contract modification 3. These are incurred costs for the unsuccessful attempt to jack in place bore the 12 inch and 20 inch water mains called out in the plans, and the extra costs for the subsequent successful directional bore for the same purpose.

The jack in place method indicated in the plans for water main relocation did not work because the proposed casing elevation was below the ground water table and in granular soils. This resulted in the surrounding soils flowing into the casing pipe, accompanied by the river bottom caving in and also flowing into the casing, along with the river water, and finally into the bore pit. This submerged the jacking and boring equipment, rendering the specified method impossible to implement. This item will reimburse the contractor for the costs incurred in attempting the jack and bore, and also for actually installing the relocated water mains using directional boring. The extra cost for Work Expediting Due to Jack in Place Boring Failure was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when comparing the records kept for time, material and equipment between the engineer and contractor. The cost of this item is 50 percent funded by the City of Rochester and 50 percent by the Road Commission of Oakland County.

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

This Extra was recommended for approval by the State Transportation Commission at its March 29, 2007

**MDOT use only

* Denotes a non-standard contract/amendment

meeting, and is recommended for approval by the State Administrative Board on April 3, 2007.

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

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

Funding Source: FHWA, 80%; Oakland County, 20%.

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

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

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

Selection: Low bid.

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

Zip Code: 48306

87. **Extra 2007 - 53**

Control Section/Job Number:	81104-55789	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Bailey Excavating, Inc. P.O. Box 660 Jackson, MI 49204	
Designed By:	MDOT	
Engineer's Estimate:	\$4,525,536.44	

Description of Project:

Construction of rest area site, building, parking lot, utilities, and drainage south of I-94 eastbound between Freer Road and Fletcher Road at the Chelsea rest area, Washtenaw County.

Administrative Board Approval Date:	September 6, 2005	
Contract Date:	September 9, 2005	
Original Contract Amount:	\$3,941,821.97	
Total of Overruns/Changes (Approved to Date):	145,342.46	+ 3.69%
Total of Extras/Adjustments (Approved to Date):	234,748.39	+ 5.96%
Total of Negative Adjustments (Approved to Date):	(38,922.24)	- 0.99%
THIS REQUEST	<u>65,321.05</u>	<u>+ 1.66%</u>
Revised Total	<u>\$4,348,311.63</u>	+ 10.32%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.66% over the original budget for an **Authorized to Date Amount** of \$4,282,990.58.

Approval of this extra will place the authorized status of the contract 10.32% or \$406,489.66 over the **Original Contract Amount**.

**MDOT use only

* Denotes a non-standard contract/amendment

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 15

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

Winter DEQ Maintenance Measures	1.000 Ea @ \$1,800.00/Ea	\$1,800.00
Misc Saw Cutting	1.000 Ea @ \$788.85/Ea	788.85
Temp. Winter Straw Removal	1.000 Unit @ \$2,500.00/Unit	2,500.00
1 ½" to 2" Conduit Increase	2,576.000 Ft @ \$0.57/Ft	1,468.32
4/0 Direct Bury, Modified	8,025.000 Ft @ \$5.88/Ft	47,187.00
Grass Cutting	1.000 Ea @ \$1,500.00/Ea	1,500.00
Additional 3" Water Meter	1.000 Ea @ \$3,614.33/Ea	3,614.33
Waste Basket Relocate		3,849.82
Delineator Reflector	66.000 Ea @ \$7.48/Ea	493.68
Delineator Reflec Sheet, 3" x 6" White	2.000 Ea @ \$5.75/Ea	11.50
Delineator Reflec Sheet, 3" x 6" Yellow	6.000 Ea @ \$5.75/Ea	34.50
Post, Delineator	35.000 Ea @ \$31.63/Ea	1,107.05
Post, Flexible, Delineator	8.000 Ea @ \$51.75/Ea	414.00
Pavt Mrkg, Ovly Cold Plastic, Bus	2.000 Ea @ \$120.75/Ea	241.50
Pavt Mrkg, Ovly Cold Plastic, Only	2.000 Ea @ \$155.25/Ea	310.50
Total		<u>\$65,321.05</u>

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

The contractor is not working during the winter shutdown, but had to be called in twice to fix the soil erosion devices that were damaged by the rain. The extra cost for Winter DEQ Maintenance Measures was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with other projects within the Brighton Transportation Service Center (TSC) area, similar work items, and MDOT's Average Unit Price Index.

The curb in the parking lot needed to be extended; to complete this, the contractor was directed to sawcut some of the existing curb and pavement. The extra cost for Misc Saw Cutting was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with other projects within the Brighton TSC area, similar work items, and MDOT's Average Unit Price Index.

The contractor was directed to place temporary winter straw on the project due to the amount of exposed grade and then directed to remove the straw in the spring to work on the grade. The extra cost for Temp. Winter Straw Removal was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with other projects within the Brighton TSC area with similar work items and MDOT's Average Unit Price Index.

The contract called for the electric wires for the pump to be put into 1 ½ inch conduit with a #4 AWG wire to control the pumps. The wells were moved 1500 feet from the building. Due to the distance the pumps were from the building, the wire size had to be increased from the #4 to a 4/0. This also increased the conduit size required for this work. The extra cost for 1 ½" to 2" Conduit Increase and 4/0 Direct Bury, Modified was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when comparing the invoice cost difference between the original item and the new item.

**MDOT use only

* Denotes a non-standard contract/amendment

**MDOT use only

* Denotes a non-standard contract/amendment

4/10/07

Due to the upcoming opening of the rest area, the contractor was directed to cut the grass around the rest area. The extra cost for Grass Cutting was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with other projects within the Brighton TSC area, similar work items, and MDOT's Average Unit Price Index.

The contract was setup with only 1 water meter in the building. The contractor had to install 2 water meters, one for each well inside the building. The two meters were required to determine how much water was pumped from each well. The extra cost for Additional 3" Water Meter was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with other projects within the Brighton TSC area, similar work items, and MDOT's Average Unit Price Index.

The plan called for the wastebaskets in the restrooms to be installed near the first hand dryer. After they were installed, the design staff visited the site and determined they should be relocated due to a conflict with the hand dryer. The extra cost includes the removal and reinstall of the baskets and repairing the tile. The extra cost for Waste Basket Relocate was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with other projects within the Brighton TSC area, similar work items, and MDOT's Average Unit Price Index.

The plans did not include installing delineators with reflectors, but the engineer determined that they should be installed. The contractor was directed to install the delineators with the correct reflectors for each delineator. The extra cost for Delineator Reflector, Delineator, Reflec Sheet, 3" X 6", White, Delineator, Reflec Sheet, 3" X 6", Yellow, Post, Delineator and Post, Flexible, Delineator was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work items and quantities in MDOT's Average Unit Price Index.

To help with the flow of buses coming into the rest area, two parking spots on the truck side of the parking lot were set up as bus only. The contractor was directed to place pavement markings in the parking area for the bus parking. The extra cost for Pavt Mrkg, Ovly Cold Plastic, Bus and Pavt Mrkg, Ovly Cold Plastic, Only was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work items and quantities 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 at its April 3, 2007 meeting.

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: 48118.

**MDOT use only

* Denotes a non-standard contract/amendment

88. **Extra 2007 - 54**

Control Section/Job Number: 82021-74150 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: \$2,523,337.16

Description of Project:

Demolish existing rest area building, construct new 4 restroom building, car/truck parking reconfiguration, lighting, sidewalks, curbs, picnic tables, and grills on I-94 westbound near Belleville, Wayne County.

Administrative Board Approval Date:	August 15, 2006	
Contract Date:	September 11, 2006	
Original Contract Amount:	\$2,317,777.16	
Total of Overruns/Changes (Approved to Date):	60,700.54	+ 2.62%
Total of Extras/Adjustments (Approved to Date):	147,813.18	+ 6.38%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>2,785.00</u>	+ <u>0.12%</u>
Revised Total	<u>\$2,529,075.88</u>	+ 9.12%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.00% over the original budget for an **Authorized to Date Amount** of \$2,526,290.88.

Approval of this extra will place the authorized status of the contract 9.12% or \$211,298.72 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-26	7 r. 1	\$12,462.28	03/06/07

Contract Modification Number(s): 6

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

MITSC Electrical Conduit	1.000 LS @ \$2,785.00/LS	<u>\$2,785.00</u>
Total		<u>\$2,785.00</u>

**MDOT use only

* Denotes a non-standard contract/amendment

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

The engineer received a request from the Michigan Intelligent Transportation Systems Center (MITSC) to complete some electrical work at the rest area. The contractor was directed to complete the work. The extra cost for MITSC Electrical Conduit was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items 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 at its April 3, 2007 meeting.

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: 48111.

89. **Extra 2007 - 55**

Control Section/Job Number:	82051-48539	MDOT Project
State Administrative Board -	This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	E. C. Korneffel Co. 2691 Veterans Parkway Trenton, MI 48183	
Designed By:	Parsons Brinckerhoff Michigan, Inc.	
Engineer's Estimate:	\$871,660.33	
Description of Project:	Superstructure replacement and approach work on US-24, over Silver Creek in the City of Flat Rock, Monroe County.	

**MDOT use only

* Denotes a non-standard contract/amendment

Administrative Board Approval Date:	December 20, 2005	
Contract Date:	January 19, 2006	
Original Contract Amount:	\$774,880.74	
Total of Overruns/Changes (Approved to Date):	(11,040.00)	- 1.42%
Total of Extras/Adjustments (Approved to Date):	87,720.00	+ 11.32%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>2,231.13</u>	<u>+ 0.29%</u>
Revised Total	<u>\$853,791.87</u>	+ 10.19%

Offset Information

Total Offsets This Request	(\$3,013.00)	- 0.39%
Net Revised Request	(\$781.87)	- 0.10%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.90% over the original budget for an **Authorized to Date Amount** of \$851,560.74.

Approval of this extra will place the authorized status of the contract 10.19% or \$78,911.13 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-138	3 r. 1	\$40,940.00	10/03/06
2006-158	4 r. 1	\$5,730.00	11/07/06
2007-33	6	\$1,050.00	03/06/07

Contract Modification Number(s): 7 r. 1

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

CM 7

Pavt Mrkg, Type NR, Paint, 4", White Temp	639.000 Ft @ \$0.48/Ft	\$306.72
Pavt Mrkg, Type NR, Paint, 4", Yellow Temp	872.000 Ft @ \$0.48/Ft	418.56
Pavt Mrkg, Regular Dry, 4", White Double Application	950.000 Ft @ \$0.1575/Ft	149.63
Pavt Mrkg, Regular Dry, 4", Yellow Double Application	2,749.000 Ft @ \$0.1575/Ft	432.97
Pavt Mrkg, Regular Dry, 6", White Double Application	3,823.000 Ft @ \$0.2415/Ft	<u>923.25</u>
Total		<u>\$2,231.13</u>

**MDOT use only

* Denotes a non-standard contract/amendment

CM 7 Offset Information

Pavt Mrkg, Spray Thermopl, 4 inch White	-1,250.000 Ft @ \$0.25/Ft	(\$312.50)
Pavt Mrkg, Spray Thermopl, 4 inch Yellow	-6,880.000 Ft @ \$0.25/Ft	(\$1,720.00)
Pavt Mrkg, Spray Thermopl, 6 inch White	-2,650.000 Ft @ \$0.37/Ft	(\$980.50)
Total		(\$3,013.00)

Net Revised CM 7 Request (\$781.87)

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

The contractor was directed to place non-removable pavement markings to facilitate and maintain traffic control. The non-removable markings were used in lieu of the as planned removable pavement markings on sections of roadway that were to be removed or paved over with asphalt. The extra costs for Pavt Mrkg, Type NR, Paint, 4”, both White and Yellow, Temp were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar quantity work in MDOT’s Average Unit Price Index. These items were previously set up on contract modification 4; this quantity now represents the amounts placed to date.

The contractor was directed to place regular dry pavement markings due to the temperature restrictions on the thermoplastic items set up on the contract. The extra cost for Pavt Mrkg, Regular Dry, 4 “, White Double Application; Pavt Mrkg, Regular Dry, 4 “, Yellow Double Application, and Pavt Mrkg, Regular Dry, 6 “, White Double Application was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar quantity work in MDOT’s Average Unit Price Index. This work is offset by a \$3,013 reduction in the original bid items listed above.

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

This Extra was recommended for approval by the State Transportation Commission at its March 29, 2007 meeting, and is recommended for approval by the State Administrative Board on April 3, 2007.

- Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.
- Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
- Funding Source:** FHWA, 80%; State Restricted Trunkline, 20%.
- Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
- Risk Assessment:** These items were required for the safe and timely completion of the project.
- Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
- Selection:** Low bid.
- New Project Identification:** This is an existing project already under contract.
- Zip Code:** 48134.

**MDOT use only

* Denotes a non-standard contract/amendment

90. **Extra 2007 - 56**

Control Section/Job Number: 82061-60447 MDOT Project

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

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras and has at least one extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.

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

Designed By: Tetra Tech of Michigan, PC
Engineer's Estimate: \$7,323,849.33

Description of Project:

1.41 miles of hot mix asphalt reconstruction, drainage improvements, sidewalk, sanitary work, and water main work on US-12 (Michigan Avenue) from Heywood Street to Howe Road and intersection improvements from 4th Street to Howe Road in the City of Wayne, Wayne County. This project includes one 5 year materials and workmanship pavement warranty.

Administrative Board Approval Date:	August 1, 2006	
Contract Date:	August 29, 2006	
Original Contract Amount:	\$6,845,786.46	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	5,845.00	+ 0.09%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>697,036.30</u>	<u>+ 10.18%</u>
Revised Total	<u>\$7,548,667.76</u>	+ 10.27%

Offset Information

Total Offsets This Request	(\$705,161.80)	- 10.30%
Net Revised Request	(\$8,125.50)	- 0.12%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.09% over the original budget for an **Authorized to Date Amount** of \$6,851,631.46.

Approval of this extra will place the authorized status of the contract 10.27% or \$702,881.30 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

**MDOT use only

* Denotes a non-standard contract/amendment

Contract Modification Number(s): 2 r.1

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

CM 2

VECP OGDC 19 inch	44,368.956 Syd @ \$15.71/Syd	\$697,036.30
Total		<u>\$697,036.30</u>

CM 2 Offset Information

Open-Graded Dr Cse, 6 inch	-44,360.000 Syd @ \$5.97/Syd	(\$264,829.20)
Excavation, Earth	-7,080.000 Cyd @ \$8.87/Cyd	(62,799.60)
Subbase, CIP	-25,700.000 Cyd @ \$14.69/Cyd	(377,533.00)
Total		<u>(\$705,161.80)</u>

Net Revised CM 2 Request **(\$8,125.50)**

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

A Value Engineering Change Proposal (VECP) was submitted by the contractor. The VECP was submitted per the requirements in the Supplemental Specification for VECP as contained in the project proposal. The VECP was submitted with a decrease in contract work of \$705,161.80 and an additional cost of \$697,036.30; resulting in a net savings of \$16,251. The contractor is to receive one-half net savings or \$8,125.50. This amount was rolled into their price for the open graded drainage course (OGDC) so that, based on the final quantity, the amount may change. The VECP proposed the elimination of sand subbase and 6 inches of OGDC under the pavement and replace it with 19 inches of OGDC. The VECP will result in reduced construction costs, provide a higher quality base for the pavement, lower future maintenance costs, and will reduce the time to complete the project by 10 calendar days.

The cost for VECP OGDC, 19 Inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and the Supplemental Specification for VECP. The cost was deemed reasonable as a part of a VECP review. The costs for the remaining extra work items required to implement this VECP were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The extra costs were deemed reasonable when compared with original bid items and MDOT's Average Unit Price Index. The VECP work is completely offset by a reduction in the original bid items as shown above.

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

This Extra was recommended for approval by the State Transportation Commission at its March 29, 2007, meeting, and is recommended for approval by the State Administrative Board on April 3, 2007.

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, 69.99%; State Restricted Trunkline, 14.75%; City of Wayne, 15.26%.

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.

**MDOT use only

* Denotes a non-standard contract/amendment

Selection: Low bid.

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

Zip Code: 48184.

91. **Extra 2007 - 57**

Control Section/Job Number: 82122-45705A 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: Wade Trim Associates, Inc.
Engineer's Estimate: \$58,798,591.39

Description of Project:

4.94 miles of road reconstruction on I-96, US-24 (2 locations), and on Old US-24, and superstructure replacements, deck replacements, and bridge rehabilitations on 20 bridges on I-96 at various locations in the City of Detroit, Redford Township, Wayne County.

Administrative Board Approval Date:	October 7, 2003	
Contract Date:	October 8, 2003	
Original Contract Amount:	\$59,580,090.85	
Total of Overruns/Changes (Approved to Date):	2,741,526.74	+ 4.60%
Total of Extras/Adjustments (Approved to Date):	5,641,535.22	+ 9.47%
Total of Negative Adjustments (Approved to Date):	(208,621.05)	- 0.35%
THIS REQUEST	<u>94,446.23</u>	<u>+ 0.16%</u>
Revised Total	<u>\$67,848,977.99</u>	+ 13.88%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.72% over the original budget for an **Authorized to Date Amount** of \$67,754,531.76.

Approval of this extra will place the authorized status of the contract 13.88% or \$8,268,887.14 over the **Original Contract Amount**.

**MDOT use only

* Denotes a non-standard contract/amendment

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-55	11 r.1, 12 r.1, 17 r.3	\$458,943.85	08/03/04
2004-90	42 r.2, 56 r.4	\$1,828,241.86	12/07/04
2005-28	55 r.2, 57 r.1, 60 r.1, 63, 65, 66, 67, 72 r.1, 74	\$1,921,668.55	03/01/05
2005-34	73 r.2, 77, 78	\$31,194.08	04/05/05
2005-48	80	\$10,000.00	04/19/05
2005-86	75, 79, 87, 88 r.1	\$82,393.90	08/02/05
2005-125	52 r.1, 93, 96, 97, 102	\$61,218.03	11/01/05
2005-145	100	\$11,579.81	12/06/05
2006-015	58 r.1, 105, 106	\$499,246.46	02/07/06
2006-023	104 r.1, 109	\$137,364.31	03/07/06
2006-061	111	\$4,107.60	05/16/06
2006-089	110, 112, 115	\$215,799.06	07/05/06
2006-164	142	\$2,267.20	11/07/06

Contract Modification Number(s): 145, 146, 148

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

CM 145

Force Account, MDOT Freeway Lighting	<u>\$10,000.00</u>
Total	<u>\$10,000.00</u>

CM 146

Force Account, Additional Traffic Control For S20 Winter Shutdown	\$34,049.72
Work Zone Signing Changes BOHIM 2004-11	1,554.00
Force Account, Plan Grade Error Correction	21,898.25
Force Account, 4G Undercuts	<u>21,701.76</u>
Total	<u>\$79,203.73</u>

CM 148

B02 MITS Conduit Support	<u>\$5,242.50</u>
Total	<u>\$5,242.50</u>

Grand Total

\$94,446.23

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

CM 145

The engineer directed the contractor to complete the freeway lighting to comply with MDOT lighting standards. The extra cost for Force Account, MDOT Freeway Lighting is a budget amount based on force account records per Section 109.07 of the 2003 Interim Standard Specifications for Construction.

**MDOT use only

* Denotes a non-standard contract/amendment

CM 146

The engineer directed the contractor to secure the Virgil Street Bridge (S20) for the winter shutdown. Due to utility issues with the public lighting department, the bridge was not completed on schedule. This item will compensate the contractor to prepare the bridge for the winter shutdown. Temporary concrete barrier and steel plates were placed at the bridge sidewalk to protect pedestrian traffic at the open joints. The extra cost for Force Account, Additional Traffic Control For S20 Winter Shutdown is based on force account records per Section 109.07 of the 2003 Interim Standard Specifications for Construction.

This item is to compensate the contractor for relocating the in place temporary traffic control signs to comply with Bureau of Highway Instructional Memorandum (BOHIM) 2004-11, New Work Zone Signing Required by Law. The extra cost for Work Zone Signing Changes BOHIM 2004-11 was negotiated per Section 103.04 of the 2003 Interim Standard Specifications for Construction, and is reasonable when reviewing the labor and equipment necessary to complete the work.

The contractor was directed to perform additional grading to correct an error in the grades indicated on the plans. The plans had conflicting cross sections at the local/express split and gore from the Outer Drive entrance ramp. The error was not noticed until the contractor completed the grading of the open graded drainage course. The extra cost for Force Account, Plan Grade Error Correction is based on force account records per Section 109.07 of the 2003 Interim Standard Specifications for Construction.

Various areas were found to be unstable after the clay grade was approved and the open graded drainage course was placed and graded. The contractor was directed to perform an undercut on the areas. The extra cost for Force Account, 4G Undercuts is based on force account records per Section 109.07 of the 2003 Interim Standard Specifications for Construction.

CM 148

The plans did not indicate how to support the Michigan Intelligent Transportation System (MITS) conduit on the B02 bridge. The contractor was directed to place and support the conduit. The extra cost for B02 MITS Conduit Support was negotiated per Section 103.04 of the 2003 Interim Standard Specifications for Construction, and is reasonable when reviewing the labor and materials necessary to complete the work.

Section 103.04 – EXTRA WORK – of the 2003 Interim 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 April 3, 2007.

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, 87.37%; State Restricted Trunkline, 11.69%; City of Detroit, 0.94%.

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: 48223.

92. **Extra 2007 - 58**

Control Section/Job Number: 82141-82896 MDOT Project

State Administrative Board - Does not meet criteria.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Highway Service Co., Inc.
26401 Hall Road
Woodhaven, MI 48183

Designed By: MDOT
Engineer's Estimate: \$87,394.44

Description of Project:

Cantilever installation on M-102 at Asbury Park in the City of Detroit, Wayne County.

Administrative Board Approval Date:	December 20, 2005	
Contract Date:	January 12, 2006	
Original Contract Amount:	\$74,614.68	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>24,818.34</u>	+ <u>33.26%</u>
Revised Total	<u>\$99,433.02</u>	+ 33.26%
<u>Offset Information</u>		
Total Offsets This Request	(\$49,216.90)	- 65.96%
Net Revised Request	(\$24,398.56)	- 32.70%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$74,614.68.

Approval of this extra will place the authorized status of the contract 33.26% or \$24,818.34 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1, 2

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

**MDOT use only

* Denotes a non-standard contract/amendment

CM 1

Extra-Force Account Fdn Installation / Deleted Due To Watermain Conflict			\$5,208.63
Extra-Sidewalk Concrete 4"	224.933 Sft @ \$5.63/Sft		1,266.37
Extra-Fdn. Cantilever, Type E-1	1.000 Ea @ \$4,560.11/Ea		4,560.11
Extra-Labor Force			5,088.00
Extra-Sign IIA	113.500 Sft @ \$19.38/Sft		2,199.63
Extra-Breakaway System	10.000 Ea @ \$394.10/Ea		3,941.00
Total			<u>\$22,263.74</u>

CM 1 Offset Information

Fnd, Cantilever Sign Structure			
Type E, 42 inch Dia, Cased	-45.000 Ft @ \$475.00/Ft		(\$21,375.00)
Cantilever, Type E	-1.000 Ea @ \$27,841.90/Ea		(27,841.90)
Total			(\$49,216.90)

Net Revised CM 1 Request **(\$26,953.16)**

CM 2

Type E Anchor Bolt Cage	1.000 Ea @ \$2,554.60/Ea		\$2,554.60
Total			<u>\$2,554.60</u>

Grand Total **\$24,818.34**

Reason(s) for Extra(s)/Adjustment(s):**CM 1**

Contract modification 1 contains six new items that were required when the contractor could not install the foundation for the proposed cantilever sign. The engineer and the contractor made two attempts to install the foundation for the sign. In the first attempt they noted that the Miss Dig marks for the watermain conflicted with the proposed location of the foundation. During this on site review it was determined that a spread footing foundation should work. Based upon this information the engineer directed the contractor to change to a spread footing foundation. At a later date, the contractor started to excavate and attempted to install the new spread footing foundation for the cantilever sign. The contractor was unable to complete the installation of the foundation due to a conflict with a watermain and limited right-of-way to move the foundation. The location of the watermain was in a slightly different location than what was marked by Miss Dig. This slight change made it impossible to use either type of foundation. The following items will reimburse the contractor for the extra work they performed:

The extra cost for Extra- Force Account Fdn Installation / Deleted Due To Watermain Conflict is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. This item will reimburse the contractor for their expenses on site trying to install the cantilever foundation.

The extra cost for Extra- Sidewalk Concrete 4" was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items in MDOT's Average Unit Price Index. This item was needed to replace the sidewalk in the area for the proposed foundation.

**MDOT use only

* Denotes a non-standard contract/amendment

Prior to excavating for the foundation, the contractor purchased reinforcement steel and completed the steel cage for the first foundation. The contractor is being reimbursed for the labor and materials to make the steel cage. The extra cost for Extra- Fdn, Cantilever, Type E-1 and Extra-Labor Force was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared with daily records, time and material submittals from the contractor, prevailing wage rates, and invoices per Section 109.07 of the 2003 Standard Specifications for Construction.

The sign that was supposed to be on the cantilever was split into five smaller signs. The extra cost for Extra-Sign IIA was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index and original bid items. To support these five signs, ten supports were needed. The extra cost for Extra-Breakaway System was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items in MDOT's Average Unit Price Index and other contracts in the TSC area.

The above six items are completely offset by a \$49,216.90 decrease in the original items.

CM 2

This item is also associated with the cantilever that could not be installed as described above for contract modification 1. Prior to excavating for the foundation, the contractor purchased the reinforcement steel for the second foundation. The contractor is being reimbursed for the materials purchased for the foundation. The extra cost for Extra- Type E Anchor Bolt Cage was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared with the invoices submitted per Section 109.07 of the 2003 Standard Specifications for Construction.

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

These Extras are recommended for approval by the State Transportation Commission at its March 29, 2007 meeting.

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, 100%.

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

Risk Assessment: 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: 48216.

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

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Kirk T. Steudle
Director

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: April 11, 2007– Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: April 17, 2007 – Lake Superior Room,
1st 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.

CRITICAL ITEMS

****Original Agenda 4-17-07**

SUBCONTRACTS

1.	G & M Enterprises, Ltd. 19614 West 8 Mile Road Southfield, MI 48075	Amount Not to Exceed:	\$ 43,458.90
		1st Year:	\$ 43,458.90
		2nd Year:	\$ 43,458.90

Description of Work: Street Sweeping

Approval is requested to authorize the Washtenaw County Road Commission to award a one-year subcontract with an option for two one-year extensions for street sweeping on various trunklines throughout Washtenaw County. Costs are based upon a set per unit cost per mile including barrier wall. This project has unknown quantities because services include call out sweeping. MDOT has found the cost to be reasonable and competitive with surrounding counties. The project was advertised; one bid was received and accepted. The subcontract will be in effect from the date of award through December 31, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for street-sweeping along state trunklines and barrier walls, along with debris disposal on state trunklines, in Washtenaw County.

Benefit: The subcontract will provide for safer highways free from hazardous road obstructions.

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 work is not performed, the roadways could become hazardous.

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

**MDOT use only

* Denotes a non-standard contract/amendment

Selection: Low bid.

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

Zip Code: 48075.

CONTRACTS

4. HIGHWAYS (Real Estate) – Resolution “A” (Relinquishment of Easement)
Tract 1100, Control Section 11053, Parcel 507A, Part A, Parcel 508A, Part A

The subject tract is located in the township of Benton, Berrien County, Michigan, and contains approximately 1.03 acres (Parcel 507A, Part A) and 0.98 acres (Parcel 508A, Part A). The easement rights previously granted to MDOT are no longer required for highway purposes. The relinquishment was requested by Harbor Shores BHBT Land Development, LLC, a Michigan Limited Liability Company, the current underlying fee owner. The relinquishment processing fee of \$500 has been received by MDOT. The relinquishment was approved by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Division, on March 14, 2007. 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.

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: 49022.

5. HIGHWAYS (Real Estate) – Resolution “B” (Relinquishment of Easement)
Tract 1104, Control Section 11053, Parcel 501, Part A, Parcel 503, Part A

The subject tract is located in the township of Benton, Berrien County, Michigan, and contains approximately 0.12 acres (Parcel 501, Part A) and 0.30 acres (Parcel 503, Part A). The easement rights previously granted to MDOT are no longer required for highway purposes. The relinquishment was requested by Harbor Shores BHBT Land Development, LLC, a Michigan Limited Liability Company, the current underlying fee owner. The relinquishment processing fee of \$500 has been received by MDOT. The relinquishment was approved by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Division, on March 14, 2007. 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.

**MDOT use only

* Denotes a non-standard contract/amendment

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: 49022.

6. HIGHWAYS (Real Estate) – Resolution “C” (Sale to Abutting Owner)
Tract 1114, Control Section 11053, Parcel 504, Part D

The subject tract is located in the township of Benton, Berrien County, Michigan, and contains approximately .33 acres. The subject tract is landlocked. The highest and best use is assemblage with the abutting land. The tract was appraised by David Maturen, Maturen Associates, Inc., on November 13, 2006. The appraisal was reviewed by David Normand, Region Property Analyst, on March 8, 2007, at the amount of \$800. The appraised tract was approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Division, on March 14, 2007, for the amount of \$800. The sole abutting owner, Harbor Shores BHBT Land Development, LLC, a Michigan Limited Liability Company, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$800, which represents payment in full. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

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: 49022.

**MDOT use only

* Denotes a non-standard contract/amendment

7. HIGHWAYS (Real Estate) – Resolution “D” (Sale to Abutting Owner)
Tract 1105, Control Section 11053, Parcel 504, Part C

The subject tract is located in the township of Benton, Berrien County, Michigan, and contains approximately 6,829 square feet. The tract is undersized and will not qualify for individual use. The highest and best use is assemblage with the abutting land. The tract was appraised by David Maturen, Appraiser, Maturen & Associates, on November 13, 2006, at \$400. The appraisal was reviewed by David Normand, Property Analyst, on March 15, 2007, at the amount of \$400. The appraised tract was approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Real Estate Division, on March 14, 2007, for the amount of \$400. The sole abutting owner, the City of Benton Harbor, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$400, which represents payment in full. The property has been declared excess by the Bureau of Highways – Development.

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: 49022.

8. HIGHWAYS (Real Estate) – Resolution “E” (Transfer Sale to Abutting Owner to Correct MDOT Survey Error from Previous Sale)
Tract 1108, Control Section 11053, Parcel 524, Part B

The subject tract is located in the township of Benton, Berrien County, Michigan, and contains approximately 1,814.8 square feet. The tract is undersized and will not qualify for individual use. The highest and best use is assemblage with the abutting land. An appraisal was not completed since this transfer of property is to correct a 1.5 foot MDOT error (gap) between two surveys from a previous sale in 2003 and therefore only a \$1 fee is required. The tract was approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Division, on March 13, 2007. The sole abutting owner, Harbor Shores Community Redevelopment Inc., has submitted an Application to Purchase and Agreement of Sale and the \$1 fee, which represents payment in full. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

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.

**MDOT use only

* Denotes a non-standard contract/amendment

Commitment Level: Excess property used to correct a MDOT survey error from a previous sale is transferred at no cost.

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

Cost Reduction: N/A

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49022.

9. HIGHWAYS (Real Estate) – Resolution “F” (Direct Sale)
Tract 998, Control Section 50014, Parcel 712, Part B

The subject tract is located in the city of Sterling Heights, Macomb County, Michigan, and contains approximately 3.02 acres. The tract was appraised by Melvin L. Jacobs, an independent fee appraiser, on September 8, 2006, at \$564,000. The appraisal was reviewed by Danny Sorrells, Metro Region Appraiser, on October 18, 2006, at the amount of \$564,000. The tract was approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Real Estate Division, on October 23, 2006, for the amount of \$564,000. The tract was sold to the successful bidder, CPD Properties, Inc., at public auction for \$564,000 on January 23, 2007. After the sale, it was discovered that a previously unrecorded easement exists on the property. The unrecorded easement is 30 feet wide and contains a 9-foot public sewer pipe. This easement bisects the tract, severely impacting the utility and value of the property. Due to the existence of the unrecorded easement, a negative adjustment to the sale price of \$90,000 was made in order to account for the land area of the unrecorded easement. The value of the sewer line easement is determined to be \$90,000, using the same unit values as established in the appraisal completed by Melvin L. Jacobs, independent fee appraiser, of M.L. Jacobs and Associates, Inc., on September 8, 2006. The purchaser, CPD Properties, Inc., agrees to purchase the tract at the adjusted sale price of \$474,000. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

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: 48312.

12. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Airport Improvements
Contract (2007-0505) between MDOT and the City of Bay City will provide state grant funds for the installation of runway lighting, precision approach path indicators (PAPI), runway end identifier lights (REIL), and an electrical vault at the James Clements Airport in Bay City, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$249,000. Source of Funds: State Restricted Aeronautics Funds - \$236,550; City of Bay City Funds - \$12,450.

Purpose/Business Case: To provide for the installation of runway lighting, PAPI, REIL, and an electrical vault.

Benefit: Will enhance the safety of airport users.

Funding Source: State Restricted Aeronautics Funds - \$236,550; City of Bay City Funds - \$12,450; Contract Total - \$249,000.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48708.

13. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Airport Improvements
Contract (2007-0515) between MDOT and the Drummond Township will provide state grant funds for the rehabilitation of runway 8/26, connector taxiway, and apron at the Drummond Island Airport on Drummond Island, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$800,000. Source of Funds: State Restricted Aeronautics Funds - \$760,000; Drummond Township Funds - \$40,000.

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

Benefit: The rehabilitation will extend the useful life of the pavements as well as enhance the safety of airport users. In addition, the new pavements will decrease maintenance costs for the township.

Funding Source: State Restricted Aeronautics Funds - \$760,000; Drummond Township Funds - \$40,000; Contract Total - \$800,000.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

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

Zip Code: 49726.

**MDOT use only

* Denotes a non-standard contract/amendment

15. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0804) between MDOT and Escanaba & Lake Superior Railroad, dated July 5, 1994, will provide for improvements under job number 88470 at a crossing surface of Escanaba & Lake Superior Railroad with Highway M-69 in Dickinson County. The improvements include reconstruction of the crossing surface and modernization of the existing warning devices and circuitry. This work will reduce the potential for loss of vehicle control due to the existing condition of the crossing.

Estimated Funds:

Federal Highway Administrative Funds	<u>\$ 184,765</u>
Total Funds	<u>\$ 184,765</u>

STRG 22041 - 88470
Railroad Force Account Work

Purpose/Business Case: To rehabilitate/reconstruct the railroad crossing to provide a smoother crossing surface for vehicle traffic.

Benefit: Increased safety by reducing potential loss of control of vehicles crossing over the tracks due to the elevation differential and the roughness of the crossing.

Funding Source: Federal Highway Administrative Funds.

Commitment Level: 100% federal funds; based on estimate.

Risk Assessment: Vehicles will continue to experience roughness when crossing over the tracks, which presents a safety hazard.

Cost Reduction: Improvements are on railroad property and Escanaba & Lake Superior Railroad is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

New Project Identification: Improvement of existing railroad crossing surfaces.

Zip Code: 49881.

18. HIGHWAYS - IDS Time Extension

Amendatory Contract (2004-0330/A1) between MDOT and RS Engineering, LLC, will extend the term of the indefinite delivery of services (IDS) contract by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z12), for which additional time is needed for the completion of the design of the deck replacement on M-63 over Higman Park Drive in Berrien County. (See following item.) The original contract provides for design consultant 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 July 14, 2004, through July 13, 2008. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for the consultant to complete ongoing work under authorization (Z12). No new authorizations will be issued under this contract.

Benefit: Will provide sufficient time for the consultant to complete ongoing work under authorization (Z12), for which additional time is needed for the completion of the design for deck replacement on M-63 over Higman Park Drive in Berrien County.

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.

**MDOT use only

* Denotes a non-standard contract/amendment

Risk Assessment: Failure to extend the contract term will allow the contract to expire and will not allow work under authorization (Z12) to be completed.

Cost Reduction: Costs in professional services 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 IDS contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

19. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z12/R2) under Contract (2004-0330) between MDOT and RS Engineering, LLC, will extend the authorization term by one year to provide sufficient time for the consultant to complete bridge design services for the rehabilitation of M-63 over Higman Park Drive, one mile north of Benton Harbor in Berrien County (CS 11053 - JN 86740D). The original authorization provides for design plans, deck replacement plans, substructure repairs, and installation of retaining walls. The revised authorization term will be June 8, 2006, through July 13, 2008. The authorization amount remains unchanged at \$249,663.30. The contract term will be July 14, 2004, through July 13, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the design services.

Benefit: Will allow the design services under this authorization to be completed.

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

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

Risk Assessment: If this revision is not approved, the consultant will not be able to complete the project, and the bridge will continue to deteriorate and become hazardous.

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: 49022.

20. HIGHWAYS - Time Extension

Amendatory Contract (2005-0220/A2) between MDOT and Michigan Technological University will extend the contract term by approximately five months to provide sufficient time for the university to complete the project. The additional time will allow the stakeholder focus groups to review the results of the four pilot studies and hold consensus meetings prior to the preparation of the final deliverables by the university. The additional time is needed because insufficient time was originally allowed for the assessment of the pilot results. The original contract provides for the performance of a study of the applications of restricted use technology for the transportation sector. The project work includes (1) investigation of the uses of restricted use technology and data to help solve transportation-related issues and (2) conversion of secured data resources into an unsecured usable format to be applied against eight transportation topic areas. Stakeholder focus groups were formed to evaluate the potential uses of the technology for the eight transportation topic areas. Michigan Technological University will use the stakeholders' input to develop, select, implement, and evaluate promising pilot studies to test the feasibility of applying restricted use data to those transportation issues. The revised contract term will be July 25, 2005, through October 31, 2007. The contract amount remains unchanged at \$2,500,045. Source of Funds: 50% Federal Highway Administration Funds and 50% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the contract term to provide sufficient time for the stakeholder focus groups to review the results of the four pilot studies and assess the potential benefits of the implementation of the four pilot studies' findings. The original time allotted for the review of the results was insufficient to allow proper assessment of the pilot results.

Benefit: Will allow the study to be completed. The study will help MDOT to resolve transportation related issues and achieve its mission to provide the highest quality integrated transportation services for economic benefit and improved quality of life.

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: If this extension is not approved, MDOT could miss the opportunity to make integrated transportation services more efficient and to increase economic benefits.

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: 48105.

22. HIGHWAYS - IDS Engineering Services

Authorization (Z7) under Contract (2006-0117) between MDOT and Fleis & Vandenbrink Engineering, Inc., will provide for as-needed inspection and testing services to be performed at various locations for the Muskegon Transportation Service Center (TSC). The work items include project administration, hot mix asphalt inspection, staking, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through January 17, 2009. The authorization amount will be \$226,988.81. The contract term is January 18, 2006, through January 17, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed at various locations for the Muskegon TSC.

**MDOT use only

* Denotes a non-standard contract/amendment

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

Funding Source: 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 authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing. This could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on these highway construction projects.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49444.

23. HIGHWAYS - IDS Engineering Services

Authorization (Z8) under Contract (2006-0117) between MDOT and Fleis & Vandenbrink Engineering, Inc., will provide for as-needed office technician services to be performed for the Cadillac Transportation Service Center (TSC). The work items include project file administration and the preparation and documentation of project records. The authorization will be in effect from the date of award through January 17, 2009. The authorization amount will be \$162,532.74. The contract term is January 18, 2006, through January 17, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for as-needed office technician services to be performed for the Cadillac TSC.

Benefit: Will provide for project file administration, in accordance with state and federal standards. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: 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 a failure to deliver the program in a timely manner and delays during construction. Federal participation could be lost on these highway construction projects.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49601

24. HIGHWAYS - IDS Engineering Services

Authorization (Z9) under Contract (2006-0117) between MDOT and Fleis & Vandenbrink Engineering, Inc., will provide for as-needed inspection and testing services to be performed at various locations for the Grand Rapids Transportation Service Center (TSC). The work items include project administration, hot mix asphalt inspection, staking, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through January 17, 2009. The authorization amount will be \$216,136.78. The contract term is January 18, 2006, through January 17, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed at various locations for the Grand Rapids TSC.

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

Funding Source: 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 authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing. This could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on these highway construction projects.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49504.

25. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z21/R1) under Contract (2006-0133) between MDOT and HNTB Michigan, Inc., will provide for the performance of additional construction engineering services and will increase the contract amount by \$138,344.48. The additional services will include bridge deck shallow overlay resurfacing, joint/pin/hanger replacement, substructure and superstructure repair, zone painting, beam end repair and heat straightening, and maintaining traffic. This work is a continuation of the same work issued under the original authorization. The original authorization provides for the performance of preliminary construction engineering services on US-23 over M-36, over the MDOT-owned railroad tracks, and over 8 Mile Road, Washtenaw and Livingston Counties (CS 47013 - JN 79022A). The authorization term remains unchanged, March 28, 2007, through February 8, 2009. The revised authorization amount will be \$238,319.50. The contract term is February 9, 2006, through February 8, 2009. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for additional construction engineering, including bridge deck shallow overlay resurfacing, joint/pin/hanger replacement, substructure and superstructure repair, zone painting, beam end repair and heat straightening, and maintaining traffic.

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

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

**MDOT use only

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

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

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

New Project Identification: This is not a new project.

Zip Code: 48180.

26. HIGHWAYS - IDS Engineering Services

Authorization (Z23) under Contract (2006-0133) between MDOT and HNTB Michigan, Inc., will provide for the performance of full construction engineering services for the cold milling, hot mix asphalt (HMA) resurfacing and overlay, and joint and crack repairs on the US-23 business route (BR) from the Huron River to Silver Lake Road, including the Northfield Church Rest Area, Washtenaw and Livingston Counties (CS 81075 - JN 83856A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through February 8, 2009. The authorization amount will be \$281,861.72. The contract term is February 9, 2006, through February 8, 2009. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of full construction engineering services for the cold milling, HMA resurfacing and overlay, and joint and crack repairs on the US-23BR from the Huron River to Silver Lake Road, including the Northfield Church Rest Area, Washtenaw and Livingston Counties.

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

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

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48180.

31. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2006-0605) between MDOT and Tetra Tech of Michigan, PC, will provide for the performance of full construction engineering services, including joint/pin/hanger replacement, thin overlay, deck resurfacing, zone painting, substructure patching repairs, and approach work on I-275 from Telegraph Road to the Wayne County line, Monroe County (CS 58171 - JN 46088A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through September 19, 2009. The authorization amount will be \$124,734.84. The contract term is September 20, 2006, through September 19, 2009. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of full construction engineering services, including joint/pin/hanger replacement, thin overlay, deck resurfacing, zone painting, substructure patching repairs, and approach work on I-275 from Telegraph Road to the Wayne County line, Monroe County.

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

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

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48117.

32. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z11/R1) under Contract (2006-0615) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for the performance of additional design services during construction to include Americans with Disabilities Act (ADA) requirements on M-1 (Woodward Avenue) from Big Beaver Road to Quarton Road, through the Wide Track Loop, and will increase the authorization amount by \$170,659.73. The work items include preparing required plans for pedestrian ramps, replacing lighting circuit for street lights, and performing surveys to support the additional requirements. The Federal Highway Administration required ADA compliance after the construction project was let. The original authorization provides for design services during construction to be performed on M-1, Oakland County (CS 63051 - JN 55659A). The authorization term remains unchanged, October 27, 2006, through September 27, 2009. The revised authorization amount will be \$176,183.59. The contract term is September 28, 2006, through September 27, 2009. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional design services during construction to accommodate ADA requirements on M-1 (Woodward Avenue) from Big Beaver Road to Quarton Road, through the Wide Track Loop.

Benefit: Will provide for compliance with ADA requirements and will provide a safer pedestrian route.

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

**MDOT use only

* 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: If the revision is not approved, MDOT will not be in compliance with ADA requirements.

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

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

New Project Identification: This is not a new project.

Zip Code: 48342.

33. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z15/R1) under Contract (2006-0615) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for the performance of additional design services during construction to include Americans with Disabilities Act (ADA) requirements on M-59 (Huron Street) from Pine Street to Mill Street in Oakland County and will increase the authorization amount by \$94,031.20. The work items include preparing required plans for pedestrian ramps and the replacement of pedestrian push buttons at traffic signals and performing surveys to support the additional requirements. The Federal Highway Administration required ADA compliance after the construction project was let. The original authorization provides for design services during construction to be performed on M-59, Oakland County (CS 63041 - JN 85433A). The authorization term remains unchanged, December 7, 2006, through September 27, 2009. The revised authorization amount will be \$99,555.06. The contract term is September 28, 2006, through September 27, 2009. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional design services during construction to include ADA requirements on M-59 (Huron Street) from Pine Street to Mill Street in Oakland County.

Benefit: Will provide for compliance with ADA requirements and will provide a safer pedestrian route.

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 revision is not approved, MDOT will not be in compliance with ADA requirements.

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

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

New Project Identification: This is not a new project.

Zip Code: 48342.

38. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2007-0306) between MDOT and Hubbell, Roth & Clark, Inc., will provide for the performance of full construction engineering services for the coldmilling, concrete joint repairs, and hot mix asphalt (HMA) resurfacing and the crack relief layer and HMA resurfacing on US-31 in Manistee County (CS 51012 - JN 60068A). The work items include project administration, inspection, staking, quality assurance testing and reporting, documentation of quantities, record keeping, and finalizing all project documentation. The authorization will be in effect from the date of award through October 17, 2009. The authorization amount will be \$392,816.55. The contract term is October 18, 2006, through October 17, 2009. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Matching Funds.

**MDOT use only

* Denotes a non-standard contract/amendment

Purpose/Business Case: To provide for the performance of full construction engineering services for the coldmilling, concrete joint repairs, and HMA resurfacing and the crack relief layer and HMA resurfacing on US-31 in Manistee County.

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

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

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

Risk Assessment: Failure to provide the services could result in the project not having adequate construction engineering oversight, including inspection and testing, which could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

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

Selection: Qualifications-based.

New Project Identification: This is a rehabilitation project.

Zip Code: 49614.

39. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2007-0307) between MDOT and Earl Engineering Services, PLC, will provide for as-needed engineering assistance and technician services to be performed for MDOT's Construction & Technology Division (CSs various - JNs various). The work will include the preparation of project records and documentation for assigned projects. The authorization will be in effect from the date of award through January 4, 2010. The authorization amount will be \$151,170. The contract term is January 5, 2007, through January 4, 2010. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for as-needed engineering assistance and technician services to be performed for MDOT's Construction & Technology Division. The work will include the preparation of project records and documentation for assigned projects.

Benefit: Will ensure that project documentation for the construction projects is up to current MDOT standards.

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

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

Risk Assessment: If this authorization is not approved, MDOT could be at risk of losing federal highway funds for not complying with federal requirements.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

**MDOT use only

* Denotes a non-standard contract/amendment

40. HIGHWAYS - IDS Engineering Services

Authorization (Z6) under Contract (2007-0312) between MDOT and Mannik & Smith Group, Inc., will provide for the performance of full construction engineering services for the hot mix asphalt (HMA) cold milling and overlay work, construction of left-and right-turn lanes, and bridge replacement/rehabilitation on US-24 (Telegraph Road) from M-50 to north of Heiss Road, Monroe County (CS 58052 - JN 83853A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through December 6, 2009. The authorization amount will be \$120,023.12. The contract term is December 5, 2006, through December 6, 2009. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of full construction engineering services for the HMA cold milling and overlay work, construction of left-and right-turn lanes, and bridge replacement/rehabilitation on US-24 (Telegraph Road) from M-50 to north of Heiss Road, Monroe County.

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

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

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48161.

41. *HIGHWAYS - Design Consultant Services

Contract (2007-0366) between MDOT and Woolpert Design, LLP, will provide for survey and photogrammetric services to be performed to provide the necessary information for the development of engineering reports for the reconstruction of I-75 from the State Fair grounds to South Boulevard, Oakland County (CS 63174 - JN 87554). This contract will provide for Phase I of two phases. The Phase I work items will include high altitude flight and associated mapping, orthophotography, and surveying. The Phase II work items will include low altitude flight and associated mapping, orthophotography, and surveying and will be requested at a later date if required. The contract will be in effect from the date of award through June 30, 2009. The contract amount will be \$743,849.34. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for survey and photogrammetric services to be performed to provide the necessary information for the development of engineering reports for the reconstruction of I-75. This information will aid in reducing the footprint developed in the Environmental Impact Statement (EIS) to minimize direct impacts, allow the development of viable construction alternatives with the least intrusion to the community, and allow MDOT to analyze the potential for any possible independent projects within the corridor.

Benefit: The photogrammetric and survey information provided by this contract will allow further refinement of the footprint from the EIS and will allow MDOT to make informed decisions about the development of the construction staging and independent improvements in the corridor.

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

**MDOT use only

* 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: If this contract is not approved, the necessary engineering reports may not be able to be accurately completed to the level of detail necessary for pre-design activities.

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

Selection: Qualifications-based.

New Project Identification: This is a rehabilitation project.

Zip Code: 48075.

43. HIGHWAYS - IDS Engineering Review Services

Authorization (Z1) under Contract (2007-0390) between MDOT and L.S. Engineering, Inc., will provide for expert witness and claims investigation services to be performed under the direction of the Office of the Attorney General, Transportation Division. The authorization will be in effect from the date of award through January 23, 2010. The authorization amount will be \$24,987.62. The contract term is January 24, 2007, through January 23, 2010. Source of Funds: 81.85% Federal Highway Administration Funds, 16.28% State Restricted Trunkline Funds, and 1.87% City of Detroit Funds.

Purpose/Business Case: To provide for claims investigations and expert witness professional assistance to be performed under the direction of the Office of the Attorney General, Transportation Division.

Benefit: Will provide services that will result in a lower level of risk to MDOT.

Funding Source: 81.85% Federal Highway Administration Funds, 16.28% State Restricted Trunkline Funds, and 1.87% City of Detroit Funds.

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

Risk Assessment: If this authorization is not approved, the consultant will not be able to provide investigatory services, which could result in an increased level of risk to MDOT.

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.

New Project Identification: This is not a new project.

Zip Code: 48075.

44. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2007-0419) between MDOT and URS Corporation Great Lakes will provide for the performance of full construction engineering services for the cold milling, two-course hot mix asphalt (HMA) overlay with intermittent sidewalk/curb/gutter replacements, storm sewer improvements, traffic signal work, and watermain relocation on M-17 from the US-12 business route (BR) to US-12, Washtenaw County (CS 81082 - JN 46086A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through February 20, 2010. The authorization amount will be \$426,810.74. The contract term is February 21, 2007, through February 20, 2010. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of full construction engineering services for the cold milling, two-course HMA overlay with intermittent sidewalk/curb/gutter replacements, storm sewer improvements, traffic signal work, and watermain relocation on M-17 from the US-12BR to US-12, Washtenaw County.

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

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

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48197.

45. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2007-0424) between MDOT and Surveying Solutions, Inc., will provide for the performance of as-needed construction services for projects in the Bay Region administered by the Bay City Transportation Service Center (TSC). Work items include right-of-way staking, establishment of horizontal and vertical alignment, and bridge structure surveys. The authorization will be in effect from the date of award through March 6, 2010. The authorization amount will be \$845,297.53. The contract term is March 7, 2007, through March 6, 2010. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for as-needed construction services to be performed for projects in the Bay Region administered by the Bay City TSC.

Benefit: Will provide construction engineering services required to satisfy state and federal guidelines for construction oversight and the 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 approve the services outlined could result in the loss of federal participation on these and subsequent highway construction projects.

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

Selection: Qualifications-based.

New Project Identification: This is a not new project.

Zip Code: 48706.

**MDOT use only

* Denotes a non-standard contract/amendment

46. HIGHWAYS - IDS Engineering Services

Authorization (Z3) under Contract (2007-0424) between MDOT and Surveying Solutions, Inc., will provide for construction inspection and testing services, including construction staking, to be performed on M-99 from Bacon Street north to east of the railroad crossing, Hillsdale County (CS 30032 - JN 80682A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through March 6, 2010. The authorization amount will be \$137,498.06. The contract term is March 7, 2007, through March 6, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for construction inspection and testing services, including construction staking, to be performed on M-99 from Bacon Street north to east of the railroad crossing, Hillsdale County.

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

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If this authorization is not approved, the project may not have adequate construction oversight, including inspection and testing, which could result in substandard work.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49242.

49. *HIGHWAYS - Construction Engineering Services

Contract (2007-0478) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for full construction engineering services to be performed for the coldmilling, patching, and resurfacing work on US-24 from US-12 to Joy Road and for the rehabilitation of structures S01-3 and S01-4 of 82062, B01, B02-1, B02-2, S01 and S02 of 82053 within the cities of Dearborn and Dearborn Heights, Wayne County (CSs 82053 and 82062 - JNs 58175A, 59067A, 59068A, and 60333A). The work items include project administration, inspection, staking, quality assurance testing and reporting, documentation of quantities, record-keeping, and finalizing all project documentation. The contract will be in effect from the date of award through August 31, 2008. The contract amount will be \$1,111,280.07. Source of Funds: 89.44% Federal Highway Administration Funds, 9.27% State Restricted Trunkline Funds, and 1.29% City of Detroit (Act 51) Funds.

Purpose/Business Case: To provide for full construction engineering services to be performed for the coldmilling, patching, and resurfacing work on US-24 from US-12 to Joy Road and for the rehabilitation of structures S01-3 and S01-4 of 82062, B01, B02-1, B02-2, S01, and S02 of 82053 in the cities of Dearborn and Dearborn Heights, Wayne County.

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

Funding Source: 89.44% Federal Highway Administration Funds, 9.27% State Restricted Trunkline Funds, and 1.29% City of Detroit (Act 51) Funds.

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

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

**MDOT use only

* Denotes a non-standard contract/amendment

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

55. *MACKINAC BRIDGE AUTHORITY - Fiber Optic Cable Facilities License

Contract (2007-0520) between the Mackinac Bridge Authority (MBA) and Merit Network, Inc., will provide for a limited license arrangement for various communications services on unused fiber optic cables owned by the MBA. The MBA has constructed and operates fiber optic cable facilities in the state of Michigan, specifically across the Mackinac Bridge, which lies between Lake Michigan on the west and Lake Huron on the east. Merit Network, Inc., a non-profit entity, is in the business of providing various communication services to Michigan's research and educational institutions and other non-profit entities. The contract will be in effect from the date of award through April 16, 2012, and may be renewed for three additional five-year periods, for a total of 20 years. This is a revenue contract; MBA will be paid \$60,000 plus set maintenance fees.

Purpose/Business Case: To provide for a limited license arrangement for various communications services on unused fiber optic cables owned by MBA.

Benefit: This is a revenue contract; MBA will be paid \$60,000 plus set maintenance fees.

Funding Source: This is a revenue contract.

Commitment Level: N/A.

Risk Assessment: If this contract is not approved, MBA could lose revenue.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48909.

56. *MACKINAC BRIDGE AUTHORITY - Fiber Optic Cable Facilities License

Contract (2007-0522) between the Mackinac Bridge Authority (MBA) and the Michigan Department of Information Technology (MDIT) will provide for a limited license arrangement for various communications services on unused fiber optic cables owned by the MBA. The MBA has constructed and operates fiber optic cable facilities in the state of Michigan, specifically across the Mackinac Bridge, which lies between Lake Michigan on the west and Lake Huron on the east. MDIT, a unit of the State of Michigan, is in the business of providing various State of Michigan communication services. The contract will be in effect from the date of award through April 16, 2012, and may be renewed for four additional five-year periods, for a total of 25 years. MBA will receive in kind services valued at \$5,000 per fiber per year.

Purpose/Business Case: To provide for a limited license arrangement for various communications services on unused fiber optic cables owned by MBA.

Benefit: MBA will receive in-kind services valued at \$5,000 per fiber per year.

Funding Source: This is an in-kind contract.

Commitment Level: N/A.

Risk Assessment: If this contract is not approved, MBA could lose in-kind services.

Cost Reduction: N/A.

**MDOT use only

* Denotes a non-standard contract/amendment

Selection: N/A.
New Project Identification: N/A.
Zip Code: 48909.

**MDOT use only

* Denotes a non-standard contract/amendment

4/10/07

64. LETTING OF APRIL 06, 2007
 PROPOSAL 0704022
 PROJECT BI06 30032-80682, ETC
 LOCAL AGRMT. 06-5585
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 19, 2009

ENG. EST. LOW BID
 \$ 4,576,244.48 \$ 4,634,638.43

% OVER/UNDER EST.
 1.28 %

1.23 mi of hot mix asphalt reconstruction, curb and gutter, storm sewer, watermain, sanitary sewer, signal and signing upgrade, streetscape features, pavement markings and replace railroad crossing on M-99 from Bacon Street northerly to north of Fayette Street in the city of Hillsdale, Hillsdale County. This project includes a 5 year pavement performance warranty.

12.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hoffman Bros., Inc.	\$ 4,634,638.43	Same	1 **
Bailey Excavating, Inc.	\$ 4,681,075.82	Same	2
C & D Hughes, Inc.	\$ 4,946,061.57	Same	3
Dunigan Brothers, Inc.			
Peters Construction Co.			
Balkema Excavating, Inc.			
Milbocker and Sons, Inc.			
Nashville Construction Company			
Aggregate Industries-Central Region			
Pamar Enterprises, Inc.			
Mead Bros. Excavating, Inc.			

3 Bidders

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

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

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

* Denotes a non-standard contract/amendment

Funding Source:

80682A		
City of Hillsdale		7.70 %
State Restricted Trunkline Funds		92.30 %
81422A		
Federal Highway Administration Funds		100 %
86153A		
Federal Highway Administration Funds		77.19 %
City of Hillsdale		22.81 %

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

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

Cost Reduction: Reduced incidents of car/train accidents and vehicle Maintenance costs; reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: Reconstruction and enhancement.

Zip Code: 49242.

65.	LETTING OF APRIL 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0704036	\$ 635,461.12	\$ 595,138.46
	PROJECT M 17034-87746, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JULY 09, 2007		
	COMPLETION DATE - SEPTEMBER 14, 2007		-6.35 %

1.73 mi of concrete pavement repair and patching on I-75 Business Spur from I-75 northbound exit ramp at 3 Mile Road to M-129 and construction of a new gravel car pool parking lot on I-75, northwest quadrant and 3 Mile Road interchange, in the city of Sault Ste. Marie, Chippewa County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Snowden, Inc.	\$ 595,138.46	Same	1 **
Causie Contracting, Inc.	\$ 630,820.38	\$ 630,670.38	2
Kelcris Corporation	\$ 647,804.55	\$ 647,792.05	3
Bacco Construction Company			

3 Bidders

Purpose/Business Case: This project is supported by two programs: MDOT's Road Preservation Program and Carpool Parking Lots. MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The Carpool Parking Lot project is needed to encourage the use of the carpool lots.

* Denotes a non-standard contract/amendment

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. Improvement of the pavement structure and ride quality to approximately 300 low volume, non-freeway lane miles is expected per year for 4 years (2004 - 2007).

Funding Source:

87746A
 State Restricted Trunkline Funds 100 %
 88061A
 State Restricted Trunkline Funds 100 %

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

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

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49783.

66. LETTING OF APRIL 06, 2007
 PROPOSAL 0704037 ENG. EST. \$ 500,064.16 LOW BID \$ 388,531.39
 PROJECT STE 73033-86502
 LOCAL AGRMT. 07-5014, 07-5143 % OVER/UNDER EST.
 START DATE - JUNE 18, 2007
 COMPLETION DATE - SEPTEMBER 19, 2009 -22.30 %

0.90 mi of streetscaping including decorative concrete, decorative fence, brick columns, stamped asphalt and landscaping from Schust Road northerly to Trautner Drive, Saginaw County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Zito Construction Co.	\$ 388,531.39	Same	1 **
Eastlund Concrete Construction	\$ 388,741.60	Same	2
Tri-Valley Landscaping, Inc.	\$ 395,370.50	Same	3
Rieth-Riley Construction Co., Inc.	\$ 417,939.35	Same	4
A. J. Rehms & Son, Inc.	\$ 486,538.77	Same	5
L Squared Construction, LLC.			
Champagne and Marx Excavating, Inc.			
CRS/Shaw Contracting/Esch Landscape			
Fisher Contracting Company			

5 Bidders

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

* Denotes a non-standard contract/amendment

Purpose/Business Case: The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

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

Funding Source:

86502A		
Federal Highway Administration Funds		56.00 %
State Restricted Trunkline Funds		6.60 %
Kochville Township		15.06 %
Saginaw Township		22.34 %

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

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

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

Selection: Low bid.

New Project Identification: New Construction.

Zip Code: 48608.

67.	LETTING OF APRIL 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0704038	\$ 78,240.08	\$ 69,583.34
	PROJECT STRG 76061-87268		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MAY 07, 2007		
	COMPLETION DATE - MAY 23, 2007		-11.06 %

0.03 mi of railroad crossing approach upgrade on M-21 at the Great Lakes Central Railroad crossing in the city of Owosso, Shiawassee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
C & D Hughes, Inc.	\$ 69,583.34	Same	1 **
Youngstrom Contracting, Inc.	\$ 72,132.50	Same	2
CRS/Shaw Contracting Co.	\$ 75,924.74	Same	3
Aggregate Industries-Central Region	\$ 88,365.14	Same	4
Lois Kay Contracting Co.	\$ 92,561.21	Same	5
Eastlund Concrete Construction, Inc.			
Michigan Paving & Materials Co.			
Tri-Valley Landscaping, Inc.			
Saginaw Asphalt Paving Company			
Rohde Brothers Excavating, Inc.			
Barrett Paving Materials, Inc.			
Pyramid Paving & Contracting Co.			
Heystek Contracting Inc.			
Zito Construction Co.			

5 Bidders

* Denotes a non-standard contract/amendment

Purpose/Business Case: The Railroad Crossing Program facilitates the reconstruction of the crossing approach surface resulting in a safe and improved crossing. The program coordinates work to be performed in conjunction with the track reconstruction performed by the Railroad Company.

Benefit: Treatments increase vehicle safety and improve rideability for the motoring public.

Funding Source:

87268A

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 damage to vehicles and increased complaints from the motoring public. Loss of dedicated federal funding for grade crossings due to underutilization.

Cost Reduction: Reduced incidents of car/train accidents and vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Reconstruction of existing railroad crossing.

Zip Code: 48867.

68. LETTING OF APRIL 06, 2007 ENG. EST. LOW BID
 PROPOSAL 0704040 \$ 1,332,997.96 \$ 1,357,803.48
 PROJECT STH 50061-46103
 LOCAL AGRMT. 06-5635 % OVER/UNDER EST.
 START DATE - APRIL 13, 2007
 COMPLETION DATE - OCTOBER 13, 2007 1.86 %

Various concrete safety improvements at the M-53/11 Mile Road (I-696 service drives) intersection including widening of the M-53 east crossover bridge and radii flattening in the cities of Warren and Centerline, Macomb County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Posen Construction, Inc.	\$ 1,357,803.48	Same	1 **
Anlaan Corporation	\$ 1,536,534.04	Same	2
Walter Toebe Construction Co.	\$ 1,583,467.52	Same	3
C.A. Hull Co., Inc.	\$ 1,632,348.99	Same	4
Midwest Bridge Company	\$ 1,872,189.41	Same	5
E. C. Korneffel Co.			
J. Slagter & Son Construction Co.			

5 Bidders

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

Purpose/Business Case: The 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.

* Denotes a non-standard contract/amendment

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:

46103A	
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	9.47 %
City of Warren	0.53 %

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

Risk Assessment: 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: 48015.

69.	LETTING OF APRIL 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0704041	\$ 9,089,112.81	\$ 8,954,968.04
	PROJECT ST 14062-53367, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MAY 01, 2007		
	COMPLETION DATE - AUGUST 10, 2007		-1.48 %

13.60 mi of rubblizing concrete pavement, hot mix asphalt cold milling and resurfacing, widening shoulders, joint repairs, and intersection improvements on M-60 from the east village limits of Vandalia easterly to US-131 in the village of Vandalia and city of Three Rivers, Cass and St. Joseph Counties. This project includes a 5 year materials and workmanship pavement warranty.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 8,954,968.04	Same	1 **
Michigan Paving & Materials Co.	\$ 9,575,267.70	Same	2
Rieth-Riley Construction Co., Inc.			

2 Bidders

Purpose/Business Case: This project is a combination of two programs: (1) MDOT's Road Preservation Program - provided as an effort to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition, (2) The Traffic and Safety Program - to preserve the integrity of MDOT's safety assets by addressing locations on the trunkline system that exhibit a correctable pattern through a strategy of cost-effective treatments.

* Denotes a non-standard contract/amendment

Benefit: These programs provide benefits for road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition improvements and preservation, safety, user savings, maintenance savings, reduce traffic accidents and injuries, vehicle delays, fuel consumption, and pollution control.

Funding Source:

53367A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %
78857A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %
83263A		
Federal Highway Administration Funds		80.00 %
State Restricted Trunkline Funds		20.00 %

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

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

Cost Reduction: Reduced roadway and vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation and reconstruction.

Zip Code: 49061.

70.	LETTING OF APRIL 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0704045	\$ 427,047.68	\$ 495,994.92
	PROJECT M 70013-89432		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 23, 2007		
	COMPLETION DATE - AUGUST 01, 2007		16.15 %

Bearing replacement and maintaining traffic on US-31 northbound and southbound over the CSX Railroad, Ottawa County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Anlaan Corporation	\$ 495,994.92	Same	1 **
Walter Toebe Construction Co.	\$ 508,418.71	Same	2
L.W. Lamb, Inc.	\$ 509,277.24	Same	3
J. Slagter & Son Construction Co.	\$ 525,134.12	Same	4
Midwest Bridge Company	\$ 535,684.49	Same	5
Abhe & Svoboda, Inc.	\$ 559,910.00	Same	6

6 Bidders

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

* Denotes a non-standard contract/amendment

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:

89432A

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49424.

71. LETTING OF APRIL 06, 2007
 PROPOSAL 0704046 ENG. EST. LOW BID
 \$ 52,001.70 \$ 58,483.00
 PROJECT MRR 39032-89642
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - MAY 04, 2007
 COMPLETION DATE - MAY 18, 2007 12.46 %

0.05 mi of maintenance of railroad crossing approach on M-96 from east of the Kalamazoo River crossing easterly, Kalamazoo County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 58,483.00	Same	1 **
Aggregate Industries-Central Region	\$ 73,653.00	Same	2

2 Bidders

Purpose/Business Case: The Railroad Crossing Program facilitates the reconstruction of the crossing approach surface resulting in a safe and improved crossing. The program coordinates work to be performed in conjunction with the track reconstruction performed by the Railroad Company.

Benefit: Treatments increase vehicle safety and improve rideability for the motoring public.

Funding Source:

89642A

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 damage to vehicles and increased complaints from the motoring public. Loss of dedicated federal funding for grade crossings due to underutilization.

Cost Reduction: Reduced incidents of car/train accidents and vehicle maintenance costs.

* Denotes a non-standard contract/amendment

Selection: Low bid.

New Project Identification: Reconstruction of existing railroad crossing.

Zip Code: 49012.

72.	LETTING OF APRIL 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0704066	\$ 193,970.14	\$ 210,219.10
	PROJECT NH 58034-87549-2		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 30, 2007		
	COMPLETION DATE - 14 calendar days		8.38 %

0.26 mi of under-sealing and leveling concrete pavement with high density polyurethane on northbound US-23 from north of the Ohio state line northerly to south of US-223, Monroe County.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Uretex USA, Inc.	\$ 210,219.10	Same	1 **
Causie Contracting, Inc.	\$ 247,740.00	Same	2
Kelcris Corporation	\$ 346,873.81	Same	3
Snowden, Inc.			

3 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:

87549A

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: 48144.

* Denotes a non-standard contract/amendment

73. LETTING OF APRIL 06, 2007
 PROPOSAL 0704067
 PROJECT MER 09035-88421
 LOCAL AGRMT.
 START DATE - SEPTEMBER 10, 2007
 COMPLETION DATE - OCTOBER 19, 2007

ENG. EST.
 \$ 175,837.10

LOW BID
 \$ 157,597.38

% OVER/UNDER EST.
 -10.37 %

Bridge rehabilitation consisting of structural steel repairs, heat straightening, partial cleaning and coating, sign replacement and maintaining traffic on I-75 northbound and southbound over Beaver Road, Bay County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Midwest Bridge Company	\$ 157,597.38	Same	1 **
Anlaan Corporation	\$ 159,270.14	Same	2
Walter Toebe Construction Co.	\$ 162,215.94	Same	3
C.A. Hull Co., Inc.	\$ 165,829.64	Same	4
J. Slagter & Son Construction Co.	\$ 187,100.64	Same	5
Abhe & Svoboda, Inc.	\$ 237,770.00	Same	6
Civil Construction, Inc.	\$ 249,318.98	Same	7

7 Bidders

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

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

Funding Source:

88421A

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48631.

* Denotes a non-standard contract/amendment

74. LETTING OF APRIL 06, 2007
 PROPOSAL 0704068
 PROJECT STG 84911-78797
 LOCAL AGRMT.
 START DATE - MAY 21, 2007
 COMPLETION DATE - NOVEMBER 03, 2007

ENG. EST.
 \$ 548,120.63

LOW BID
 \$ 497,996.10

% OVER/UNDER EST.
 -9.14 %

85.56 mi of non-freeway sign replacement on US-2 from the Dickinson/Menominee County line easterly to M-94, Delta, Menominee and Schoolcraft Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
NES Traffic Safety Limited Partner	\$ 497,996.10	Same	1 **
Action Traffic Maintenance, Inc.	\$ 498,863.23	Same	2
J & J Contracting, Inc.	\$ 521,617.93	Same	3
Highway Landscapers Inc.	\$ 567,285.05	Same	4
Trans Tech Electric Limited Partner	\$ 605,054.95	Same	5
Highway Service Co., Inc.	\$ 665,093.48	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:

78797A

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 and sign upgrade.

Zip Code: 49829.

* Denotes a non-standard contract/amendment

75. LETTING OF APRIL 06, 2007
 PROPOSAL 0704069
 PROJECT MG 04032-89326
 LOCAL AGRMT.
 START DATE - JULY 09, 2007
 COMPLETION DATE - SEPTEMBER 21, 2007

ENG. EST.
 \$ 1,032,463.80

LOW BID
 \$ 784,991.00

% OVER/UNDER EST.
 -23.97 %

7.94 mi of hot mix asphalt cold milling and resurfacing on US-23 from Hamilton Road to the north Alpena County line, Alpena 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	
Bolen Asphalt Paving, Inc.	\$ 784,991.00	Same	1 **
Payne & Dolan, Inc.	\$ 834,959.00	Same	2
Rieth-Riley Construction Co., Inc.	\$ 1,180,374.00	Same	3
Pyramid Paving & Contracting Co.			

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:

89326A

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: 49707.

* Denotes a non-standard contract/amendment

76. LETTING OF APRIL 06, 2007
 PROPOSAL 0704071
 PROJECT MBWB 77111-88070
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 22, 2007

ENG. EST.
 \$ 1,002,766.90

LOW BID
 \$ 723,276.00

% OVER/UNDER EST.
 -27.87 %

0.54 mi of hot mix asphalt and waterproofing membrane removal and hot mix asphalt resurfacing on I-94 westbound from west of 10th Street easterly to the International Boundary (USA/Canada), in the city of Port Huron, St. Clair County. This project includes a 5 year materials and workmanship pavement warranty.

BIDDER	ORIGINAL A	AS-CHECKED A	
Ajax Paving Industries, Inc.	\$ 723,276.00	Same	1 **
Ace Asphalt & Paving Co.	\$ 1,246,430.00	Same	2
John Carlo, Inc.			
Barrett Paving Materials, Inc.			

BIDDER	ORIGINAL A+Lane Rental	AS-CHECKED A+Lane Rental	
Ajax Paving Industries, Inc.	\$ 746,276.00	Same	1 **
Ace Asphalt & Paving Co.	\$ 1,346,430.00	Same	2
John Carlo, Inc.			
Barrett Paving Materials, Inc.			

2 Bidders

NOTE: The ORIGINAL A+Lane Rental bid received determined the low bid.
 The ORIGINAL A bid reflects the actual contract price.

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:

88070A

Blue Water Bridge Authority 100.00 %

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: 48060.

* Denotes a non-standard contract/amendment

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

Risk Assessment: The relationships with the numerous federal, state and local agencies, the surrounding Metro area communities and SEMCOG may be compromised. They are anticipating the completion of this project as announced. If the construction of the Ambassador Bridge/Gateway Project is not completed, federal funds must be returned because earlier phases of this project utilized federal funds.

Cost Reduction: With the construction of the Ambassador Bridge/Gateway Project, initial maintenance costs will be greatly reduced within the project limits. Our customers will benefit with greatly reduced user delay costs, improved traffic operations and safer trunkline access.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 48216.

78. LETTING OF APRIL 06, 2007
 PROPOSAL 0704077
 PROJECT STH 61074-86788
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 08, 2007

	ENG. EST.	LOW BID
	\$ 1,344,393.85	\$ 1,324,186.34
	% OVER/UNDER EST.	
	-1.50 %	

4.77 mi of median guardrail and drainage work on US-31 from south of Van Wagoner Road to north of Sternburg Road in the city of Norton Shores, Ottawa and Muskegon Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Nashville Construction Company	\$ 1,324,186.34	Same	1 **
J. Slagter & Son Construction Co.	\$ 1,352,661.96	Same	2
Tri-Valley Landscaping, Inc.	\$ 1,357,808.75	Same	3
Rite Way Fence, Inc.	\$ 1,371,572.66	Same	4
Snowden, Inc.	\$ 1,472,237.18	Same	5
Dale Dukes & Sons, Inc.	\$ 1,477,734.61	Same	6
Causie Contracting, Inc.	\$ 1,713,714.29	Same	7
Nationwide Fence & Supply Company			
J & J Contracting, Inc.			

7 Bidders

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

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

Funding Source:

86788A

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

* Denotes a non-standard contract/amendment

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: 49444.

79. LETTING OF APRIL 06, 2007
 PROPOSAL 0704079 ENG. EST. LOW BID
 PROJECT M 84914-M40703 % 561,783.15 \$ 430,767.66
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - MAY 01, 2007
 COMPLETION DATE - OCTOBER 31, 2009 -23.32 %

Roadside and MDOT facilities vegetation control at various locations throughout the 13 counties, Bay Region.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bay County Lawn, Inc. DBA Village	\$ 430,767.66	Same	1 **
DeAngelo Brothers, Inc.	\$ 949,371.03	Same	2
Owen Tree Service, Inc.			

2 Bidders

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

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

Funding Source:

M40703

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48601.

* Denotes a non-standard contract/amendment

80. LETTING OF APRIL 06, 2007
 PROPOSAL 0704081
 PROJECT M 17072-87545
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - 10 working days

ENG. EST.
 \$ 358,001.67

LOW BID
 \$ 327,547.40

% OVER/UNDER EST.
 -8.51 %

4.88 mi of overband crack pre-treatment microsurfacing and permanent pavement markings on M-129 from south of the M-48 west junction northerly to south of M-80, Chippewa County. This project includes a 2 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pavement Maintenance Systems, Inc.	\$ 327,547.40	Same	1 **
Strawser Incorporated	\$ 385,919.49	Same	2
Terry Asphalt Materials, Inc.	\$ 388,801.72	Same	3
Fahrner Asphalt Sealers, LLC.			

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:

87545A

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: 49774.

* Denotes a non-standard contract/amendment

83. LETTING OF APRIL 06, 2007
 PROPOSAL 0704085
 PROJECT M 63022-M70740
 LOCAL AGRMT.
 START DATE - MAY 08, 2007
 COMPLETION DATE - SEPTEMBER 30, 2007

ENG. EST.
 \$ 391,221.00

LOW BID
 \$ 388,946.36

% OVER/UNDER EST.
 -0.58 %

6.11 mi of detail 7 and 8, longitudinal and transverse joint repairs on I-96 westbound from Meadowbrook Road to Novi Road, on US-24 from 8 Mile Road to 13 Mile Road and on US-24 northbound only from 13 Mile Road to 14 Mile Road in the cities of Novi and Southfield, villages of Franklin and Bingham Farms, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Florence Cement Company	\$ 388,946.36	Same	1 **
C & D Hughes, Inc.	\$ 422,075.27	Same	2
John Carlo, Inc.	\$ 424,405.27	Same	3
Cadillac Asphalt, LLC.	\$ 456,337.48	Same	4
Causie Contracting, Inc.	\$ 495,075.00	Same	5
Lois Kay Contracting Co.	\$ 524,042.77	Same	6
Ajax Paving Industries, Inc.	\$ 592,855.27	Same	7
Kelcris Corporation	\$ 893,169.27	Same	8
Interstate Sealant & Concrete, Inc.			

8 Bidders

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

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

Funding Source:

M70740

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: 48307.

* Denotes a non-standard contract/amendment

84. LETTING OF APRIL 06, 2007
 PROPOSAL 0704216
 PROJECT M 84916-M60768
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 30, 2007

ENG. EST.
 \$ 190,524.20

LOW BID
 \$ 234,608.00

% OVER/UNDER EST.
 23.14 %

92.52 mi of raised pavement marker removal on various trunkline routes in the cities of Lansing, Charlotte, Potterville and Durand, Ingham, Eaton, Clinton and Shiawassee Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Interstate Sealant & Concrete, Inc.	\$ 234,608.00	Same	1 **
C & D Hughes, Inc.	\$ 235,903.04	Same	2
Causie Contracting, Inc.	\$ 277,134.00	Same	3
Rieth-Riley Construction Co., Inc.	\$ 333,224.97	Same	4
P.K. Contracting, Inc.	\$ 399,999.99	Same	5
Kelcris Corporation	\$ 415,823.44	Same	6
Scodeller Construction, Inc.	\$ 538,327.00	Same	7
Lake Erie Construction Company	\$ 873,125.00	Same	8
Snowden, Inc.			

8 Bidders

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

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

Funding Source:

M60768

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: 48823.

* Denotes a non-standard contract/amendment

95. LETTING OF APRIL 06, 2007
 PROPOSAL 0704011
 PROJECT BHT 82007-86344, ETC
 LOCAL AGRMT. 07-5067
 START DATE - 10 days after award
 COMPLETION DATE - DECEMBER 15, 2007

ENG. EST.
 \$ 5,302,308.40

LOW BID
 \$ 5,671,805.96

% OVER/UNDER EST.
 6.97 %

Bridge rehabilitation work including deck replacement and partial painting, miscellaneous bridge repairs, approach work and traffic control on Grosse Ile Parkway over Trenton Channel, Wayne County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Walter Toebe Construction Co.	\$ 5,671,805.96	Same	1 **
Anlaan Corporation	\$ 6,181,156.17	Same	2
C.A. Hull Co., Inc.	\$ 6,433,523.46	Same	3
Midwest Bridge Company	\$ 6,836,393.61	Same	4
E. C. Korneffel Co.	\$ 6,969,321.04	Same	5
Posen Construction, Inc.	\$ 6,972,234.90	Same	6
J. Slagter & Son Construction Co.			

6 Bidders

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

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

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

Funding Source:

86344A	
Wayne County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %
89675A	
Wayne County	18.15 %
Federal Highway Administration Funds	81.85 %

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.

* Denotes a non-standard contract/amendment

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: 49812.

97.	LETTING OF APRIL 06, 2007 PROPOSAL 0704014 PROJECT MCS 29009-86245 LOCAL AGRMT. 07-5055 START DATE - 10 days after award COMPLETION DATE - AUGUST 31, 2007	ENG. EST. \$ 555,012.75	LOW BID \$ 472,388.00	% OVER/UNDER EST. -14.89 %
-----	---	----------------------------	--------------------------	-------------------------------

Bridge removal and replacement along with related approach work on Buchanan Road at Drain #1, Gratiot County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Miller Development, Inc.	\$ 472,388.00	Same	1 **
S.L. & H. Contractors, Inc.	\$ 513,518.15	Same	2
Anlaan Corporation	\$ 537,209.90	Same	3
E.T. MacKenzie Company	\$ 564,550.72	Same	4
Milbocker and Sons, Inc.	\$ 602,682.08	Same	5
J. Slagter & Son Construction Co.	\$ 765,713.95	Same	6
Heystek Contracting Inc.			
Quantum Construction Company, Inc.			
Fisher Contracting Company			
J.E. Kloote Contracting, Inc.			
Midwest Bridge Company			
3-S Construction, Inc.			
L.W. Lamb, Inc.			

6 Bidders

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

Purpose/Business Case: 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.

* Denotes a non-standard contract/amendment

Funding Source:

86245A

Gratiot County 5.28 %
State Restricted Trunkline Funds 94.72 %

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: 48847.

98.	LETTING OF APRIL 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0704015	\$ 259,184.86	\$ 324,264.05
	PROJECT BRO 27001-86397		
	LOCAL AGRMT. 07-5062		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 31, 2007		25.11 %

Bridge removal and replacement along with related approach work on Korpela Road at Jackson Creek, Gogebic County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Yalmer Mattila Contracting, Inc.	\$ 324,264.05	Same	1 **
Hebert Construction Company	\$ 341,434.50	Same	2
Zenith Tech, Inc.	\$ 377,623.97	Same	3
A. Lindberg & Sons, Inc.			
Fisher Contracting Company			
Bacco Construction Company			
Snowden, Inc.			

3 Bidders

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

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

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

* Denotes a non-standard contract/amendment

Funding Source:

86397A

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

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

Risk Assessment: State 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: 49968.

99.	LETTING OF APRIL 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0704016	\$ 452,004.64	\$ 469,524.87
	PROJECT EDDF 42555-78899		
	LOCAL AGRMT. 07-5056		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 31, 2007		3.88 %

3.41 mi of resurfacing with hot mix asphalt paving and aggregate shoulders on Gay-Lac La Belle Road 7 mi north of Gay, Keweenaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 469,524.87	Same	1 **
Bacco Construction Company	\$ 475,345.74	Same	2

2 Bidders

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

Purpose/Business Case: This project is for the resurfacing of a 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.

* Denotes a non-standard contract/amendment

Funding Source:

78899A

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: 49945.

100.	LETTING OF APRIL 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0704017	\$ 361,775.00	\$ 282,459.00
	PROJECT STH 73609-78283		
	LOCAL AGRMT. 07-5071		% OVER/UNDER EST.
	START DATE - JUNE 11, 2007		
	COMPLETION DATE - AUGUST 31, 2007		-21.92 %

0.09 mi of hot mix asphalt intersection reconstruction and realignment on Cherry Road at the Sixth Street intersection in the city of Saginaw, Saginaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rohde Brothers Excavating, Inc.	\$ 282,459.00	Same	1 **
CRS/Shaw Contracting Co.	\$ 287,700.65	Same	2
A. J. Rehmus & Son, Inc.	\$ 294,930.50	Same	3
Geiersbach Construction, Inc.	\$ 299,629.00	Same	4
3-S Construction, Inc.	\$ 309,558.25	Same	5
Lois Kay Contracting Co.	\$ 313,870.30	Same	6
D & E Excavating Corporation	\$ 316,742.51	Same	7
L.J. Construction, Inc.	\$ 333,764.75	Same	8
Ron Bretz Excavating, Inc.	\$ 335,451.30	Same	9
Zito Construction Co.	\$ 343,517.70	Same	10
San Marino Excavating, Inc.	\$ 344,659.15	Same	11
Champagne and Marx Excavating, Inc.	\$ 363,244.70	Same	12
Lee Wood Contracting, Inc.			
Milbocker and Sons, Inc.			
Fisher Contracting Company			
Pyramid Paving & Contracting Co.			
Saginaw Asphalt Paving Company			

12 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.

* Denotes a non-standard contract/amendment

Source of Funds:

78283A
Federal Highway Administration Funds 51.34 %
City of Saginaw 48.66 %

Selection: Low bid.

Zip Code: 48607.

101. LETTING OF APRIL 06, 2007 ENG. EST. LOW BID
PROPOSAL 0704018 \$ 168,617.00 \$ 155,717.37
PROJECT STH 62609-84977
LOCAL AGRMT. 07-5045 % OVER/UNDER EST.
START DATE - JULY 05, 2007
COMPLETION DATE - AUGUST 11, 2007 -7.65 %

0.15 mi of road reconstruction including roadway grading,
sand subbase, aggregate base, culverts, hot mix asphalt
paving and pavement markings on West 112th Street at Wisner
Avenue, Newaygo County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
D.J. McQuestion & Sons, Inc.	\$ 155,717.37	Same	1 **
Dean's Landscaping & Excavating	\$ 163,199.11	Same	2
Nashville Construction Company	\$ 164,642.68	Same	3
C & D Hughes, Inc.	\$ 169,357.91	Same	4
Stein Construction Co., Inc.	\$ 169,981.80	Same	5
Wadel Stabilization, Inc.	\$ 184,781.86	Same	6
Schippers Excavating, Inc.	\$ 189,069.90	Same	7
Bultema Brothers Road Contractors	\$ 202,083.69	Same	8
Kammaing & Roodvoets, Inc.	\$ 222,427.28	Same	9
Lodestar Construction, Inc.	\$ 235,901.81	Same	10
Nagel Construction, Inc.			
Hallack Contracting, Inc.			
Rieth-Riley Construction Co., Inc.			
Milbocker and Sons, Inc.			
Brenner Excavating, Inc.			
CJ's Excavating Septic Service			

10 Bidders

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

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

Source of Funds:

84977A
Newaygo County 20.00 %
Federal Highway Administration Funds 80.00 %

Selection: Low bid.

Zip Code: 49327.

* Denotes a non-standard contract/amendment

106. LETTING OF APRIL 06, 2007
 PROPOSAL 0704033
 PROJECT STUL 61407-84359, ETC
 LOCAL AGRMT. 07-5074
 START DATE - JUNE 01, 2007
 COMPLETION DATE - OCTOBER 01, 2007

ENG. EST.
 \$ 2,430,659.35

LOW BID
 \$ 2,245,027.52

% OVER/UNDER EST.
 -7.64 %

0.80 mi of road reconstruction including watermain replacement, storm sewer, drainage structures, concrete curb and gutter, hot mix asphalt paving, and pavement markings on Henry Street from Seminole Road to Summit Avenue and 0.15 mi of road reconstruction including storm sewer, drainage structures, hot mix asphalt paving, traffic signal installation, and pavement markings on Norton Avenue from Seaway Drive to Henry Street in the city of Norton Shores, Muskegon County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 2,245,027.52	Same	1 **
C & D Hughes, Inc.	\$ 2,364,435.07	Same	2
Nashville Construction Company	\$ 2,404,137.28	Same	3
Schippers Excavating, Inc.	\$ 2,436,509.00	Same	4
Diversco Construction Company Inc.	\$ 2,453,305.19	Same	5
Wadel Stabilization, Inc.	\$ 2,481,830.88	Same	6
Maclean Construction Company	\$ 2,493,134.14	Same	7
Nagel Construction, Inc.	\$ 2,498,247.87	Same	8
Kamminga & Roodvoets, Inc.	\$ 2,617,751.58	Same	9
Dan Hoe Excavating, Inc.	\$ 2,878,220.50	\$ 2,877,545.50	10
Wyoming Excavators, Inc.	\$ 2,933,533.25	\$ 2,933,366.25	11
Bond Construction Company			
M & M Excavating Co., Inc.			
Hallack Contracting, Inc.			
Aggregate Industries-Central Region			

11 Bidders

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

Purpose/Business Case: This project is for the reconstruction of a 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.

* Denotes a non-standard contract/amendment

Funding Source:

84359A		
Federal Highway Administration Funds		58.50 %
City of Norton Shores		41.50 %
84371A		
Federal Highway Administration Funds		79.42 %
City of Norton Shores		0.73 %
State Restricted Trunkline Funds		19.85 %

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: 49441.

107.	LETTING OF APRIL 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0704034	\$ 2,215,046.00	\$ 1,909,457.47
	PROJECT STUL 39405-81213, ETC		
	LOCAL AGRMT. 07-5092		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 01, 2009		-13.80 %

1.83 mi of hot mix asphalt cold milling and paving, storm and sanitary sewer, watermain, curb and gutter, sidewalk, traffic signal, permanent signing, and pavement markings on Bacon Avenue from South Westnedge Avenue to Portage Road and on Kilgore Road from Lovers Lane to Portage Road in the city of Portage, Kalamazoo County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Peters Construction Co.	\$ 1,909,457.47	Same	1 **
Hoffman Bros., Inc.	\$ 1,952,639.58	Same	2
Balkema Excavating, Inc.	\$ 2,048,553.17	Same	3
Kamminga & Roodvoets, Inc.	\$ 2,311,647.22	Same	4
Dunigan Brothers, Inc.	\$ 2,472,157.00	Same	5
Diversco Construction Company Inc.			
Milbocker and Sons, Inc.			
Nashville Construction Company			
C & D Hughes, Inc.			
Robert Bailey Contractors, Inc.			
Michigan Paving & Materials Co.			
Aggregate Industries-Central Region			

5 Bidders

* Denotes a non-standard contract/amendment

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:

81213A		
Federal Highway Administration Funds		75.81 %
City of Portage		24.19 %
82607A		
Federal Highway Administration Funds		78.15 %
City of Portage		21.85 %

Selection: Low bid.

Zip Code: 49002.

108. LETTING OF APRIL 06, 2007	ENG. EST.	LOW BID
PROPOSAL 0704035	\$ 2,752,200.50	\$ 2,379,509.50
PROJECT BRT 25012-83865		
LOCAL AGRMT. 06-5621		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - SEPTEMBER 28, 2007		-13.54 %

Bridge removal and replacement along with related approach work on Baldwin Road at the C&O Railroad, Genesee County.

12.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Zito Construction Co.	\$ 2,379,509.50	Same	1 **
Walter Toebe Construction Co.	\$ 2,394,310.59	Same	2
E.T. MacKenzie Company	\$ 2,418,870.33	Same	3
Milbocker and Sons, Inc.	\$ 2,471,103.55	Same	4
C.A. Hull Co., Inc.	\$ 2,497,042.73	Same	5
Posen Construction, Inc.	\$ 2,623,725.18	Same	6
Anlaan Corporation	\$ 2,646,960.80	Same	7
Champagne and Marx Excavating, Inc.	\$ 2,747,188.75	Same	8
3-S Construction, Inc.			
Dan's Excavating, Inc.			
Angelo Iafrate Construction Company			
J. Slagter & Son Construction Co.			
Fisher Contracting Company			
L.A. Construction Corporation			
C & D Hughes, Inc.			
Rohde Brothers Excavating, Inc.			
Cadillac Asphalt, LLC.			
Hardman Construction, Inc.			
Ajax Paving Industries, Inc.			
Midwest Bridge Company			

8 Bidders

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

* Denotes a non-standard contract/amendment

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

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

Funding Source:

83865A

Genesee County	6.97 %
Federal Highway Administration Funds	78.34 %
State Restricted Trunkline Funds	14.69 %

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: 48442.

109.	LETTING OF APRIL 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0704042	\$ 5,243,612.60	\$ 4,795,710.46
	PROJECT STE 63171-87270, ETC		
	LOCAL AGRMT. 07-5094		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 18, 2009		-8.54 %

1.70 mi of mill and concrete overlay with integral curb and gutter, storm sewer, parking lot reconstruction, watermain replacement, landscape, sidewalk enhancements, permanent signing and pavement markings on Coolidge Highway from 8 Mile Road to 10 Mile Road and 0.35 mi of median planting islands, decorative walls, sidewalk, trees, bushes, flowers, street lighting and city signs on 9 Mile Road from west of Coolidge Highway to east of Coolidge Highway in the city of Oak Park, Oakland County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Florence Cement Company	\$ 4,793,210.46	\$ 4,795,710.46	1 **
Six-S, Inc.	\$ 4,952,112.25	\$ 4,958,612.25	2
Tony Angelo Cement Construction Co.	\$ 5,070,940.86	Same	3
John Carlo, Inc.	\$ 5,089,623.88	Same	4
Dan's Excavating, Inc.	\$ 5,345,311.14	Same	5

* Denotes a non-standard contract/amendment

Angelo Iafrate Construction Company	\$ 5,901,875.65	Same	6
Ajax Paving Industries, Inc.	\$ 5,974,976.51	Same	7
Posen Construction, Inc.			
L Squared Construction, LLC.			

7 Bidders

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

Source of Funds:

87270A		
Federal Highway Administration Funds	63.39 %	
City of Oak Park	36.61 %	
89420A		
Federal Highway Administration Funds	45.81 %	
City of Oak Park	54.19 %	

Selection: Low bid.

Zip Code: 48237.

110.	LETTING OF APRIL 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0704043	\$ 4,530,653.45	\$ 4,401,784.16
	PROJECT STU 63459-85280		
	LOCAL AGRMT. 06-5525		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 01, 2007		-2.84 %

1.00 mi of hot mix asphalt paving, drainage work, earthwork, traffic signal work, and concrete curb and gutter on Oxbow Lake Road from Cooley Lake Road northerly to Cedar Island Road, on Cooley Lake Road at the intersection of Oxbow Lake Road, and on Bogie Lake Road at the intersection of Cooley Lake Road, Oakland County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
South Hill Construction Company	\$ 4,401,784.16	Same	1 **
B & V Construction, Inc.	\$ 4,605,433.16	Same	2
Sunset Excavating, Inc.	\$ 4,637,939.85	Same	3
Zito Construction Co.	\$ 4,776,085.97	Same	4
Dan's Excavating, Inc.	\$ 4,877,532.54	Same	5
C.A. Hull Co., Inc.	\$ 5,068,808.15	Same	6
Angelo Iafrate Construction Company	\$ 5,097,393.12	Same	7
John Carlo, Inc.	\$ 5,122,577.80	Same	8
V.I.L. Construction, Inc.			
Fisher Contracting Company			
Ajax Paving Industries, Inc.			
Anlaan Corporation			
Pamar Enterprises, Inc.			
D & R Earthmoving, LLC			
Cadillac Asphalt, LLC.			
Six-S, Inc.			
ABC Paving Company			

8 Bidders

* Denotes a non-standard contract/amendment

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

Source of Funds:

85280A

Oakland County	18.19 %
Federal Highway Administration Funds	81.81 %

Selection: Low bid.

Zip Code: 48386.

111. LETTING OF APRIL 06, 2007	ENG. EST.	LOW BID
PROPOSAL 0704044	\$ 11,049,185.15	\$ 9,888,858.86
PROJECT DPSA 63459-89629, ETC		
LOCAL AGRMT. 07-5104		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - MAY 08, 2009		-10.50 %

2.26 mi of concrete pavement removal and reconstruction, and storm sewer on Eleven Mile Road from Greenfield Road to east of Gardner Avenue, from east of Gardner Avenue to west of Mortenson Street, from west of Mortenson Street to east of Newport Street, and from east of Newport Street to Woodward Avenue, in the cities of Berkley, Huntington Woods and Oak Park, Oakland County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
V.I.L. Construction, Inc.	\$ 9,888,858.86	Same	1 **
Six-S, Inc.	\$ 10,234,599.12	Same	2
Dan's Excavating, Inc.	\$ 10,282,246.52	Same	3
Pamar Enterprises, Inc.	\$ 10,463,168.47	Same	4
Angelo Iafrate Construction Company	\$ 10,487,213.41	Same	5
Sunset Excavating, Inc.	\$ 10,554,333.13	Same	6
DeAngelis Landscape, Inc.			
Fisher Contracting Company			
Florence Cement Company			
Ajax Paving Industries, Inc.			
L. D'Agostini & Sons, Inc.			
John Carlo, Inc.			
Tony Angelo Cement Construction Co.			

6 Bidders

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

Purpose/Business Case: This project is for the reconstruction of a 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.

* Denotes a non-standard contract/amendment

Funding Source:

89629A		
Federal Highway Administration Funds	100	%
89630A		
Federal Highway Administration Funds	96.71	%
City of Oak Park	3.29	%
89631A		
Federal Highway Administration Funds	90.87	%
City of Oak Park	9.13	%
89632A		
Federal Highway Administration Funds	35.56	%
City of Oak Park	55.54	%
State Restricted Trunkline Funds	8.90	%

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: 48237.

112.	LETTING OF APRIL 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0704047	\$ 684,873.95	\$ 614,527.00
	PROJECT CMG 81400-88011		
	LOCAL AGRMT. 07-5051		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 28, 2007		-10.27 %

Signal upgrade, interconnect and optimization at 11 intersections on Hewitt Road and Ellsworth Road from Michigan Avenue to Huron River Drive and from Michigan Avenue to Platt Road, Washtenaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Metropolitan Power & Lighting, Inc.	\$ 614,527.00	Same	1 **
Motor City Electric Utilities Co.	\$ 634,161.84	Same	2
Alpha Electric, Inc.	\$ 661,452.84	Same	3
Rauhorn Electric, Inc.	\$ 699,047.04	Same	4
Severance Electric Co., Inc.	\$ 714,306.90	Same	5
J. Ranck Electric, Inc.	\$ 728,336.25	Same	6
Trans Tech Electric Limited Partner			

6 Bidders

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

* Denotes a non-standard contract/amendment

Source of Funds:

88011A
Federal Highway Administration Funds 100 %

Selection: Low bid.

Zip Code: 48197.

113. LETTING OF APRIL 06, 2007
 PROPOSAL 0704048 ENG. EST. LOW BID
 \$ 1,041,345.89 \$ 871,318.86
 PROJECT STH 81609-86105, ETC
 LOCAL AGRMT. 07-5078 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - 77 calendar days -16.33 %

1.00 mi of road reconstruction including hot mix asphalt cold milling and paving, concrete curb and gutter, storm sewer, signals and replacement of pedestrian crossing on Platt Road at Lorraine Street and Verle Street and from Packard Road northerly to Ellsworth Road in the city of Ann Arbor, Washtenaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Peter A. Basile Sons, Inc.	\$ 871,318.86	Same	1 **
C & D Hughes, Inc.	\$ 926,863.96	Same	2
Cadillac Asphalt, LLC.	\$ 927,496.46	Same	3
Barrett Paving Materials, Inc.	\$ 951,238.86	Same	4
Ajax Paving Industries, Inc.	\$ 959,714.16	Same	5
Bailey Excavating, Inc.			
Abbott Construction, Inc.			
Dan's Excavating, Inc.			
Nashville Construction Company			
L Squared Construction, LLC.			

5 Bidders

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

Source of Funds:

86105A
City of Ann Arbor 20.00 %
Federal Highway Administration Funds 80.00 %

89150A
City of Ann Arbor 31.55 %
Federal Highway Administration Funds 68.45 %

Selection: Low bid.

Zip Code: 48108.

* Denotes a non-standard contract/amendment

115. LETTING OF APRIL 06, 2007
 PROPOSAL 0704050 \$ ENG. EST. LOW BID
 PROJECT STH 82609-86128 \$ 361,635.00 \$ 317,375.18
 LOCAL AGRMT. 07-5047 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 15, 2007 -12.24 %

Traffic signal installation and upgrade, sidewalk ramp construction, and pavement markings on Beech-Daly Road at Goddard Road and at Belledale Road, in the city of Taylor, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Motor City Electric Utilities Co.	\$ 317,375.18	Same	1 **
Rauhorn Electric, Inc.	\$ 332,788.90	Same	2
Alpha Electric, Inc.	\$ 338,368.05	Same	3
J. Ranck Electric, Inc.	\$ 339,400.82	Same	4
Posen Construction, Inc.	\$ 348,507.78	Same	5
Metropolitan Power & Lighting, Inc.	\$ 359,849.00	Same	6
Severance Electric Co., Inc.			

6 Bidders

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

Source of Funds:

86128A
 Federal Highway Administration Funds 80.00 %
 City of Taylor 20.00 %

Selection: Low bid.

Zip Code: 48180.

116. LETTING OF APRIL 06, 2007
 PROPOSAL 0704051 \$ ENG. EST. LOW BID
 PROJECT STH 71609-86143 \$ 251,975.50 \$ 272,636.06
 LOCAL AGRMT. 07-5059 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 01, 2007 8.20 %

Bridge removal and replacement along with related approach work on One Mile Highway over the Little Rainy River, Presque Isle County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Miller Development, Inc.	\$ 272,636.06	Same	1 **
John Henry Excavating, Inc.	\$ 298,999.04	Same	2
J.E. Kloote Contracting, Inc.	\$ 307,221.79	Same	3
Anlaan Corporation	\$ 322,677.00	Same	4
Milbocker and Sons, Inc.	\$ 323,347.83	Same	5
Cordes Excavating, Inc.			
Midwest Bridge Company			
Fisher Contracting Company			

5 Bidders

* Denotes a non-standard contract/amendment

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

Source of Funds:

86143A
 Presque Isle County 20.00 %
 Federal Highway Administration Funds 80.00 %

Selection: Low bid.

Zip Code: 49765.

117. LETTING OF APRIL 06, 2007
 PROPOSAL 0704052 \$ ENG. EST. 147,254.00 LOW BID \$ 137,993.15
 PROJECT STUL 11413-46076
 LOCAL AGRMT. 07-5091 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 01, 2007 -6.29 %

0.50 mi of hot mix asphalt resurfacing and adding gravel shoulders on Washington Avenue from Glenlord Road to Maiden Lane, Berrien County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 137,993.15	Same	1 **
Michigan Paving & Materials Co.	\$ 179,287.91	Same	2

2 Bidders

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

Source of Funds:

46076A
 Berrien County 18.15 %
 Federal Highway Administration Funds 81.85 %

Selection: Low bid.

Zip Code: 49127.

* Denotes a non-standard contract/amendment

118. LETTING OF APRIL 06, 2007
 PROPOSAL 0704053
 PROJECT BRO 32003-86257
 LOCAL AGRMT. 07-5061
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 31, 2007

ENG. EST. LOW BID
 \$ 473,543.00 \$ 466,632.50

% OVER/UNDER EST.
 -1.46 %

Bridge removal and replacement along with related approach work on Risky Road at Columbia Drain, Huron County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Heystek Contracting Inc.	\$ 466,632.50	Same	1 **
S.L. & H. Contractors, Inc.	\$ 555,316.83	Same	2
Anlaan Corporation	\$ 581,239.62	Same	3
Midwest Bridge Company			
C. R. Hunt Construction Company			
Fisher Contracting Company			
Milbocker and Sons, Inc.			
J. Slagter & Son Construction Co.			
Walter Toebe Construction Co.			

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 replacement or rehabilitation of a bridge not on the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

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

Funding Source:

86257A	
Huron County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

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

Risk Assessment: State 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.

* Denotes a non-standard contract/amendment

120. LETTING OF APRIL 06, 2007
 PROPOSAL 0704055
 PROJECT STU 41401-89322
 LOCAL AGRMT. 07-5053
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 29, 2007

ENG. EST.
 \$ 315,583.50

LOW BID
 \$ 287,300.60

% OVER/UNDER EST.
 -8.96 %

0.80 mi of road resurfacing including cold milling, hot mix asphalt, pavement markings and sidewalk ramps on Prairie Street from Wilson Street to Wallace Street in the city of Grandville, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 287,300.60	Same	1 **
Michigan Paving & Materials Co.	\$ 311,625.10	Same	2
Rieth-Riley Construction Co., Inc.	\$ 313,631.60	Same	3

3 Bidders

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

Source of Funds:

89322A
 Federal Highway Administration Funds 81.85 %
 City of Grandville 18.15 %

Selection: Low bid.

Zip Code: 49418.

* Denotes a non-standard contract/amendment

121. LETTING OF APRIL 06, 2007
 PROPOSAL 0704056
 PROJECT STUL 70414-84374
 LOCAL AGRMT. 07-5079
 START DATE - MAY 14, 2007
 COMPLETION DATE - SEPTEMBER 14, 2007

ENG. EST. LOW BID
 \$ 1,513,660.79 \$ 1,467,546.40

% OVER/UNDER EST.
 -3.05 %

0.90 mi of road reconstruction including pavement removal, aggregate base, hot mix asphalt paving, storm sewer, concrete curb and gutter, watermain, sidewalk and pavement markings on 8th Street from Paw Paw Drive to Country Club Road in the city of Holland, Ottawa County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Schippers Excavating, Inc.	\$ 1,467,546.40	Same	1 **
Bond Construction Company	\$ 1,472,312.90	Same	2
Brenner Excavating, Inc.	\$ 1,483,439.80	Same	3
Milbocker and Sons, Inc.	\$ 1,526,682.94	Same	4
Dykema Excavators, Inc.	\$ 1,566,742.80	Same	5
Kentwood Excavating, Inc.	\$ 1,627,157.30	\$ 1,626,657.30	6
Nashville Construction Company	\$ 1,670,816.49	Same	7
Bultema Brothers Road Contractors	\$ 1,683,470.63	\$ 1,683,458.63	8
Diversco Construction Company Inc.	\$ 1,726,756.30	Same	9
Kamminga & Roodvoets, Inc.	\$ 1,827,187.66	Same	10
Dan Hoe Excavating, Inc.	\$ 1,934,840.65	\$ 1,934,390.65	11
Wadel Stabilization, Inc.	\$ 2,029,815.55	\$ 2,029,265.55	12
C & D Hughes, Inc.	\$ 2,155,298.76	Same	13
Nagel Construction, Inc.			
Triangle Excavators, Inc.			
Wyoming Excavators, Inc.			

13 Bidders

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

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

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

Funding Source:

84374A		
Federal Highway Administration Funds	52.53 %	
City of Holland	34.33 %	
State Restricted Trunkline Funds	13.14 %	

* Denotes a non-standard contract/amendment

Funding Source:

86463A

Federal Highway Administration Funds	73.66 %
City of Port Huron	7.93 %
State Restricted Trunkline Funds	18.41 %

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: 48060.

123.	LETTING OF APRIL 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0704058	\$ 777,619.35	\$ 715,051.17
	PROJECT STU 63459-89671		
	LOCAL AGRMT. 07-5087		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 01, 2007		-8.05 %

0.84 mi of hot mix asphalt resurfacing, cold milling, drainage work and earth work on Halsted Road from Grand River Avenue northerly to 11 Mile Road in the city of Farmington Hills, Oakland County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 715,051.17	Same	1 **
Asix Asphalt Paving LLC	\$ 744,228.62	Same	2
Florence Cement Company	\$ 776,781.08	Same	3
Ajax Paving Industries, Inc.	\$ 866,026.55	Same	4
Barrett Paving Materials, Inc.	\$ 875,944.38	Same	5
Pro-Line Asphalt Paving Corp.	\$ 895,931.80	Same	6
Peter A. Basile Sons, Inc.			
ABC Paving Company			

6 Bidders

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

Purpose/Business Case: This project is for the resurfacing of a portion of highway on the federal-aid highway system, under the 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.

* Denotes a non-standard contract/amendment

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:

89671A
 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: 48335.

124. LETTING OF APRIL 06, 2007
 PROPOSAL 0704059 \$ ENG. EST. 547,177.50 LOW BID \$ 435,036.94
 PROJECT EDDF 15555-77113
 LOCAL AGRMT. 07-5105 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JULY 27, 2007 -20.49 %

0.77 mi of hot mix asphalt road reconstruction including drainage and guardrail on Thumb Lake Road from US-131 easterly to North Branch Boyne River, Charlevoix County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 435,036.94	Same	1 **
Payne & Dolan, Inc.	\$ 476,526.77	Same	2
Cordes Excavating, Inc.	\$ 494,154.62	Same	3
M & M Excavating Co., Inc.	\$ 495,940.62	Same	4
D.J. McQuestion & Sons, Inc.	\$ 519,353.26	Same	5
MDC Contracting, LLC			
Tri-County Excavating			

5 Bidders

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

Purpose/Business Case: This project is for the reconstruction and widening of a 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.

* Denotes a non-standard contract/amendment

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

Source of Funds:

84593A
 Federal Highway Administration Funds 81.71 %
 City of Flint 18.29 %

Selection: Low bid.

Zip Code: 48502.

126. LETTING OF APRIL 06, 2007 ENG. EST. LOW BID
 PROPOSAL 0704061 \$ 798,201.10 \$ 800,083.07
 PROJECT STU 63459-89670
 LOCAL AGRMT. 07-5106 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 30, 2007 0.24 %

0.75 mi of hot mix asphalt resurfacing, pavement repair, and curb replacement on 9 Mile Road from west of Tuck Road easterly to Middlebelt Road in the city of Farmington Hills, Oakland County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 800,083.07	Same	1 **
Florence Cement Company	\$ 870,690.65	Same	2
Ajax Paving Industries, Inc.	\$ 955,648.14	Same	3
Barrett Paving Materials, Inc.	\$ 1,038,609.34	Same	4
Peter A. Basile Sons, Inc.			
ABC Paving Company			
Asix Asphalt Paving LLC			

4 Bidders

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

Purpose/Business Case: This project is for the resurfacing of a 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:

89670A
 City of Farmington Hills 20.08 %
 Federal Highway Administration Funds 63.94 %
 State Restricted Trunkline Funds 15.98 %

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.

* Denotes a non-standard contract/amendment

128. LETTING OF APRIL 06, 2007
 PROPOSAL 0704063
 PROJECT STH 24609-87615
 LOCAL AGRMT. 07-5098
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 28, 2007

ENG. EST.
 \$ 205,972.60

LOW BID
 \$ 190,606.00

% OVER/UNDER EST.
 -7.46 %

1.22 mi of guardrail upgrades at various locations, Emmet County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Tri-Valley Landscaping, Inc.	\$ 190,606.00	Same	1 **
J. Slagter & Son Construction Co.	\$ 199,341.48	Same	2
J & J Contracting, Inc.	\$ 199,963.17	Same	3
Rite Way Fence, Inc.	\$ 203,806.10	Same	4
Snowden, Inc.	\$ 215,710.20	Same	5
Dale Dukes & Sons, Inc.	\$ 230,967.50	Same	6
Causie Contracting, Inc.	\$ 274,425.00	Same	7

7 Bidders

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

Source of Funds:

87615A
 Emmet County 20.00 %
 Federal Highway Administration Funds 80.00 %

Selection: Low bid.

Zip Code: 49770.

* Denotes a non-standard contract/amendment

129. LETTING OF APRIL 06, 2007
 PROPOSAL 0704064
 PROJECT STUL 47493-86326
 LOCAL AGRMT. 07-5109
 START DATE - 10 days after award
 COMPLETION DATE - JULY 28, 2007

ENG. EST.
 \$ 571,566.44

LOW BID
 \$ 551,731.98

% OVER/UNDER EST.
 -3.47 %

0.75 mi of hot mix asphalt base crushing, shaping, and resurfacing, storm sewer improvements, concrete curb and gutter, sidewalk, guardrail, sanitary sewer, watermain, signing and pavement markings on South Howell Street from the south village limits northerly to Main Street (M-36), in the village of Pinckney, Livingston County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
South Hill Construction Company	\$ 551,731.98	Same	1 **
C & D Hughes, Inc.	\$ 578,665.64	Same	2
Bailey Excavating, Inc.	\$ 585,627.80	Same	3
Dunigan Brothers, Inc.	\$ 611,918.21	Same	4
Fonson, Inc.	\$ 651,454.58	Same	5
Cadwell Brothers Construction Co.	\$ 667,482.90	Same	6
Asix Asphalt Paving LLC	\$ 679,231.71	Same	7
Eastlund Concrete Construction, Inc.			
Barrett Paving Materials, Inc.			
Milbocker and Sons, Inc.			
Ajax Paving Industries, Inc.			
Rohde Brothers Excavating, Inc.			
Aggregate Industries-Central Region			
L Squared Construction, LLC.			
Cadillac Asphalt, LLC.			
Florence Cement Company			
ABC Paving Company			

7 Bidders

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

Purpose/Business Case: This project is for the reconstruction of a 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:

86326A

Federal Highway Administration Funds	76.37 %
Village of Pinckney	4.54 %
State Restricted Trunkline Funds	19.09 %

* Denotes a non-standard contract/amendment

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:

77754A		
Federal Highway Administration Funds		67.00 %
State Restricted Trunkline Funds		33.00 %
78434A		
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: 48726.

131.	LETTING OF APRIL 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0704074	\$ 1,737,023.19	\$ 1,481,774.74
	PROJECT STU 41401-90114		
	LOCAL AGRMT. 07-5118		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 01, 2007		-14.69 %

0.90 mi of hot mix asphalt reconstruction, add left turn lane, drainage improvements and sanitary sewer on East Paris Avenue from 52nd Street to 60th Street in the city of Kentwood, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kentwood Excavating, Inc.	\$ 1,481,774.74	Same	1 **
Milbocker and Sons, Inc.	\$ 1,518,230.52	Same	2
Maclean Construction Company	\$ 1,560,371.36	Same	3
Bond Construction Company	\$ 1,581,904.00	Same	4
Nashville Construction Company	\$ 1,664,129.00	Same	5
Dykema Excavators, Inc.	\$ 1,669,148.85	Same	6
Kammaing & Roodvoets, Inc.	\$ 1,700,194.21	Same	7
Schippers Excavating, Inc.	\$ 1,728,879.40	Same	8
C & D Hughes, Inc.	\$ 1,775,912.41	Same	9
Bultema Brothers Road Contractors	\$ 1,795,887.05	Same	10
Diversco Construction Company Inc.	\$ 1,904,563.95	Same	11
Nagel Construction, Inc.			
Wyoming Excavators, Inc.			
CL Trucking & Excavating, LLC.			

11 Bidders

* Denotes a non-standard contract/amendment

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

Source of Funds:

90114A
 Federal Highway Administration Funds 74.36 %
 City of Kentwood 25.64 %

Selection: Low bid.

Zip Code: 49508.

REAL ESTATE PROJECTS

132. LETTING OF APRIL 06, 2007 ENG. EST. LOW BID
 PROPOSAL 0704083 \$ 19,200.00 \$ 15,917.00
 PROJECT MRRF 47082-34518B07
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 01, 2007 -17.10 %

Demolition of department owned real estate, Livingston County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Sebastian Trucking & Exc. Inc.	\$ 15,917.00	Same	1 **
North American Dismantling Corp.	\$ 18,700.00	Same	2
Homrich Wrecking, Inc.	\$ 18,900.00	Same	3
E.T. MacKenzie Company	\$ 20,634.00	Same	4
Fonson, Inc.	\$ 20,820.00	Same	5
S.A. Torello, Inc.	\$ 22,100.00	Same	6
Pitsch Wrecking Company	\$ 24,250.00	Same	7

7 Bidders

Purpose/Business Case: The purpose of this demolition is to remove improvements from the property acquired for the Construction of M-59 and associated work in Howell, Livingston county.

Benefit: Demolishing the Office/House eliminates the expense of numerous and costly repairs and avoids potential liability from trespassers and potential health risk due to noncompliance with state and county codes. Complying with State and local ordinances adds additional time to projects. By demolishing the house and taking care of these issues now when construction later takes place delays will be held to a minimum.

Funding Source:

34518B07
 State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the best estimate of probable demolition costs. The final cost will be based on unit prices bid by the contractor.

Risk Assessment: Demolition of these improvements saves maintenance cost and avoids potential future liability to MDOT.

Cost Reduction: Demolishing the improvements at this time will eliminate ongoing maintenance costs.

Selection: Low Bid.

* Denotes a non-standard contract/amendment

EXTRAS

135. **Extra 2007 - 59**

Control Section/Job Number: 25544-81005 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: L.A. Construction Corporation
4067 Commerce Drive
Flushing, MI 48433

Designed By: Rowe, Inc
Engineer's Estimate: \$1,014,937.00

Description of Project:

Reconstruction and widening of the Perry Road and Belsay Road intersection including the addition of a center turn lane on all approaches, Genesee County.

Administrative Board Approval Date:	September 30, 2005	
Contract Date:	November 8, 2005	
Original Contract Amount:	\$891,413.49	
Total of Overruns/Changes (Approved to Date):	(77,675.82)	- 8.71%
Total of Extras/Adjustments (Approved to Date):	39,075.62	+ 4.38%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>48,934.16</u>	<u>+ 5.49%</u>
Revised Total	<u>\$901,747.45</u>	+ 1.16%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.33% under the original budget for an **Authorized to Date Amount** of \$852,813.29.

Approval of this extra will place the authorized status of the contract 1.16% or \$10,333.96 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3 r.1

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

HMA 3C Base	813.130 Ton @ \$60.18/Ton	<u>\$48,934.16</u>
Total		<u>\$48,934.16</u>

* Denotes a non-standard contract/amendment

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

During the design of the project it was believed that the original pavement consisted of Hot Mix Asphalt (HMA) over concrete. Once the work started it was determined the concrete was not located in the area of the work. Since there was no existing concrete, the concrete base course set up on the project could not be used because it could not be tied down. The contractor was directed to place HMA 3C Base in lieu of the concrete base course. The extra cost for HMA 3C Base was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index and other contracts in the Genesee County area. The extra cost is completely offset by a \$90,056.93 reduction in the original item on contract modification 1 and 2.

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 at its April 17, 2007, meeting.

- Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.
- Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
- Funding Source:** FHWA, 80.00%; Genesee County, 20.00%.
- 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:** 48439.

136. **Extra 2007 - 60**

Control Section/Job Number:	41061-79601	MDOT Project
State Administrative Board -	This project is under \$800,000 and has totals that exceed the \$48,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Schippers Excavating, Inc. 9829 Lake Michigan Drive West Olive, MI 49460	
Designed By:	MDOT	
Engineer's Estimate:	\$697,834.17	
Description of Project:	0.33 miles of hot mix asphalt cold milling and resurfacing, widening for left and right turn lanes, and construction of a directional island on M-11 from north of O'Brien Street southerly to south of Fenessy Street in the City of Walker, Kent County.	

* Denotes a non-standard contract/amendment

Administrative Board Approval Date:	March 7, 2006	
Contract Date:	March 28, 2006	
Original Contract Amount:	\$698,000.00	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	16,479.48	+ 2.36%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>38,439.23</u>	<u>+ 5.51%</u>
Revised Total	<u>\$752,918.71</u>	+ 7.87%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.36% over the original budget for an **Authorized to Date Amount** of \$714,479.48.

Approval of this extra will place the authorized status of the contract 7.87% or \$54,918.71 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 6

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

Pavt Cleaning, Special		750.00
Flag Control, Special		500.00
Pavt Mrkg, Type R, 6 inch, Black, Temp	1,800.000 Ft @ \$2.20/Ft	3,960.00
Pavt Mrkg, Type R, 4 inch, Yellow, Temp	6,450.000 Ft @ \$1.15/Ft	7,417.50
Pavt Mrkg, Type R, 4 inch, White, Temp	6,016.000 Ft @ \$1.15/Ft	6,918.40
Pavt Mrkg, Longit, 6" or Less Width, Rem	20,200.000 Ft @ \$0.71/Ft	14,342.00
Pavt Mrkg, Longit, Greater 6" Width, Rem	2,875.000 Ft @ \$1.15/Ft	3,306.25
Replacement Lights, Type A or C, (Traffic Damaged)	8.000 Ea @ \$15.00/Ea	120.00
Sign, Type IIIA	52.000 Sft @ \$17.50/Sft	910.00
Sign, Type IIIB	12.290 Sft @ \$17.50/Sft	\$215.08
Total		<u>\$38,439.23</u>

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

In order to complete the planned installation of a culvert at station 93+95 and to safely maintain thru traffic in accordance with the plans and specifications, traffic needed to be temporarily shifted onto the shoulder. Due to the action of traffic the existing shoulder was damaged. The contractor was directed to repair the shoulder damage by removing the deteriorated areas and placing a 2 inch Hot Mix Asphalt (HMA) overlay on the shoulder. The HMA item was previously set up on the contract but the work required to remove the damaged shoulder and flag traffic around the area during construction was not, so they are being paid as extra work. The extra costs for Pavt Cleaning, Special and Flag Control, Special were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and were deemed reasonable when considering the labor and equipment required to complete the work.

* Denotes a non-standard contract/amendment

In addition, and in order to provide for the safe movement of traffic through the work area, additional temporary pavement markings were needed. The items listed below were all necessary for the traffic control to complete the culvert work. The contractor was directed to complete the work required to shift traffic onto the shoulders. The extra costs for Pavt Mrkg, Type R, 6 inch, Black, Temp; Pavt Mrkg, Type R, 4 inch, Yellow, Temp; Pavt Mrkg, Type R, 4 inch, White, Temp; Pavt Mrkg, Longit, 6" or Less Width, Rem, and Pavt Mrkg, Longit, Greater 6" Width, Rem were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with other projects in the Grand Rapids area with similar quantities, and MDOT's Average Unit Price Index.

Section 812.04.A.5 of the 2003 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device that the light is mounted to and does not exceed \$15 per light. The lights on plastic drums are used to control traffic in the work zone. These lights are sometimes damaged by passing motorists. The extra, Replacement Lights, Type A or C, (Traffic Damaged), will reimburse the contractor for damaged lights at the maximum rate of \$15 per light, as the traffic control device unit cost was over \$15.

Some of the signs indicated on the plans to be installed were shown to be made of the wrong type of material. They were indicated as Type II signs, but should have been a Type IIIA and Type IIIB. The extra costs for Sign, Type IIIA and Sign, Type IIIB were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when considering the labor and equipment required to complete the work and then reaching a negotiated settlement with the contractor. The extra costs will be offset by a \$728 reduction in the original items listed above on a future contract modification.

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 at its April 17, 2007 meeting.

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, 71.66%; Michigan Consolidated Gas, 1.66%; State Restricted Trunkline Funds, 17.92%; City of Walker, 8.76%.

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: 49544.

OVERRUNS

137. **Overrun 2007 - 12**

Control Section/Job Number: 39014-83879 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Millbocker and Sons, Inc.
1256 29th Street
Allegan, MI 49010

Designed By: Wightman & Associates, Inc
Engineer's Estimate: \$578,240.24

Description of Project:

Remove existing structure and construct a prestressed, post-tensioned concrete box beam bridge and related approach work on Portage Road over Gourdneck Creek, Kalamazoo County.

Administrative Board Approval Date:	May 2, 2006	
Contract Date:	May 4, 2006	
Original Contract Amount:	\$487,916.77	
Total of Overruns/Changes (Approved to Date):	48,791.68	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	27,525.32	+ 5.64%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>6,358.00</u>	+ <u>1.30%</u>
Revised Total	<u>\$570,591.77</u>	+ 16.94%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.64% over the original budget for an **Authorized to Date Amount** of \$564,233.77.

Approval of this overrun will place the authorized status of the contract 16.94% or \$82,675 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:

HMA, 11A	110.000 Ton @ \$57.80/Ton	<u>\$6,358.00</u>
Total		<u>\$6,358.00</u>

* Denotes a non-standard contract/amendment

Reason(s) for Overrun(s):

Once construction started, an existing concrete pavement was found under the old roadway. In lieu of removing the concrete or placing a thin layer of gravel over it and then paving, it was decided to make up the difference with the base HMA material. This caused an overrun in the original bid items HMA, 11A.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board at its April 17, 2007 meeting.

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: State Restricted Trunkline, 94.81%; Kalamazoo County, 5.19%.

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 a substandard roadway.

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: 49002.

138. **Overrun 2007 - 13**

Control Section/Job Number: 81011-85907 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Terry Asphalt Materials, Inc.
8600 Berk Blvd.
Hamilton, OH 45015

Designed By: MDOT
Engineer's Estimate: \$169,610.68

Description of Project:

3.11 miles of multiple course microsurfacing, on M-52 from Roepke Road northwesterly to the Jackson County line, Washtenaw County. This project includes a 2 year pavement performance warranty.

* Denotes a non-standard contract/amendment

Administrative Board Approval Date:	June 6, 2006	
Contract Date:	July 27, 2006	
Original Contract Amount:	\$128,569.00	
Total of Overruns/Changes (Approved to Date):	12,856.90	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>5,799.40</u>	+ <u>4.51%</u>
Revised Total	<u>\$147,225.30</u>	+ 14.51%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$141,425.90.

Approval of this overrun will place the authorized status of the contract 14.51% or \$18,656.30 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:

Micro-Surface, Warranty	2710.000 Syd @ \$2.14/Syd	<u>\$5,799.40</u>
Total		<u>\$5,799.40</u>

Reason(s) for Overrun(s):

Prior to starting the microsurfacing on the project, the project engineer determined that the shoulders should also be microsurfaced. This will extend the life of the shoulders to match the rest of the pavement. This caused an overrun in the original bid items Micro-Surface, Warranty.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board at its April 17, 2007 meeting.

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 Funds, 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 a substandard roadway.

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: 48118.

* Denotes a non-standard contract/amendment

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

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Kirk T. Steudle
Director

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: April 11, 2007 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: April 17, 2007 - Lake Superior Room,
1st 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.

CONTRACTS

1. *PASSENGER TRANSPORTATION - Section 5311 Revenue

Contract (2007-0331) between MDOT and the United States Department of Transportation, Federal Transit Administration (FTA), will provide for a grant of \$12,389,103 in Federal Section 5311 Nonurbanized Area Formula Operating Program Grant funds (including \$272,125 for program administration and \$197,214 in Rural Transit Assistance Program funds) for FY 2007 under Federal Grant MI-18-X041. The grant will be in effect from October 1, 2006, through September 30, 2007. The grant is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. Source of Funds: FTA Funds - \$12,389,103.

Purpose/Business Case: To provide for the FTA to grant MDOT \$12,389,103 in Section 5311 Operating Assistance funds for FY 2007 under Federal Grant MI-18-X041.

Benefit: Increased public safety through improved transportation services.

Funding Source: FTA Funds - \$12,389,103.

Commitment Level: Grant amount is based on cost estimates.

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

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

Selection: N/A.

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

Zip Code: 48909.

* Denotes a non-standard contract/amendment

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 item on this agenda.

The approval by the State Administrative Board of this contract 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 contract described in this agenda and authorize its award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Kirk T. Steudle
Director

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: April 11, 2007 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: April 17, 2007 - Lake Superior Room,
1st 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.

CONTRACTS

2. *PASSENGER TRANSPORTATION - Section 5311 Revenue

Contract (2007-0331) between MDOT and the United States Department of Transportation, Federal Transit Administration (FTA), will provide for a grant of \$12,389,103 in Federal Section 5311 Nonurbanized Area Formula Operating Program Grant funds (including \$272,125 for program administration and \$197,214 in Rural Transit Assistance Program funds) for FY 2007 under Federal Grant MI-18-X041. The grant will be in effect from October 1, 2006, through September 30, 2007. The grant is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. Source of Funds: FTA Funds - \$12,389,103.

Purpose/Business Case: To provide for the FTA to grant MDOT \$12,389,103 in Section 5311 Operating Assistance funds for FY 2007 under Federal Grant MI-18-X041.

Benefit: Increased public safety through improved transportation services.

Funding Source: FTA Funds - \$12,389,103.

Commitment Level: Grant amount is based on cost estimates.

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

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

Selection: N/A.

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

Zip Code: 48909.

* Denotes a non-standard contract/amendment

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 item on this agenda.

The approval by the State Administrative Board of this contract 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 contract described in this agenda and authorize its award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Kirk T. Steudle
Director