

A G E N D A

**NATURAL RESOURCES ITEMS FOR**

**TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD**

Transportation and Natural Resources - March 31, 2004 - 3:30 P.M.  
State Administrative Board Meeting - April 6, 2004 - 11:00 A.M.

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MINERAL LEASES

1. Direct Development Oil And Gas Lease, Paxton Resources, LLC of Gaylord, Michigan, 160.00 acres, more or less of Department of Management and Budget mineral ownership and Michigan State Police fee ownership, Section 27, T31N, R03W, Livingston Township, Otsego County.

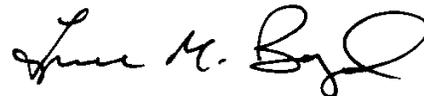
Terms: One-year term, no extensions, 3/16 royalty, \$4,800.00 bonus consideration (\$30.00 per acre), and \$2.00 per acre annual rental.

This item was approved by the Chief of Forest, Mineral and Fire Management of the Department of Natural Resources on March 16, 2004. The form of legal document involved in this transaction has previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:

Department of Natural Resources



By: \_\_\_\_\_  
Lynne M. Boyd, 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 31, 2004 - Secretary of State's Office, 3:30 PM  
State Administrative Board Meeting: April 6, 2004 - State Capitol, 11:00 AM

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SUBCONTRACTS

1.-3. **Rotomilling Services**

Approval is requested to authorize the Kent County Road Commission to award three-year subcontracts to the following contractors for rotomilling services on various State trunklines throughout Kent County. The project was advertised, and three bids were received. All three bids were considered to be reasonable and were awarded by the County. Work will be issued against the subcontracts as needed, taking into consideration the hourly rates, the types and sizes of mill required, the quantities of equipment needed, and the availability of the contractors at different times of the year. The subcontracts will be in effect from the dates of award through December 31, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

- |    |   |                  |
|----|---|------------------|
| 1. | <b>Key Construction Inc.</b><br><b>5370 West River Drive</b><br><b>Comstock Park, MI 49321</b>                    | <b>\$150,000</b> |
| 2. | <b>Milling &amp; Grading Services</b><br><b>3179 Bluebird Lane</b><br><b>Hamilton, MI 49419</b>                   | <b>\$150,000</b> |
| 3. | <b>Michigan Paving &amp; Materials – Woodland Paving</b><br><b>P.O. Box 309</b><br><b>Comstock Park, MI 49321</b> | <b>\$150,000</b> |

**Purpose/Business Case:** The contract provides for rotomilling services on various State trunklines throughout Kent County.

**Benefit:** The contract provides for rotomilling services for various sizes of equipment needed to mill the roads.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** These contracts are based on estimated amounts. If the actual costs are within 6 percent of the estimate, the extra can be paid without further SAB approval.

**Risk Assessment:** If the work is not performed, the roadways could become hazardous for the traveling public.

**Cost Reduction:** The project was competitively bid and advertised.

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

**Zip Code:** Comstock Park – 49321; Hamilton – 49419; Comstock Park – 49321.

\* Denotes a non-standard contract/amendment

4. **National Industrial Maintenance      Annual Sweeping      \$31,441.20**  
**4400 Stecker**  
**Dearborn, MI 48126-3895**

Approval is requested to authorize the Monroe County Road Commission to award a subcontract to provide sweeping two times per year on 39.4 curb miles of various State trunklines in Monroe County. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through December 31, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** The contract provides for sweeping on 39.4 curb miles of State trunklines in Monroe County. Locations of sweeping include I-75, M-50, US-24, I-275, M-125, US-23, US-223.

**Benefit:** The contract provides for safer highways free from hazardous road obstructions.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

**Risk Assessment:** If the work is not performed, the roadway could become hazardous for the traveling public.

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

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

**Zip Code:** 48126-3895.

5. **Albrecht Sand and Gravel Company      Bituminous Overlay      \$104,245**  
**3790 W. Sanilac Road**  
**Snover, MI 48472**

Approval is requested to authorize the Sanilac County Road Commission to award a subcontract for a one-course bituminous overlay on M-46 from Germania Road to Wheeler Road in Sanilac County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** The contract provides for two miles of bituminous overlay with wedging and four-foot shoulders on M-46 in Sanilac County.

**Benefit:** The contract provides for safer highways for the traveling public. It also helps to reduce the winter maintenance costs.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

**Risk Assessment:** The road surfaces in these areas are deteriorating. This work will make the road smoother and safer for motorists. If the work is not performed, the roadway could become hazardous for the traveling public.

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

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

**Zip Code:** 48472.

6. **B & L Landscaping** **Slope Mowing** **\$808,151.07**  
**21151 Meyers**  
**Oak Park, MI 48237**

Approval is requested to authorize the Oakland County Road Commission to award a three-year subcontract for slope mowing on various State trunklines throughout Oakland County. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

<b>2004</b>	<b>\$256,658.13</b>
<b>2005</b>	<b>\$269,062.02</b>
<b>2006</b>	<b><u>\$282,430.92</u></b>
	<b>\$808,151.07</b>

**Purpose/Business Case:** The contract provides for slope mowing along the following state routes: M-59 between Wide Track Drive and Opdyke; M-10 (Lodge) between Eight Mile and Telegraph; I-696 between Greenfield and Inkster; I-75 between Eight Mile and Twelve Mile; I-696 between Dequindre and Woodward; and M-59 between Bogie Lake and Tipsico Lake in Oakland County.

**Benefit:** The contract provides for slope mowing and litter pickup on various state trunklines in Oakland County.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

**Risk Assessment:** Failure to mow would be detrimental to the turf because invasive weeds and woody brush would take over.

**Cost Reduction:** The project was competitively bid and advertised.

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

**Zip Code:** 48237.

### CONTRACTS

7. HIGHWAYS (Real Estate) - Resolution "A" (Transfer to Government Agency for Transportation Use)  
 Tract 655, Control Section 71031, Parcel 11PV, Part A

The subject parcel is located in the city of Onaway, Presque Isle County, Michigan, and contains 2,812 square feet, more or less. As the transfer of the subject parcel requires only a \$1 fee, no appraisal was necessary. This tract was offered to the local municipality prior to being offered to the public. Presque Isle County, a public body corporate, submitted an "Application to Purchase and Agreement of Sale." The parcel was determined to be excess by the Bureau of Highways - Development.

\$1

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

**Benefit:** MDOT will benefit from reducing the inventory of State-owned property and generating revenue or receiving other benefit.

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

\* Denotes a non-standard contract/amendment

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

**Risk Assessment:** If excess property is not sold, the amount of State revenue will be reduced.

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

**New Project Identification:** N/A.

**Zip Code:** 49765.

8. HIGHWAYS (Real Estate) - Resolution "B" (Railroad Easement)

Sale RR-006-E, Item 1, Control Section 2804C0, Parcel 3A

The subject property is located in the township of Paradise, Grand Traverse County, Michigan, and contains approximately 4,000 square feet, more or less. The granting of an easement was requested by Grand Traverse County for sewer and water lines, and an easement processing fee of \$200 was received by MDOT. This granting of an easement was approved by the Multi-Modal Transportation Services Bureau.

\$200 (Processing Fee)

**Purpose/Business Care:** The purpose of granting an easement on MDOT owned railroad real estate is to allow State agencies, local units of governments or private parties the use of a portion of our real estate while we maintain the integrity of the railroad corridor by retaining the fee ownership. MDOT is allowed to charge a processing fee to offset costs associated with granting such easements.

**Benefit:** MDOT benefits by allowing the use of a portion of the railroad corridor without affecting the functionality of the corridor by retaining the fee interest. This addresses issues involving landlocked property, encroachments or other property concerns.

**Funding Source:** The processing fee offsets the costs associated with granting such easements.

**Commitment Level:** A process team comprised of MDOT employees determined the charges involved with processing an easement, which are charged to the applicants.

**Risk Assessment:** Easements are utilized in those situations where MDOT would like to retain fee ownership, while addressing a specific real estate need.

**Cost Reduction:** Processing costs are paid by applicant.

**New Project Identification:** N/A.

**Zip Code:** 49768.

9. HIGHWAYS (Real Estate) - Resolution "C" (Railroad Easement)

Sale RR-007-E, Control Section 8312E8, Parcel 78E

The subject property is located in the township of Springville, Wexford County, Michigan, and contains approximately 1,010 square feet, more or less. The granting of an easement was requested by Ace Communications Group for directional bore with two to four-inch PVC pipes, and a processing fee of \$600 for transverse crossings was received by MDOT. The appraisal process was waived because of the nominal value of the property. This granting of an easement was approved by the Multi-Modal Transportation Services Bureau.

\$600 (Processing Fee)

**Purpose/Business Care:** The purpose of granting an easement on MDOT owned railroad real estate is to allow State agencies, local units of governments or private parties the use of a portion of our real estate while we maintain the integrity of the railroad corridor by retaining the fee ownership. MDOT is allowed to charge a processing fee to offset costs associated with granting such easements.

**Benefit:** MDOT benefits by allowing the use of a portion of the railroad corridor without affecting the functionality of the corridor by retaining the fee interest. This addresses issues involving landlocked property, encroachments or other property concerns.

**Funding Source:** The processing fee offsets the costs associated with granting such easements.

\* Denotes a non-standard contract/amendment

**Commitment Level:** A process team comprised of MDOT employees determined the charges involved with processing an easement, which are charged to the applicants.

**Risk Assessment:** Easements are utilized in those situations where MDOT would like to retain fee ownership, while addressing a specific real estate need.

**Cost Reduction:** Processing costs are paid by applicant.

**New Project Identification:** N/A.

**Zip Code:** 49668.

10. HIGHWAYS (Real Estate) - Resolution "D" (Sale to Abutting Owner)  
Tract 142, Control Section 63031, Parcel 296, Part A

The subject tract is located in the township of Bloomfield, Oakland County, Michigan, and contains approximately 11,250 square feet. This tract was appraised by Mike Odette, Property Analyst, Metro Region, on January 23, 2004, for \$6,000, and was reviewed by Paul Sander, Property Appraiser, Metro Region, on January 23, 2004. Tract was approved for sale by W. Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on February 2, 2004, for \$6,000. The sole abutting owner, the Charter Township of Bloomfield, has submitted an "Application to Purchase and Agreement of Sale," and a check in the amount of \$1,200, which represents a 20 percent bid deposit. The tract was offered to the local municipality prior to being offered to the public. The tract was determined to be excess by the Bureau of Highways – Development.

\$6,000

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

**Benefit:** MDOT will benefit from 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 for value and minimum sale price or exchange value is based on that appraised value.

**Risk Assessment:** If excess property is not sold, the amount of State revenue will be reduced.

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

**New Project Identification:** N/A.

**Zip Code:** 48303.

11. \*HIGHWAYS - Revised Scope

Amendatory Contract (93-0341/A21) between MDOT and URS Corporation Great Lakes will provide for a revised scope of services to replace unneeded cultural resource investigation services with additional tasks needed to complete the Final Environmental Impact Statement services at no increase in total cost to the project. The original contract provides for the design and environmental clearance of thirty-one miles of US-31 from Holland to Grand Haven in Ottawa and Allegan Counties. The contract term remains unchanged, April 1, 1993, through December 31, 2004. The total contract amount remains unchanged at \$5,480,346.90. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** This project involves the completion of the Final Environmental Impact Statement (FEIS) for US-31 between Holland and Grand Haven in Ottawa and Allegan Counties. It has been delayed due to additional public involvement and federal agency review. The delay has now allowed time to pass, which necessitates that the Environmental Impact Statement be updated to reflect current procedures and federal agency direction. There is no change in the contract total because the funding needed for this additional work is being reclaimed from Amendment 12, which provided for cultural resource work in 2000. The cultural resource work has since become unnecessary, and none of the funding allocated toward it has been spent by the sub-consultant. This amendment is needed for the prime consultant to complete contract work and to allow for federal agency review of the required environmental documents.

**Benefit:** The FEIS for this project is nearly complete. This is a complex project which has required several modifications to address federal agency comments, local agency issues, and public comments. This amendment is necessary to complete the Environmental Impact Statement process and determine our future course of action for this project. This amendment will allow the FEIS to be completed, which will finally allow this ten year old project to move out of this phase.

**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:** This amendment is requesting no additional funds. MDOT has publicly committed to completing this phase of the project. It is necessary to complete this phase of the project before additional phases are undertaken by 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.

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

**Zip Code:** 49460.

12. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0801) between MDOT and Canadian National/Grand Trunk Western Railroad, dated July 5, 1994, will provide for improvements under job number 78030 to a crossing of Canadian National/Grand Trunk Western Railroad at M-19, city of Richmond, Macomb County. These improvements include the installation of new cantilever flashers and new gates and the modernization of signs and circuitry, along with crossing surface reconstruction.

Estimated Funds:

Federal Highway Administrative Funds	\$ <u>301,100</u>
Total Funds	\$ <u>301,100</u>

STR 50091 - 78030  
Railroad Force Account Work

**Purpose/Business Case:** To upgrade existing warning devices to cantilever warning devices with gates and new crossing surface in conjunction with roadway approach reconstruction under job number 75930.

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

**Funding Source:** 100% Federal Highway Administrative Funds.

**Commitment level:** 100% Federal; based on railroad estimate.

**Risk Assessment:** Lower probability of vehicle-train accidents due to upgrading to cantilever warning signals and gates.

**Cost Reduction:** Improvements are on railroad property, and CN/Grand Trunk Western Railroad is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

**New Project Identification:** Existing railroad crossing.

**Zip Code:** 48062.

13. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0805) between MDOT and CSX Transportation, Inc., dated July 5, 1994, will provide for additional improvements under job number 48651 for the crossings of CSX Transportation, Inc., in Grand Rapids, Kent County, needed for the detour route of the US-131 S-Curve project and will increase the original authorization amount by \$189,909, for a total of \$927,159. These additional costs were necessary because of the highly complex rail environment and tight deadline needed to complete this work, which resulted in additional electronic hardware and signal crews. The original authorization included the installation of new flashers and gate arms and the modernization of signs, signals, and circuitry at multiple crossings in the amount of \$737,250. This project was completed in 2000, but the final billings for this work were recently submitted to MDOT for approval and payment, which is not unusual for projects of this magnitude.

Estimated Funds:	<u>ORIGINAL</u>	<u>REVISED</u>
Federal Highway Administrative Funds	\$663,525	\$834,443
State Restricted Trunkline Funds	<u>\$ 73,725</u>	<u>\$ 92,716</u>
Total Funds	<u>\$737,250</u>	<u>\$927,159</u>

STR 41081 - 48651  
 Railroad Force Account Work

**Purpose/Business Case:** To upgrade active warning signals and gates, to reconstruct crossing surfaces, and to update train detection circuitry at multiple crossings.

**Benefit:** Increased safety by upgrading the warning devices and train approach circuitry at multiple grade crossings.

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

**Commitment level:** 90% Federal and 10% State; based on estimate.

**Risk Assessment:** CSX Railroad would be reluctant to undertake funded department safety improvement projects without reasonable assurances from the department for reimbursement when unforeseen field conditions arise.

**Cost Reduction:** Improvements are on railroad property, and CSX Railroad is doing the work. Estimate reviewed to make sure costs are reasonable and valid. Physical hardware has been field verified by inspection.

**New Project Identification:** Reimbursement for additional valid costs above the original authorization

**Zip Code:** 49503.

14. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-1047) between MDOT and Huron & Eastern Railroad Company, Inc., dated July 5, 1994, will provide for improvements under job number 78034 to a crossing of Huron & Eastern Railroad Company, Inc., at M-13, village of Lennon, Genesee County. The improvements include the modernization of flashers and new gates and the modernization of signs and circuitry, along with crossing surface reconstruction.

Estimated Funds:

Federal Highway Administrative Funds	\$ <u>346,000</u>
Total Funds	\$ <u>346,000</u>

STR 25011 - 78034  
 Railroad Force Account Work

**Purpose/Business Case:** Upgrade existing warning devices with new flashers, add half-roadway gates, modernize signs and circuitry, and rebuild existing crossing surface in conjunction with roadway reconstruction.

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

**Funding Source:** Federal Highway Administrative Funds.

**Commitment Level:** 100% Federal; based on railroad estimate.

**Risk Assessment:** Lower probability of vehicle-train accidents due to the addition of half-roadway gates and lower probability of vehicle loss of control due to a smoother crossing surface.

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

**New Project Identification:** Existing railroad crossing.

**Zip Code:** 48449.

15. HIGHWAYS – IDS Design Consultant Services

Authorization (Z19) under Contract (2001-0415) between MDOT and URS Corporation Great Lakes will provide for the timing optimization of twenty traffic signals along Plymouth Road and thirty-three traffic signals along the Ford Road Corridor in Wayne County (CS 82900 – JN 50193). The authorization will be in effect from July 16, 2003, through May 22, 2004. The authorization amount will be \$143,277.79. The contract term is May 23, 2001, through May 22, 2004. Source of Funds: 100% Federal Highway Administration Funds.

This authorization was previously approved on the July 15, 2003, State Administrative Board agenda with an incorrect authorization term of August 1, 2003, through March 1, 2004.

**Purpose/Business Case:** This project is part of the FHWA Congestion Mitigation and Air Quality (CMAQ) program. As a result, MDOT received approximately \$355,000 to retime traffic signals in the City of Detroit. A portion of these funds are going to be used in 2003 to optimize the Woodward Avenue corridor from downtown Detroit to Eight Mile Road, which consists of approximately 53 signals. Signal optimization projects consist of three parts: Data Collection, Signal Optimization and Implementation. This contract is for the data collection portion of Woodward Avenue. Large corridor signal optimization projects require the data be collected over a very narrow time period to maintain the consistency of data.

**Benefit:** Optimizing the signal timings along Ford Road and Plymouth will have significant region-wide benefits. This project is anticipated to result in a reduction of approximately 38 tons per year of VOC emissions. National studies of similar programs have shown significant reductions in travel time. There are numerous documented safety benefits of signal optimization. Improving the timing of traffic signals can reduce the number of crashes along a corridor by 10%. Using a consultant for this effort will permit MDOT to optimize the signal timings in a timely fashion and implement these new timings to provide these benefits to the citizens of Michigan.

**Funding Source:** 100% Federal Highway Administration.

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

**Risk Assessment:** This project is a necessary step to optimize traffic signals along the Ford Road and Plymouth Road corridors. Doing nothing means that motorists currently using Ford and Plymouth Roads will continue to waste significant amounts of fuel, produce excess auto emissions, and waste countless hours stuck in needless congestion. This project is intended to reduce emissions, fuel usage and congestion and increase capacity along both corridors by making the signals operate more efficiently.

**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.

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

**Zip Code:** 48075.

16. HIGHWAYS - Time Extension

Amendatory Contract (2001-0475/A1) between MDOT and Global Remediation Technologies, Inc., will extend the contract term by two years. Additional time is required to allow for site monitoring and to provide the verification period required by the Michigan Department of Environmental Quality (MDEQ) to confirm that contaminant levels have been reduced to meet clean up criteria and also to give the MDEQ the needed time to review a site closure report that will be submitted. The original contract provides for geoenvironmental and related services to be performed at the former Mt. Pleasant maintenance garage in Isabella County. The revised contract term will be June 6, 2001, through May 31, 2006. The total contract amount remains unchanged at \$749,953. Source of Funds: 100% Michigan Department of Environmental Quality State Sites Cleanup Funds.

**Purpose/Business Case:** This contract provides for geoenvironmental and related services to be performed at the former Mt. Pleasant maintenance garage in Isabella County. Additional time is required to allow for site monitoring and to provide a verification period required by the Michigan Department of Environmental Quality (MDEQ) to confirm contaminant levels have been reduced to meet clean up criteria and also to give the MDEQ the needed time to review a site closure report that will be submitted. The former MDOT maintenance garage is the site of a leaking underground storage tank that is undergoing an environmental cleanup operation.

**Benefit:** Cleanup of this site will improve the soil and groundwater quality and keep MDOT in compliance with State of Michigan environmental statutes.

**Funding Source:** 100% Michigan Department of Environmental Quality State Sites Cleanup Funds.

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

**Risk Assessment:** MDOT will be out of compliance with Part 213 of Act 451, P. A. 1994 if this project would be terminated.

**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.

**New Project Identification:** This is not a new project. The environmental investigation and cleanup at this site have been ongoing since 2001.

**Zip Code:** 48858.

17. HIGHWAYS - IDS Time Extension

Amendatory Contract (2001-0477/A1) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z4), for which extra time is needed because of the MDOT suspension of the work due to traffic conflicts. (See following item.) The original contract provides for construction engineering 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 May 23, 2001, through May 22, 2005. The maximum dollar amount of the contract 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:** This time extension will allow for various engineering services for ongoing projects authorized under this IDS contract to be considered for time extension when conditions warrant. Authorizations in need of time extension will be individually approved by the State Administrative Board. No new authorizations will be issued under this contract.

**Benefit:** The benefit of this time extension is that authorizations written under this IDS contract can be extended, pending State Administrative Board approval.

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

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

**Risk Assessment:** The risk of not approving this time extension is that the consultant will not be able to complete work on any projects authorized separately under this IDS contract that may be in need of additional time. Rushing projects through the construction engineering completion process, for example, would result in reduced quality and an incomplete product due to the limited time remaining.

**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.

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

**Zip Code:** 49606.

18. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z4/R1) under Contract (2001-0477) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will provide for additional construction engineering, increase the authorization amount by \$92,823.66, and extend the authorization term by one year. This extension is necessary due to the decision by MDOT to suspend the project until the spring of 2004 in order to allow other projects in the area to be finished first because of congestion, which created traffic conflicts. The original authorization provides for construction engineering services for bridge repair and ramp widening on I-94 under M-3 and M-29 (S01), under 26 Mile Road (S03), and under County Line Road (S04) in Chesterfield, Lenox, and Ira Townships in Macomb County (CS 50122 - JN 51481A). The revised authorization term will be June 4, 2003, through May 22, 2005. The revised authorization amount will be \$322,381.95. The revised contract term (see previous item) will be May 23, 2001, through May 22, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** This revision will provide for additional construction engineering, increase the authorization amount by \$92,823.66, and extend the authorization term by one year. This extension is necessary due to the decision by MDOT to suspend the project until the spring of 2004 in order to allow for other projects in the area to be finished first because of congestion which created traffic conflicts. The original authorization provides for construction engineering services for bridge repair and ramp widening on I-94 under M-3 & M-29 (S01), 26 Mile Road (S03), and under County Line Road (S04) in Chesterfield, Lenox and Ira Townships in Macomb County. This project has been established to extend the life of bridges on I-94. The consultant is extending their hours of work in order to complete the project under MDOT direction.

**Benefit:** This revision will allow for the continuation of the necessary oversight of the construction to insure the project is built according to the plans and specifications and to ensure that all state and federal guidelines are enforced.

**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:** Failure to properly oversee the construction 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.

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

**Zip Code:** 48051.

19. HIGHWAYS – Increase Services, Extend Term

Amendatory Contract (2001-0646/A2) between MDOT and Emergency Road Response, Inc, will extend the contract term by five months in order to provide for ongoing services. The contract was originally awarded later than anticipated, and the contractor provided services prior to contract award that were made reimbursable by Amendment 1. Amendment 1, as approved by the State Administrative Board on the May 7, 2002, agenda, retroactively extended the beginning date of the contract. The original contract provides for the patrol of segments of the freeway system in Wayne, Oakland, and Macomb Counties for the assistance of stranded motorists. The revised contract term will be June 1, 2001, through October 31, 2004. The contract amount remains unchanged at \$3,657,027.87. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** The contract was awarded later than anticipated (October 2001 vs. May 2001), and the contractor provided services prior to contract award which were reimbursed under Amendment 1 to this contract. The amendment provided funding for the gap period, but did not extend the end date of the contract. The proposed amendment extends the contract period to align with funding already in the contract.

**Benefit:** Extending the existing contract will ensure continuous services that provide a positive benefit to traffic safety.

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

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

**Risk Assessment:** Risk of not accepting work is disruption to the Freeway Courtesy Patrol program and suspension of roadside assistance services.

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

**New Project Identification:** No, this is existing rehabilitation.

**Zip Code:** 48216.

20. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z5/R3) under Contract (2001-0661) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for additional construction engineering services to be performed on US-24 at M-102, Wayne County (CS 82141- JN 51501A), and will increase the contract amount by \$41,098.42. The additional services are required due to design errors and related constructability issues that were beyond the control of the construction contractor, MDOT, and the consultant performing the construction engineering services. MDOT is in the process of determining appropriate actions to be taken against the design consultant for the design errors that resulted in this increase. The original authorization (Z5) provides for construction engineering services for a superstructure replacement, pier repair, guardrail upgrade and approach work on two structures at US-24 under M-102 in the cities of Detroit and Southfield in Wayne and Oakland Counties. The authorization term remains unchanged, January 8, 2003, through November 29, 2004. The revised total authorization amount will be \$334,274.57. The contract term is November 29, 2001, through November 29, 2004. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** The revision will provide additional construction engineering services and is needed because of design errors and related constructability issues which were beyond the control of the construction contractor, the department, and the consultant performing the construction engineering services.

**Benefit:** The project will be inspected by the consultant who has been on site from the start of the field work. The project will be able to capture FHWA funds by having a qualified work force representing the owner during construction.

**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:** Risk of losing federal fund and continuity on the project if the same consultant is not used.  
**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.  
**New Project Identification:** Reconstruction of an existing facility.  
**Zip Code:** 48219.

21. HIGHWAYS – IDS Construction Engineering Services  
Authorization Revision (Z19/R2) under Contract (2001-0661) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide additional services for the completion of full construction engineering services on US-12 (Michigan Avenue) from Firestone to Wyoming in the city of Dearborn, Wayne County (CS 82062 - JN 47064A), and will increase the authorization amount by \$22,655.65. This revision is necessary due to additional work required because of the underground conditions at the site. The original authorization (Z19) provides for full construction engineering services on US-12 (Michigan Avenue) from Firestone to Wyoming in the city of Dearborn, Wayne County. The authorization term remains unchanged, June 2, 2003, through November 29, 2004. The revised authorization amount will be \$343,230.52. The contract term is November 29, 2001, through November 29, 2004. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** This revision will provide additional full construction engineering services. Due to additional work required to be performed because of the underground conditions at the site, the contractor's progress has been delayed. This caused the consultant to incur additional costs.

**Benefit:** The project will be inspected by the consultant who has been on site from the start of the field work. The project will be able to capture FHWA funds by having a qualified work force representing the owner during construction.

**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:** Risk of losing federal funds and not having continuity in the project if the same consultant is not used.

**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.

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

**Zip Code:** 48126.

22. HIGHWAYS - IDS Construction Engineering Services  
Authorization Revision (Z1/R1) under Contract (2002-0334) between MDOT and Tetra Tech MPS will increase the authorization amount by \$60,605.40 to provide for additional construction engineering services for three bridges, including the addition of new sewers, on US-24 from the I-75 connector to M-102, Wayne County (CS 82053 – JN 59066A). The additional services are needed due to design inconsistencies and the lack of “as built” plans for the footing, due to MDOT error. The original authorization provided for the reconstruction of 0.9 miles of US-24 through the city of Dearborn. The authorization term remains unchanged, April 16, 2003, through April 16, 2005. The revised authorization amount will be \$568,014.47. The contract term is April 17, 2002, through April 16, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** This revision will increase construction engineering services for three bridges, including the addition of new sewers, on US-24 from the I-75 connector to M-102 in Wayne County. The original project was the reconstruction of 0.9 miles of US-24 through the city of Dearborn. The required lowering of the roadway to improve the underclearance at these bridges further exposed the footing and revealed the conflict of the footing with the new proposed roadway. To fit the new concrete roadway widthwise under these bridges, it was necessary to remove a portion of the footing, some of which appears to have been over-poured when initially constructed. To assure the long-term durability of the structure, the decision was made to fully encapsulate the footing with reinforced concrete and barrier wall, which will also eliminate the need to complete repairs on this portion of the structure when the rehabilitation of these bridges is done in the future. As this portion of the structure was in poor condition, this will save a significant amount of money and time and prevent a significant number of lane closures on this future project. This will also assure that the new roadway will not be disturbed due to future repairs on this bridge. The MDOT Bridge Design staff and the Federal Highway Administration (FHWA) were involved in this process.

The addition of new sewer, especially from Stations 578 to 593, was done to improve drainage problems not fully addressed by the design, as well as move many of the existing structures out of the roadway and into the curb. This provides the long-term benefit of improved drainage, improved rideability of the concrete roadway, and easier access to the drainage structures. MDOT Design staff and the FHWA were involved in this process.

Plans provided for completing the 36" Detroit Water and Sewer Department (DWSD) water main crossing to be completed in conjunction with roadway staging. DWSD directed MDOT that the existing crossing, which was over 60 years old, was too shallow to allow removal of the existing roadway and subbase in the vicinity of this water main. DWSD also directed MDOT that no shutdown of this water main, which would be required to connect to the new crossing, would be allowed between May 15 and September 15. It was ultimately decided that this work would be done in a separate stage, with a jack/bore operation, and put into service before any work had begun above the existing crossing. The benefit of this was to eliminate the risk of damage to the existing crossing while it was still in service, which also eliminated the risk of having to remove new pavement to complete repairs and the risk of a major interruption of the water supply to the city of Dearborn. This change was implemented and work expedited to ensure that this would be complete before the deadline date, to allow the normal progression of the remainder of this project. The FHWA and MDOT Design staff were involved in this process.

The plans for this project omitted ground mounted signs sheets. This work was necessary to provide proper signage for this roadway, and was added by the MDOT Project Manager.

The impact of all the above changes to the construction schedule, inspection requirements, and management was quite significant. Increased inspection time was needed, additional time was needed to provide existing condition data to help in the redesign and alternative method evaluation, coordination meetings with the DWSD and the City of Dearborn, and cost negotiations with the contractor and MDOT.

**Benefit:** The additional services will allow for continued inspection of the contractor's work. Adequate monitoring is necessary to ensure that public safety is maintained or improved, allocated funds are utilized effectively, and exposure to liabilities as a result of construction activities is reduced or eliminated.

**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:** Inadequate monitoring could result in the loss of federal funding for future projects, could expose MDOT to costly contractor claims due to improper contract administration, and could lead to legal action against MDOT should the end product prove to be deficient or unsafe.

**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.

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

**Zip Code:** 48124.

23. HIGHWAYS - Time Extension

Amendatory Contract (2002-0398/A2) between MDOT and Hubbell, Roth & Clark, Inc., will extend the contract term by five months. This extension is needed because the contract does not currently extend to the end of the scheduled project completion date. Additional time is required to perform project close-out because construction modifications to the project delayed the finish. The original contract provides for construction engineering services to be performed on I-75 between I-475 and M-57 in Genesee County. The revised contract term will be May 8, 2002, through October 1, 2004. The total contract amount remains unchanged at \$2,802,145.88. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** This contract provides for construction engineering services on I-75 between I-475 and M-57 in Genesee County. This extension is needed because the contract does not currently extend to the end of the scheduled completion date. Additional time is required to perform project close-out because construction modifications to the project delayed the finish.

**Benefit:** This contract provides for construction engineering as required by federal law and will assure that all parts of construction are up to current MDOT standards. This extension will allow for the required project close-out.

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

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

**Risk Assessment:** The current expiration date of this contract is not in alignment with the completion date of the construction services. Failure to extend the expiration date will result in this project not having proper close-out.

**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.

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

**Zip Code:** 48420.

24. HIGHWAYS - IDS University Research Services

Authorization (Z1) under Contract (2002-0532) between MDOT and Michigan State University will provide for research services to be performed for the collection, storage, and analysis of data pertaining to pavement marking retroreflectivity in order to make performance-based decisions on pavement marking materials and high-quality pavement marking systems (CS 84900 - JN 76920). The authorization will be in effect from date of award through three years. The authorization amount will be \$181,848. The contract term is from September 10, 2003, through September 10, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** The use of high-quality materials has expanded greatly since PA 162 became effective on August 12, 2003. It is necessary to monitor, collect, store, and analyze mobile retroreflectivity readings for locations utilizing high-quality pavement marking materials in order to make performance based decisions on these pavement marking systems. Also, performance of current materials will be documented to assure conformance to proposed federal minimum measurements.

**Benefit:** MDOT will use a database to compare performance to cost-effectiveness for high-quality systems and make changes as necessary. Also, will assure MDOT is prepared when proposed federal minimums are enacted.

**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:** In order to determine that markings are performing as expected it is necessary to monitor the high quality materials used. The locations must be documented so they are not inadvertently re-striped. MDOT also needs to be prepared to meet federal minimums in the near future.

**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.

**New Project Identification:** Yes, this is a new project.

**Zip Code:** 48824.

25. HIGHWAYS – IDS University Research Services

Authorization (Z3) under Contract (2002-0546) between MDOT and Wayne State University will provide for research services to be performed for a study of the effectiveness of the use of steady burn warning lights on traffic channelizing devices (drums) in work zones. This study will assess if drums without steady burn warning lights are as effective as drums with steady burn warning lights in terms of delineation and safety in work zones and will compare the cost effectiveness of both for various types of highway work zone situations and in different regions of the state. The authorization will be in effect from the date of award through thirteen months. The authorization amount will be \$211,796. The contract term is from September 12, 2003, through September 12, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To evaluate the effectiveness of drums with and without steady burn warning lights in work zones with regard to delineation and safety.

**Benefit:** This study will help assess if drums without steady burn warning lights are as effective as drums with steady burn warning lights in terms of delineation and safety in work zones. An economic analysis component will be included in this study to compare the cost effectiveness of using drums both with and without steady burn warning lights in work zones for various types of highway work zone situations and in different regions of the state.

**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:** Safety in the work zone is a high priority. Assessment will be made to determine the safest and most cost effective method to delineate a work zone at night.

**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.

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

**Zip Code (for the major portion of the project work):** 48202.

26. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z1/R2) under Contract (2003-0079) between MDOT and URS Corporation Great Lakes will provide for additional services for the expansion of the current Intelligent Transportation System (ITS) along I-196 from Market Avenue east to I-96 and along I-96 from I-196 east to M-21 (Fulton Street), Kent County (CS 41029 - JN 72044C), and will increase the authorization amount by \$27,933.12. These extra hours of design are needed to develop plans and specifications for the relocation of an existing ITS sign structure and related control devices to allow for future expansion of the southbound US-131 freeway. The original authorization (Z1) provides for the design of extensions of the existing Grand Rapids ITS on I-96, including the installation of changeable message signs, closed circuit television cameras, and encased fiberoptic cable that will interface with all the existing ITS monitoring software and equipment. The authorization term remains unchanged, June 6, 2003, through November 21, 2005. The revised total authorization amount will be \$333,579.41. The contract term is November 21, 2002, through November 21, 2005. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** These extra hours of design are needed to develop plans and specifications for the relocation of an existing ITS sign structure and related control devices to allow for future expansion of the southbound US-131 freeway.

**Benefit:** These additional design hours will make possible the relocation of the sign and devices above. Being a part of this bigger ITS project, will allow for the best value in construction costs for this very technical work and less impact to the motoring public if this was done separately.

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

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

**Risk Assessment:** If these hours are not approved, the additional design required to expend the CMAQ funds will not be possible. This will also cause this work to be bid separately with much higher costs and more impact to the motoring public.

**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.

**New Project Identification:** Rehabilitation of an existing project.

**Zip Code:** 49544.

27. HIGHWAYS - IDS Design Consultant Services

Authorization (Z1) under Contract (2003-0080) between MDOT and Woolpert Design, LLP, will provide for photogrammetry and aerial photography for the International Border Crossing Project in the Detroit and Windsor Area, Wayne County (CS 82900 - JN 558780). The work items include light detection and ranging (LIDAR) and ground control surveying. The authorization will be in effect from the date of award through November 27, 2005. The authorization amount will be \$400,000. The contract term is November 27, 2002, through November 27, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** The existing tunnel and bridge crossings carry a high percentage of international trade and traffic between the U.S. and Canada. The increased traffic volume has created significant backups associated with the crossings. This project will provide base mapping information necessary to proceed with the environmental impact statement (EIS) study necessary to provide a recommended solution to the existing border crossing situation. The time to obtain the aerial photography, ground control, and light detection and ranging (LIDAR) information is dependent upon the weather and is limited to the leaf-off season after snow cover is gone in the spring of the year, which generally occurs from March through Mid-May.

**Benefit:** This project will provide the base information needed to proceed in a timely fashion with the next study phase and will provide for a potentially quicker selection of the recommended border crossing alternative. This would benefit the public by providing the opportunity for quicker construction of a new crossing and less backup time for traffic.

**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:** The base mapping information is necessary to proceed in a timely manner with the EIS study. The time to obtain the aerial photographs is limited to leaf-off spring with no snow cover, which requires the mapping project to proceed as soon as possible.

**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.

**New Project Identification:** This project is to provide base mapping information as part of the EIS Study related to a new border crossing in the Detroit – Windsor Area.

**Zip Code:** 48210.

28. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z7) under Contract (2003-0132) between MDOT and Surveying Solutions, Inc., will provide for construction layout staking services assistance for the Bay City Transportation Service Center (TSC) to be performed on an as-needed basis. This authorization will be in effect from the date of award through April 10, 2006. The authorization amount will be \$717,829.82. The contract term is April 10, 2003, through April 10, 2006. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** This authorization is for as-needed construction layout staking services assistance for the Bay City TSC. These services will support the delivery of MDOT's capital outlay programs in a timely manner.

**Benefit:** The benefit is to assist the Bay Region construction engineers to complete necessary construction layout staking services, which would otherwise not be possible, ensuring that all parts of construction meet current MDOT and federal 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:** Failure to properly oversee construction contracts could result in substandard work and loss of federal funding, not only for these services, but for entire 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.

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

**Zip Code:** 48706.

29. \*HIGHWAYS - Time Extension

Amendatory Contract (2003-0187/A1) between MDOT and HNTB Michigan, Inc., will retroactively extend the contract term by six months. This extension is needed because the contract does not currently extend to the end of the scheduled project completion period. Additional time is required to perform adequate construction engineering and project close out due to the complexity of this project and unforeseen incidents delaying the finish, including several fatalities causing the shutdown of the freeway and additional required work that needed to be performed by the village of Dundee. The original contract provides for construction engineering services to be performed on US-23 from the Ohio state line northerly to Macon Creek in the village of Dundee and the townships of Summerfield, Dundee, and Whiteford in Monroe County. The revised contract term will be April 3, 2003, through September 1, 2004. The total contract amount remains unchanged at \$2,991,509.20. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** This contract provides for construction engineering services on US-23 from the Ohio State Line northerly to Macon Creek in the village of Dundee and the townships of Summerfield, Dundee, and Whiteford in Monroe County. This extension is needed because the contract does not currently extend to the end of the scheduled completion period. Additional time is required to perform adequate construction engineering and project close out due to the complexity of this project and unforeseen incidents delaying the finish which included several fatalities causing the shutdown of the freeway and additional work required that needed to be performed by the village of Dundee.

**Benefit:** This contract provides for construction engineering as required by federal law and will assure that all parts of construction are up to current MDOT standards. The benefit of this contract will include a smoother riding surface and significant safety improvements for the motoring public.

**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:** The current expiration date of this contract is not in alignment with the completion date of the construction services. Failure to extend the expiration date will result in the construction of this project not having adequate construction engineering. The roadway is in need of pavement rehabilitation and bridge repair. Safety upgrades need to be brought up to current Federal and State standards.

**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.

**New Project Identification:** This is a rehabilitation of an existing roadway and bridges.

**Zip Code:** 48131.

30. HIGHWAYS - IDS Traffic Operations Services

Authorization (Z10) under Contract (2003-0201) between MDOT and CH2M Hill Michigan, Inc., will provide for Michigan Intelligent Transportation System (MITS) Center operations and maintenance program assistance to be performed statewide (CS 84900 - JN 55020). This authorization will be in effect from the date of award through April 14, 2006. The authorization amount will be \$149,345.93. The contract term is April 14, 2003, through April 14, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** The Michigan Intelligent Transportation System (MITS) provides a wide range of data and services to internal and external stakeholders to help improve freeway operations through incident management and advanced traveler information.

**Benefit:** The proposed authorization will improve the delivery of MITS services. Assistance with operations, maintenance, and related projects, at the direction of the MDOT MITS Operations Engineer, defined in this scope will improve overall operation of MITS.

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

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

**Risk Assessment:** If the requested services are not authorized, tasks and projects to improve effectiveness of operations and maintenance will be completed more slowly or deferred.

**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.

**New Project Identification:** No, this is existing rehabilitation.

**Zip Code:** 48226.

31. HIGHWAYS - IDS Freeway Signing Modernization

Authorization (Z21) under Contract (2003-0233) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will provide for the upgrading and rehabilitation of 71 miles of freeway signing on I-75 in Saginaw, Bay, and Arenac Counties (CS 09035 - JN 78755). The authorization will be in effect from the date of award through April 17, 2006. The authorization amount will be \$599,076.33. The contract term is April 17, 2003, through April 17, 2006. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** 71 miles of freeway signing upgrade and rehabilitation on I-75 in Saginaw, Bay and Arenac Counties.

**Benefit:** Upgrade freeway signing that is losing reflectivity.

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

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

**Risk Assessment:** Freeway signing is needed to improve the drivers safety.

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

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

**Zip Code:** 48650.

32. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z6) under Contract (2003-0289) between MDOT and Spicer Group, Inc., will provide for construction engineering services assistance in the Bay Region to be performed on an as-needed basis. The work items include construction inspection and testing and the provision of all work related to the performance of various office technician duties. This authorization will be in effect from the date of award through May 7, 2006. The authorization amount will be \$105,555.46. The contract term is from May 7, 2003, through May 7, 2006. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** This authorization is for as-needed construction engineering services assistance in the Bay Region. These services will support the delivery of MDOT's capital outlay programs in a timely manner.

**Benefit:** The benefit is to assist the Bay Region construction engineers to complete necessary construction engineering services, which would otherwise not be possible. Some of these services include inspection and testing, ensuring that all parts of construction meet current MDOT and federal 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:** Failure to properly oversee construction contracts could result in substandard work and loss of federal funding, not only for these services, but for entire 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.

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

**Zip Code:** 48726.

33. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z7) under Contract (2003-0289) between MDOT and Spicer Group, Inc., will provide for construction inspection and testing services assistance to be performed for the Bay City Transportation Service Center (TSC) on an as-needed basis. This authorization will be in effect from the date of award through May 7, 2006. The authorization amount will be \$491,760.07. The contract term is May 7, 2003, through May 7, 2006. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** This authorization is for as-needed construction inspection and testing services assistance for the Bay City TSC. These services will support the delivery of MDOT's capital outlay programs in a timely manner.

**Benefit:** The benefit is to assist the Bay City TSC construction engineers to complete necessary inspection and testing services, ensuring that all parts of construction meet current MDOT and federal 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:** Failure to properly oversee construction contracts could result in substandard work and loss of federal funding, not only for these services, but for entire 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.

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

**Zip Code:** 48706.

34. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z6) under Contract (2003-0291) between MDOT and HNTB Michigan, Inc., will provide for construction engineering services to be performed for the milling, resurfacing, and concrete pavement repairs of northbound and southbound M-97 from Hayes Road to 14 Mile Road in the cities of Roseville and Fraser, Macomb County. (CS 50031 - JN 74435A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation, reporting, and finaling. This authorization will be in effect from the date of award through May 9, 2006. The authorization amount will be \$116,694.83. The contract term is May 9, 2003, through May 9, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** This authorization will provide for construction engineering services to be performed for the milling, resurfacing and concrete pavement repairs of northbound and southbound M-97 from Hayes to 14 Mile Road in the cities of Roseville and Fraser, Macomb County. (CS 50031 - JN 74435A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation, reporting, and finaling.

**Benefit:** This authorization will provide the necessary oversight for the construction contract to insure the project is built according to the plans and specifications of that contract and to ensure all state and federal guidelines are enforced. This project will extend the life of the roadway and provide a smoother, safer ride for the motorists.

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

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

**Risk Assessment:** Failure to properly oversee the construction could result in substandard work and loss of federal dollars. This project has been established under the Preventive Maintenance program and the loss of funding would result in continued road deterioration.

**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.

**New Project Identification:** This is reconstruction of an existing roadway.

**Zip Code:** 48066.

35. HIGHWAYS - IDS Construction Engineering Consultant Services

Authorization (Z10) under Contract (2003-0321) between MDOT and Tyme Engineering, Inc., will provide for construction inspection and testing services to be performed for the new eastbound and westbound bridge structures on I-94 over Griswold Road and Grand Trunk Western Railroad in St. Clair County (CS 77111 - JN 51507A). This authorization will be in effect from the date of award through June 5, 2006. The authorization amount will be \$382,216.96. The contract term is June 5, 2003, through June 5, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** This authorization will provide for construction inspection and testing services for the new eastbound and westbound bridge structures on I-94 over Griswold Road and Grand Trunk Western Railroad in St. Clair County.

**Benefit:** The benefits of this project include providing the necessary oversight for the construction contract to insure the project is built according to the design plans and specifications, MDOT standards, and federal standards.

**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:** Failure to properly oversee the construction contract could result in substandard work and loss of federal funding, not only for these services, but for the entire construction project.

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

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

**Zip Code:** 48309.

\* Denotes a non-standard contract/amendment

36. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z13/R1) under Contract (2003-0520) between MDOT and URS Corporation Great Lakes will provide for additional design services for an added pedestrian culvert to be performed on US-131 from M-43 to M-89 in Kalamazoo and Allegan Counties (CS 39014 - JN 50763C) and will increase the authorization amount by \$39,046.93. The original authorization provides for the design of US-131 from M-43 to M-89, Kalamazoo and Allegan Counties. The term of the authorization remains unchanged, December 2, 2003, through September 10, 2006. The revised authorization amount will be \$115,729.12. The contract term is September 10, 2003, through September 10, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** The purpose of this revision is to include a pedestrian culvert in the original design for rehabilitation of US-131 from M-43 to M-89 in Kalamazoo and Allegan Counties. MDOT has determined this revision is necessary due to recent safety issues and maintenance costs in the area of the extension.

**Benefit:** The benefit of these additional design services will be increased safety and lower maintenance costs in the area of the extension.

**Funding Source:** 100% State Restricted Trunkline Funds.

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

**Risk Assessment:** The risks of not adding the additional services and extending this project are potential safety issues and higher continuous maintenance costs.

**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.

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

**Zip Code:** 49004.

37. HIGHWAYS - IDS Freeway Signing Modernization

Authorization (Z4) under Contract (2003-0603) between MDOT and DLZ Michigan, Inc., will provide for the upgrading and rehabilitation of 57 miles of freeway signing on I-75 in Mackinac and Chippewa Counties (CS 49025 - JN 78735). The authorization will be in effect from the date of award through September 3, 2006. The authorization amount will be \$219,980.35. The contract term is September 3, 2003, through September 3, 2006. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** 57 miles of freeway signing upgrading and rehabilitation on I-75 in Mackinac and Chippewa Counties.

**Benefit:** Upgrade freeway signing that is losing reflectivity.

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

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

**Risk Assessment:** Freeway signing is needed to improve driver safety.

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

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

**Zip Code:** 49781.

38. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z19) under Contract (2003-0604) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for construction engineering services to be performed for bridge replacement, approach work and maintenance of traffic on M-52 over the Shiawassee River in the city of Owosso, Rush and New Haven Townships, Shiawassee County (CS 76012 - JN 51768A). The work items include project administration, inspection, surveying and staking, quality control testing and reporting, measurement, computation, reporting, and finaling. This authorization will be in effect from the date of award through September 3, 2006. The authorization amount will be \$195,152.47. The contract term is September 3, 2003, through September 3, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** This authorization will provide for construction engineering services to be performed for bridge replacement, approach work and maintenance of traffic on M-52 over the Shiawassee River in the city of Owosso, Rush and New Haven Townships, Shiawassee County (CS 76012 - JN 51768A). The work items include project administration, inspection, surveying and staking, quality control testing and reporting, measurement, computation, reporting, and finaling.

**Benefit:** This authorization will provide the necessary oversight for the construction contract to ensure the project is built according to the plans and specifications of that contract and to ensure all state and federal guidelines are enforced.

**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:** Failure to properly oversee the construction could result in substandard work and loss of federal dollars.

**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.

**New Project Identification:** This is not a new project. This is a bridge replacement project of an existing structure.

**Zip Code:** 48867.

39. HIGHWAYS - IDS Traffic & Safety Services

Authorization (Z29) under Contract (2003-0686) between MDOT and Wilcox Professional Services, LLC, will provide for freeway signing upgrade work to be performed on US-23 and the M-14/US-23 business route, in Washtenaw, Livingston, and Monroe Counties (CS 47014 - JN 78736). The work items include the development of quality freeway signing plans, the performance of field reviews of the project area, and the production of quantity and cost estimates for bid letting. This authorization will be in effect from the date of award through October 8, 2006. The authorization amount will be \$448,190.53. The contract term is October 8, 2003, through October 8, 2006. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** This work is for a freeway signing upgrade.

**Benefit:** The benefit will be for improving the signs that are losing their reflectivity.

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

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

**Risk Assessment:** Not approving this authorization may delay the needed upgrades and the improvement of driver safety.

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

**New Project Identification:** This project is on an existing roadway.

**Zip Code:** 49606.

\* Denotes a non-standard contract/amendment

40. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
**Retroactive** Contract (2003-5512) between MDOT and the City of Port Huron will provide for funding participation in the construction of the following improvements:

Reconstruction of intersections on the Highway I-94 business loop (BL) (Military Street) at Griswold Street, Court Street, Pine Street, and Water Street.

Fixed Cost:

State Restricted Trunkline Funds	\$67,818
City of Port Huron Funds	\$ 0
Total Funds	<u>\$67,818</u>

M 77032 – 76198; St. Clair County  
 Local Letting

This contract is retroactive as the work was done in fiscal year (FY) 2003. The City was replacing watermain and sanitary sewer at four intersections on Highway I-94BL (Military Street) at Griswold Street, Court Street, Pine Street, and Water Street. MDOT had planned to reconstruct the above intersections in FY 2005 but decided to have the City perform this work in FY 2003 to avoid having to disrupt traffic twice in three years and thus avoid any unnecessary user delay costs. Another benefit to having the City reconstruct the intersections earlier was that MDOT saved money, as design costs were paid by the City. The funds for this project could not be secured before the City was ready to perform the work. An agreement was not written earlier because a condition for contract award is that the funds for the project have to be obligated and this was not to occur until after completion of the City work.

**Purpose/Business Case:** Intersection reconstruction due to underground work by City in this area.

**Benefit:** By having the City perform this work, MDOT avoided having to close this interchange twice in two years and thereby reduced any unnecessary user delay costs.

**Funding Source:** State Trunkline and Bridge Construction Funds.

**Commitment Level:** 100% State; fixed at \$67,818; based on actual costs.

**Risk Assessment:** Additional disruption of traffic at same locations within a short period of time avoided.

**Cost Reduction:** Low bid by City.

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

**Zip Code:** 48060.

41. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract  
 Contract (2003-5641) between MDOT and the Manistee County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program.

PART A

The removal and replacement of the structure B01 of 51-10-21, which carries Huff Road over Pine Creek, Section 6, T21N, R14W, Norman Township, Manistee County, Michigan; the reconstruction of the approaches to the structure for approximately 176 feet southerly and 182 feet northerly of the structure.

PART B

Nameplate installation work for the structure B01 of 51-10-21, which carries Huff Road over Pine Creek.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$326,200	\$ 0	\$326,200
State Restricted Trunkline Funds	\$ 61,200	\$ 0	\$ 61,200
Manistee County Road Commission Funds	<u>\$ 20,300</u>	<u>\$400</u>	<u>\$ 20,700</u>
Total Funds	<u>\$407,700</u>	<u>\$400</u>	<u>\$408,100</u>

BRO 51010 - 56566

Letting of 3/5/2004

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

**Benefit:** Safer structure.

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

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

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

**Cost Reduction:** Low bid.

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

**Zip Code:** 49625.

42. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract  
 Contract (2003-5645) between MDOT and the City of Burton will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program.

PART A

The removal and replacement of the structure B01 of 25-03-31, which carries Term Street over Thread Creek, Section 21, T7N, R7E, City of Burton, Genesee County, Michigan; the reconstruction of the approaches to the structure for approximately 246 feet southerly and 170 feet northerly of the structure.

PART B

Nameplate installation work for structure B01 of 25-03-31, which carries Term Street over Thread Creek.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$367,000	\$ 0	\$367,000
State Restricted Trunkline Funds	\$ 68,800	\$ 0	\$ 68,800
City of Burton Funds	<u>\$ 22,900</u>	<u>\$500</u>	<u>\$ 23,400</u>
Total Funds	<u>\$458,700</u>	<u>\$500</u>	<u>\$459,200</u>

BRO 25003 – 59703; Genesee County  
 Letting of 3/5/2004

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

**Benefit:** Safer structure.

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

**Commitment Level:** 80% Federal, 15% State, 5% City of Burton for Part A; 100 % City of Burton for Part B; based on estimate.

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

**Cost Reduction:** Low bid.

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

**Zip Code:** 48519.

43. \*HIGHWAYS - University Services  
 Contract (2004-0086) between MDOT and Michigan Technological University will provide for the updating, editing, re-shooting, and completing of twenty technical training videos relating to construction inspection for MDOT training purposes. The contract will be in effect from date of award through September 30, 2004. The total contract amount will be \$87,513.70. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** The purpose of this project is to update, edit, reshoot, and complete twenty technical training videos relating to construction inspection for MDOT training purposes.

**Benefit:** Keeping MDOT's technical work force educated in essential field operations in accordance with the MDOT standards and specifications and federal law. Technical tapes will be used as reference material in project offices and used in training seminars for new technical and engineering employees.

\* Denotes a non-standard contract/amendment  
 3/25/04

**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:** Risk of losing federal dollars if employees are not trained in accordance with federal regulations. Training tapes promote consistency in construction methods throughout the state.  
**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.  
**New Project Identification:** This is an ongoing project.  
**Zip Code:** 49931.

44. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z1/R1) under Contract (2004-0093) between MDOT and Fleis & Vandenbrink Engineering, Inc., will provide for additional "as needed" construction inspection, testing and staking services to be performed in Muskegon and Oceana Counties (CSs 61075, 64015, 64022, and 64012 - JNs 53684A, 60561A, 72831A, and 74980A) and will increase the authorization amount by \$82,609.21. This revision is necessary to allow for the addition of new projects under this authorization. The original authorization (Z1) provides for "as needed" construction inspection, testing, and staking services. The term of the authorization remains unchanged, March 16, 2004, through February 3, 2007. The revised authorization amount will be \$165,218.42. The contract term is February 3, 2004, through February 3, 2007. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** This revision will allow for the addition of projects and the continuation of the "as needed" construction inspection, testing and staking oversight of the listed projects.  
**Benefit:** This revision will allow for adequate oversight of the administration of the projects included within the originally authorized scope of services along with the addition of several new 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:** Without the revision, the consultant would be unable to administer adequate oversight resulting in delayed payment to contractors and lack of professional guidance on federally funded 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.  
**New Project Identification:** These are not new projects. This is oversight on already existing projects.  
**Zip Code:** 49444.

45. HIGHWAYS – IDS Construction Engineering Services

Authorization Revision (Z1/R1) under Contract (2004-0123) between MDOT and Pavement Management Services, Inc., will provide for Phase 2 additional full construction engineering services on the I-69 business loop, M-79, and M-50 in the city of Charlotte, Eaton County (CS 23012 - JN 53225A), and will increase the authorization amount by \$340,559.30. The original authorization (Z1) provides for preliminary full construction engineering services including surveying and staking. The authorization term remains unchanged, March 12, 2004, through February 19, 2007. The revised total authorization amount will be \$371,608.66. The contract term is February 19, 2004, through February 19, 2007. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide construction engineering and testing and inspection services on a state and federal aid road construction project.  
**Benefit:** Verification that all contract work complies with the contract documents (proposal, specifications, material usage, etc.).  
**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 service is not completed, potential loss of federal aid monies and support on road and bridge projects may exist.

**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.

**New Project Identification:** This is rehabilitation on existing roadways.

**Zip Code:** 48813.

46. \*HIGHWAYS - Traffic Signal Installation; Maintenance and Energy Costs

Contract (2004-0158) between MDOT and the Lansing Board of Water and Light will provide for the installation of new traffic signals, modifications of existing traffic signals, and/or upgrades of traffic signals, including maintenance and energy costs for the traffic signals based on a predetermined proration amount between MDOT and the City of Lansing. The contract term will be April 1, 2004, through March 31, 2009. The maximum contract amount will be \$800,000. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** The contract provides for the installation of new traffic signals, modification of existing traffic signals, and/or upgrades of traffic signals.

**Benefit:** The contract provides for safer intersections for the traveling public.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on a predetermined proration amount between MDOT and the City of Lansing.

**Risk Assessment:** If duties are not performed, it will create potential safety issues at the intersections for vehicles.

**Cost Reduction:** The project is based on a predetermined proration amount that will result in a cost savings to MDOT.

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

**Zip Code:** 48901.

47. HIGHWAYS - IDS Engineering Services

Contract (2004-0160) between MDOT and PM Environmental, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

48. HIGHWAYS - IDS Engineering Services

Contract (2004-0161) between MDOT and Bergmann Associates will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

49. HIGHWAYS - IDS Engineering Services  
Contract (2004-0164) between MDOT and Mansell Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
50. HIGHWAYS - IDS Engineering Services  
Contract (2004-0166) between MDOT and Professional Service Industries, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
51. HIGHWAYS - IDS Engineering Services  
Contract (2004-0169) between MDOT and Toltest, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
52. HIGHWAYS - IDS Engineering Services  
Contract (2004-0171) between MDOT and North Country Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
53. HIGHWAYS - IDS Engineering Services  
Contract (2004-0172) between MDOT and Patrick Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

54. HIGHWAYS - IDS Engineering Services  
Contract (2004-0173) between MDOT and Northwest Design Group, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

55. HIGHWAYS - IDS Engineering Services  
Contract (2004-0174) between MDOT and Wade-Trim/Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

56. HIGHWAYS - Chemical Storage Facility  
Contract (2004-0177) between MDOT and the Gratiot County Road Commission will provide for the construction of a chemical storage facility in the city of Ithaca. The contract will be in effect from the date of award through two years. The total contract amount will be \$575,000. Source of Funds: 75% State Restricted Trunkline Funds and 25% Gratiot County Funds.

**Purpose/Business Case:** Contract will provide for the construction of a chemical storage facility in the city of Ithaca. The chemical storage building will be a high arch type bulk facility with a capacity of approximately 4,500 tons for the storage of bulk chemicals to be used on State Trunkline highways and county roads.

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

**Funding Source:** 75% State Restricted Trunkline Funds and 25% Gratiot County Funds.

**Commitment Level:** 75% State Restricted Trunkline Funds and 25% Gratiot County Funds, based on estimate. Cost-sharing contract: MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

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

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

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

**Zip Code:** 48847.

57. HIGHWAYS - Chemical Storage Facility  
Contract (2004-0178) between MDOT and the Newaygo County Road Commission will provide for the construction of a chemical storage facility in Wilcox Township. The contract will be in effect from the date of award through two years. The total contract amount will be \$50,000. Source of Funds: 39% State Restricted Trunkline Funds and 61% Newaygo County Funds.

**Purpose/Business Case:** Contract will provide for the construction of a chemical storage facility located in Wilcox Township. The chemical storage building will be a high arch type bulk facility with a capacity of approximately 9,000 gallons for the storage of bulk chemicals to be used on State Trunkline highways and county roads.

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

\* Denotes a non-standard contract/amendment

**Funding Source:** 39% State Restricted Trunkline Funds and 61% Newaygo County Funds.

**Commitment Level:** 39% State Restricted Trunkline Funds and 61% Newaygo County Funds, based on estimate. Cost-sharing contract: MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

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

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

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

**Zip Code:** 49349.

58. HIGHWAYS - IDS Real Estate Services

Contract (2004-0193) between MDOT and Chuck Cryderman & Associates, Ltd., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

59. HIGHWAYS - IDS Real Estate Title Services

Contract (2004-0194) between MDOT and Grand Traverse Title Company will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

60. HIGHWAYS - IDS Real Estate Title Services

Contract (2004-0196) between MDOT and Oscoda County Abstract, Inc., will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

61. HIGHWAYS - IDS Real Estate Services

Contract (2004-0202) between MDOT and DC Engineering will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

62. HIGHWAYS - IDS Real Estate Services  
Contract (2004-0203) between MDOT and Hubbell, Roth & Clark, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
63. HIGHWAYS - IDS Real Estate Services  
Contract (2004-0204) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
64. HIGHWAYS - IDS Real Estate Services  
Contract (2004-0206) between MDOT and HNTB Michigan, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
65. HIGHWAYS - IDS Real Estate Services  
Contract (2004-0207) between MDOT and Wade-Trim/Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
66. HIGHWAYS - IDS Real Estate Services  
Contract (2004-0209) between MDOT and Giffels-Webster Engineers, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

67. HIGHWAYS - IDS Real Estate Services  
Contract (2004-0210) between MDOT and Linderman Right of Way Services will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
68. HIGHWAYS - IDS Real Estate Services  
Contract (2004-0211) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
69. HIGHWAYS - IDS Real Estate Services  
Contract (2004-0212) between MDOT and Owen Ayres Associates, Inc., of Michigan will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
70. \*HIGHWAYS – Ambassador Bridge Gateway Project Agreement  
Contract (2004-0213) between MDOT and the Detroit International Bridge Company (DIBC) will provide for the implementation of the Gateway Project for the purpose of fixing the rights and obligation of the parties in agreeing to the design, construction, maintenance, and operation of certain improvements to access between Highways I-75/I-96 and the Ambassador Bridge connecting Detroit, Michigan, with Windsor, Ontario, Canada, across the Detroit River (Bridge) and related matters. This contract will be in effect from the date of award and includes obligations regarding the maintenance of the bridge and freeway connection to it that have no fixed termination date. The contract will obligate MDOT to undertake construction estimated to cost \$138,000,000 over the next four years, subject to future appropriations.

**Purpose/Business Case:** As a public/private partnership, the subject agreement between the Michigan Department of Transportation (MDOT) and the Detroit International Bridge Company (DIBC) is needed to implement the proposed Gateway Project. Approval by the Federal Highway Administration (FHWA) to proceed with completion of design and construction and use of federal funds is contingent upon the award of this agreement.

**Benefit:** The Ambassador Bridge/Gateway Project will address long-term congestion mitigation issues and provide direct access improvements between the Ambassador Bridge and the freeways I-75 and I-96. The project will include reconstruction of the I-75/I-96 mainline from south of Grand Boulevard to the existing Conrail bridge. The Ambassador Bridge is the busiest border crossing in North America. Trade over this facility is increasingly important to Michigan=s and the entire nation=s economy. Minimizing border crossing times and maximizing the predictability of these times is very important to industries on both sides of the border that rely on “just-in-time” deliveries. The proposed project will reduce cross-border travel times and increase their predictability. The value of the project and freeway connection to and from the Ambassador Bridge to local, state, and international trade is reflected in the three objectives that construction of the project will meet:

- Improve direct access between the Ambassador Bridge and the state trunkline system, including Clark and Fort Streets (M-85) and I-75 and I-96;
- Accommodate a potential future second span of the Bridge; and
- Accommodate access to a proposed welcome center at the U.S. entrance to the Bridge, to be developed as a separate project.

**Commitment Level:** The agreement will obligate MDOT to undertake construction estimated to cost \$138,000,000 over the next four years, subject to future appropriations.

**Funding Source:** The future project will be funded from various sources.

**Risk Assessment:** As noted above, if the subject agreement between the Michigan Department of Transportation (MDOT) and the Detroit International Bridge Company (DIBC) is not awarded, the proposed Gateway Project that includes a direct connection between the Ambassador Bridge and I-75/I-96 could not be completed. This is one of the primary objectives of the Gateway Project. While remaining construction of the Gateway Project could proceed with redesign of an interim connection between the existing bridge plaza and mainline I-75/I-96 reconstruction, implications would include: 1) added cost of approximately \$10 million for design, removal of interim ramps, etc., and construction of a future direct connection that would meet the original project objective for a direct ramp connection between the Bridge plaza and I-75/I-96; 2) adverse impact on and potential indefinite delay of Ambassador Bridge plaza expansion projects funded by the U.S. General Services Administration (\$25 million project) and by the DIBC (approximately \$30 million); 3) indefinite delay of proposed plans for construction of a new border crossing proposed by the Detroit River Tunnel Partnership that would use ramp and service drive connections constructed by MDOT as part of the Gateway Project; and 4) that, under the terms of the subject agreement between MDOT and DIBC, MDOT would have access to bridge inspection reports and condition of the Ambassador Bridge, a 75 year old structure. This information would not otherwise be available, and it is of vital interest to MDOT as a matter of public safety because of public and commercial use of this privately-owned and -operated facility.

**New Project Identification:** Varies throughout the project.

**Zip Code:** 48296.

71. HIGHWAYS - Cost Participation for Local Agency Construction Contract

**Retroactive Contract (2004-5000)** between MDOT and the Village of Dundee will provide for funding participation in the following improvements:

Renovation work along Highway M-50 from Ann Arbor Road to Barnum Street.

Estimated Funds:

State Restricted Trunkline Funds	\$126,738
Village of Dundee Funds	\$ 0
Total Funds	<u>\$126,738</u>

BI04 58032 - 50651; Monroe County  
Local Letting

This contract is retroactive as the work was done in fiscal year (FY) 2000. The Village was rehabilitating M-50 from Ann Arbor Road to Barnum Street in anticipation of increased traffic due to the opening of the Cabela's retail store. MDOT had planned to rehabilitate the above mentioned roadway in FY 2004 but decided to have the Village perform this work in FY 2000 to avoid having to disrupt traffic twice in four years and thus avoid any unnecessary user delay costs. Another benefit to having the Village rehabilitate the roadway earlier was that MDOT saved money as design costs were paid by the Village. The funds for this project could not be secured any sooner than FY 2004 and all available monies for FY 2000 had already been obligated for other MDOT projects that were on the five year plan. An agreement was not written earlier because a condition for contract execution is that the funds for the project have to be obligated and this was not to occur until 2004.

**Purpose/Business Case:** Rehabilitation of roadway needed due to increased traffic and work will result in improved operation.

**Benefit:** Provide easier access to Cabela's, a major tourist destination in Michigan.

**Funding Source:** 100% State Trunkline Funds.

**Commitment Level:** Funding based on actual costs.

**Risk Assessment:** Failure to make payment would cause MDOT in violation of its letter agreement with the Village

**Cost Reduction:** MDOT saved money by not having to pay for the design costs.

**New Project Identification:** N/A.

**Zip Code:** 48131.

72. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2004-5032) between MDOT and the Iosco County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds and Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

Resurfacing work along Whittemore Road from Towerline Road easterly to National City Road, including base crushing and shaping, aggregate base, hot mix asphalt paving, aggregate shoulder, guardrail, slope restoration, and pavement marking work.

Estimated Funds:

Federal Highway Administration Funds being used	
in lieu of State Restricted Economic Development Funds	\$170,000
State Restricted Economic Development Funds	\$ 99,200
Iosco County Road Commission Funds	<u>\$203,000</u>
Total Funds	<u>\$472,200</u>

EDDF 35555 - 77583

Letting of 3/5/2004

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

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

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

**Commitment Level:** 36% Federal, 21% State, 43% Iosco County; based on estimate.

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

**Cost Reduction:** Low bid.  
**New Project Identification:** Improve existing roadway.  
**Zip Code:** 48770.

73. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract  
 Contract (2004-5050) between MDOT and the Tuscola County Road Commission will provide for funding participation in the construction of the following improvements under the State Critical Bridge Program:

The removal and replacement of the structure B01 of 79-18-31, which carries Lamton Road over the North Branch of the White Creek Drain, Section 36, T12N, R11E, Novesta Township, Tuscola County, Michigan; the reconstruction of the approaches to the structure for approximately 317 feet southerly and 327 feet northerly of the structure.

Estimated Funds:

State Restricted Trunkline Funds	\$316,200
Tuscola County Road Commission Funds	<u>\$ 16,600</u>
Total Funds	<u>\$332,800</u>

MCS 79018 - 59831  
 Letting of 4/2/2004

**Purpose/Business Case:** To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.  
**Benefit:** Safer structure.  
**Funding Source:** State Critical Bridge Funds and Tuscola County Road Commission Funds.  
**Commitment Level:** 95% State, 5% Tuscola County Road Commission.  
**Risk Assessment:** Possible failure of structure and closure to traffic.  
**Cost Reduction:** Low bid.  
**New Project Identification:** Replace existing structure.  
**Zip Code:** 48729.

74. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2004-5075) between MDOT and City of Newago will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Streetscaping work along Highway M-37 (State Street) from River Street to the Muskegon River, including sidewalk, pavers, trees, and street lighting work.

Estimated Funds:

Federal Highway Administration Funds	\$224,702.00
City of Newago Funds	<u>\$ 96,300.86</u>
Total Funds	<u>\$321,002.86</u>

STE 62031 – 72187; Newago County  
 Local Letting

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

**Benefit:** Beautification of transportation system.

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

**Commitment Level:** 70% Federal up to \$224,702 and the balance by City of Newaygo; based on estimate.

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

**Cost Reduction:** Low bid.

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

**Zip Code:** 49337.

75. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2004-5076) between MDOT and the Mackinac County Road Commission will provide for participation in the following improvements:

Reconstruction work along Simmons Road from approximately 1.04 miles north of St. Ignace Road northerly 1.61 miles, including embankment, subbase, aggregate surface course, approaches, mailbox post, dust palliative, and traffic control work.

Estimated Funds:

Federal Highway Administration Funds	\$74,600
Mackinac County Road Commission Funds	<u>\$18,600</u>
Total Funds	<u>\$93,200</u>

STH 49065 - 74668

Local Force Account

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

**Benefit:** Improve and extend life of roadway.

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

**Commitment Level:** 80% Federal, 20% Mackinac County Road Commission.

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

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

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

**Zip Code:** 49781.

76. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
Contract (2004-5092) between MDOT and the Mackinac County Road Commission will provide for participation in the following improvements:

Reconstruction work along Charles Moran Road from approximately 4.99 miles east of Highway M-123 easterly 1.00 mile, including ditch cleanout, earth excavation, subbase, aggregate surface course, approaches, mailbox post, dust palliative, and traffic control work.

Estimated Funds:

Federal Highway Administration Funds	\$75,100
Mackinac County Road Commission Funds	<u>\$18,800</u>
Total Funds	<u>\$93,900</u>

STL 49032 - 77522  
Local Force Account

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

**Benefit:** Improve and extend life of roadway.

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

**Commitment Level:** 80% Federal, 20% Mackinac County Road Commission.

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

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

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

**Zip Code:** 49760.

77. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2004-5097) between MDOT and the County of Wayne will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

PART A

Reconstruction and widening work along Ecorse Road from Highway I-275 to Hannan Road, reconstruction work at the intersection of Hannan Road and Tyler Road, and reconstruction of the Visteon Way bridge over the McClaughrey Drain, including turn lanes, crossovers, passing flares, and McClaughrey Drain relocation work.

PART B

Widening work along the northbound Highway I-275 entrance ramp at westbound Ecorse Road to add a right-turn lane; widening work along the southbound Highway I-275 exit ramp at Ecorse Road to add a right-turn lane, left-turn lane, and increased storage; and widening work along the northbound Highway I-275 exit ramp at Ecorse Road to increase storage.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
State Restricted Economic Development Funds	\$4,145,000	\$1,020,000	\$5,165,000
County of Wayne Funds	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Funds	<u>\$4,145,000</u>	<u>\$1,020,000</u>	<u>\$5,165,000</u>

EDA 82522 – 78881; Wayne County  
 Local Letting

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

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

**Funding Source:** State Transportation Economic Development Funds and County of Wayne Funds.

**Commitment Level:** 100% State up to \$5,165,000 for the total of Parts A and B and the balance, if any, by the County of Wayne; based on estimate.

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

**Cost Reduction:** Low bid.

**New Project Identification:** Widen existing roadways.

**Zip Code:** 48111.

78. HIGHWAYS – Cost Participation for Local Agency Construction Contract  
Contract (2004-5144) between MDOT and Michigan International Speedway will establish the construction, operation, and maintenance responsibilities of each party with regard to the following improvements:

Construction of a 100' long x 32' wide x 14' high (ASTM C-1504-2) tunnel under Highway US-12 (approximately 4100 feet east of Brooklyn Highway) between Michigan International Speedway and the associated parking area, located north and south of and abutting Highway US-12, Cambridge Township, Michigan.

MDOT will perform some construction engineering oversight work for which Michigan International Speedway will reimburse MDOT \$6,400. Michigan International Speedway will pay for all tunnel work, including the MDOT construction engineering oversight work.

Estimated Funds:

Michigan International Speedway Funds	<u>\$1,327,372</u>
Total Funds	<u>\$1,327,372</u>

CS 46101; Lenawee County  
Local Letting

**Purpose/Business Case:** To provide for a permit to build a proposed pedestrian tunnel under Highway US-12 and to provide for the future maintenance and operation of the tunnel.

**Benefit:** Improved highway operations for Highway US-12 by routing pedestrians under, instead of across, the roadway, thereby minimizing the potential for pedestrian/vehicle accidents.

**Funding Source:** 100% Michigan International Speedway Funds.

**Commitment Level:** 100% Michigan International Speedway; based on estimate.

**Risk Assessment:** Without a contract, the permit to build the tunnel would not be approved and this project to improve safety would not go forward.

**Cost Reduction:** Low bid. No cost to MDOT since funded 100% by Michigan International Speedway.

**New Project Identification:** New pedestrian tunnel.

**Zip Code:** 49230.

79. \*MULTI-MODAL – Change in Facility Use  
Amendatory Contract (92-2351/A8) between MDOT and Indiana Northeastern Railroad Company (INRC) will provide INRC with the right to operate rail passenger excursion train service on the State-owned rail line in Hillsdale and Branch Counties and will require INRC to obtain specialized railroad passenger insurance. The original contract authorizes INRC to provide only rail freight service on the State-owned rail facilities in Hillsdale and Branch Counties. An opportunity recently presented itself to INRC wherein the railroad would be able to increase its revenues by providing occasional rail passenger service. INRC has therefore requested this amendment to allow it to provide rail passenger service. The contract term remains unchanged, from January 6, 1993, until both of the following have occurred: (1) written notice of the termination of the Contract is provided to INRC by MDOT no less than sixty days before the date of the termination; and (2) a sale or lease is awarded, as provided in Section 10(3)(e) of the State Transportation Preservation Act-PA-235 of 1998. This is a zero dollar contract.

\* Denotes a non-standard contract/amendment

**Purpose:** This amendment will allow INRC to provide occasional rail passenger excursion train service on the State-owned rail line in Hillsdale and Branch Counties and will require INRC to obtain specialized railroad passenger insurance.

**Benefit:** INRC will be able to increase revenues by providing occasional passenger excursion trains, which will improve INRC's financial health and make it more likely that INRC will remain the operator of this rail line.

**Funding Source:** There are no State funds associated with this contract.

**Commitment Level:** Not applicable; this is a zero dollar contract.

**Risk Assessment:** If this amendment is not approved, the railroad will lose the opportunity for additional revenues, which would negatively impact the financial health of the railroad. If the railroad were to become insolvent, we would lose it as an operator for this line, with possible resultant loss of rail service to this part of the State. Goods previously shipped on this line would then most likely be shipped by truck, increasing truck traffic and wear and tear on the highways.

**Cost Reduction:** Not applicable; this is a zero dollar contract.

**New Project Identification:** This amendment will allow for new rail passenger excursion service.

**Zip Code:** 49242.

80. \*MULTI-MODAL – Change in Carloading Requirement

Amendatory Contract (98-0365/A2) between MDOT and Ogihara America Corporation will revise the carloading commitment downward to more accurately reflect the current business climate and the resultant usage of the rail spur. The original contract provides State funds for 50 percent of the costs of the construction of a rail spur and multi-track switching facility to serve Ogihara's expanding rail transportation needs in the city of Howell. Provisions included in the contract permit the loan to be forgiven if Ogihara meets its annual 900 carload shipping/receiving commitment for five years. This amendment will adjust the carloading commitment from 900 freight carloads to 700 freight carloads beginning in the second carloading commitment year due to an economic decline in the automotive industry, which has a direct effect on the parameters on which the original contract was negotiated. The contract term remains unchanged, from June 11, 1998, until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid or forgiven. The contract amount remains unchanged at \$452,500. Source of Funds: FY 1998 State Restricted Comprehensive Transportation Funds - \$452,500.

**Purpose:** This amendment will adjust the carload commitment beginning in the second carload commitment year from 900 to 700 carloads per year.

**Benefit:** This contract amendment acknowledges an economic decline in the automotive industry, which has a direct effect on the parameters on which the original contract was negotiated. This amendment rightly addresses that discrepancy.

**Funding Source:** FY 1998 State Restricted Comprehensive Transportation Funds - \$452,500.

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

**Risk Assessment:** If this amendment is not approved, the company will be forced to endure a financial burden that could jeopardize the company's ability to remain competitive.

**Cost Reduction:** The cost of the contract will be unchanged.

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

**Zip Code:** 48843.

81. MULTI-MODAL - Time Extension

Amendatory Contract (2001-0845/A2) between MDOT and the Blue Water Area Transportation Commission (BWATC), in St. Clair County, will extend the contract term by two years as BWATC does not have adequate storage space for the vehicles funded under this contract at this time. Once construction of BWATC's new facility is underway, BWATC will proceed with the vehicle purchase. The original contract provides State matching funds for BWATC's FY 2001 Federal Section 5309 Capital Discretionary Program and FY 2002 Federal Congestion Mitigation and Air Quality Improvement Program. The revised contract term will be April 25, 2001, through April 24, 2006. The total contract amount remains unchanged at \$661,870. Source of Funds: Federal Transit Administration Funds - \$529,496; FY 2001 and FY 2002 State Restricted Comprehensive Transportation Funds - \$132,374.

**Purpose/Business Case:** Provides for a two year time extension for the purchase of replacement buses, maintenance equipment, facility improvements, rehabilitation/rebuilding of spare parts, computer equipment, and communications equipment.

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

**Funding Source:** Federal Transit Administration Funds - \$529,496; FY 2001 and FY 2002 State Restricted Comprehensive Transportation Funds - \$132,374.

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

**Risk Assessment:** The risk of not providing the extension is the potential loss of Federal funds.

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

**New Project Identification:** This is a time extension to an existing project.

**Zip Code:** 48060.

82.-85. MULTI-MODAL - Section 5311 Capital

The following Project Authorization Revisions issued under Master Agreements between MDOT and the following agencies will provide additional funding for capital items under the FY 2003 Federal Transit Administration Section 5311 Nonurbanized Area Formula Capital Program. This additional Federal funding from the Surface Transportation Program was approved too late to be processed last fiscal year. The authorization terms remain unchanged, November 25, 2003, through November 24, 2006. The total amount to be added to the authorizations will be \$456,170. The revised total amount of the authorizations will be \$698,670. The terms of the Master Agreements are from October 1, 2001, until the last obligations between the parties have been fulfilled. The Master Agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$558,936; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$139,328; ALTRAN Transit Authority Funds - \$406.

	<u>Agreement Number</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
82.	2002-0006/Z10/R1	ALTRAN Transit Authority (Alger County)	Facility Improvement	\$225,000
83.	2002-0018/Z7/R1	Berrien County Board of Commissioners	Transit Bus	\$187,920
84.	2002-0023/Z6/R1	Cadillac/Wexford Transit Authority	Facility Expansion	\$150,750
85.	2002-0056/Z7/R1	Kalamazoo County Board of Commissioners	20 Mobile Data Units and Antenna	\$135,000

\* Denotes a non-standard contract/amendment  
3/25/04

**Purpose/Business Case:** Provides additional FY 2003 Federal Section 5311 Capital Assistance funds for nonurban public transportation purposes.

**Benefit:** These federal funds help support the level of public transportation provided in nonurban areas.

**Funding Source:** Federal Transit Administration Funds - \$558,936; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$139,328; ALTRAN Transit Authority Funds - \$406.

**Commitment Level:** Authorizations are based on cost estimates.

**Risk Assessment:** The risk of not awarding these projects is that Federal funds will be lost and the needed transit improvements may not be made.

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

**New Project Identification:** Will provide for the purchase of one new transit vehicle, communication equipment and facility improvements.

**Zip Code:** 48909.

86. MULTI-MODAL - Section 3037

Project Authorization (Z16) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership (ITP) in Grand Rapids will provide State matching funds for ITP's FY 2003 Federal Section 3037 Job Access and Reverse Commute Program grant. This authorization will provide funds for home-to-work transportation. The authorization will be in effect from December 8, 2003, through three years. The authorization will be retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total authorization amount will be \$1,858,498. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$929,249; FY 2004 State Restricted Comprehensive Transportation Funds - \$929,249.

**Purpose/Business Case:** Will provide for home-to-work transportation.

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

**Funding Source:** Federal Transit Administration Funds - \$929,249; FY 2004 State Restricted Comprehensive Transportation Funds - \$929,249.

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

**Risk Assessment:** The risks of not awarding this authorization are that Federal funds will be lost and the needed transportation will not be provided.

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

**New Project Identification:** Provides for additional countywide service for reverse commute.

**Zip Code:** 49503.

87. MULTI-MODAL - Section 5311 Capital

Project Authorization Revision (Z6/R1) under Master Agreement (2002-0085) between MDOT and the Schoolcraft County Board of Commissioners will reduce the authorization amount by \$89,920 and reduce the number of buses from four to two. When the authorization was originally processed, the number of buses allocated for Schoolcraft County was inadvertently doubled, and this revision will correct that error. The original authorization provides State matching funds to the FY 2003 Section 5311 Nonurbanized Area Formula Capital Program. The term of the authorization remains unchanged, November 25, 2003, through November 24, 2006. The revised total authorization amount will be \$152,420. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$121,936; FY 2002 State Restricted Comprehensive Transportation Funds - \$30,484.

**Purpose/Business Case:** Will provide for a reduction in the number of buses from four to two and will reduce the authorization amount by \$89,920.

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

**Funding Source:** Federal Transit Administration Funds - \$121,936; FY 2002 State Restricted Comprehensive Transportation Funds - \$30,484.

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

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

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

**New Project Identification:** This is a revision to an existing project.

**Zip Code:** 49854.

88. MULTI-MODAL - Section 5311 Capital

Project Authorization Revision (Z8/R1) under Master Agreement (2002-0093) between MDOT and Yates Township (Lake County) will add a line item for facility improvement under the FY 2003 Section 5311 Nonurbanized Area Formula Capital Program. This facility improvement, for new carpeting, is needed as the current carpeting is very old and worn, and in need of replacement. Funding for office furniture will be reduced to provide funding for the carpeting. The original authorization provides State matching funds to the FY 2003 Section 5311 Nonurbanized Area Formula Capital Program grant. The authorization term remains unchanged, November 25, 2003, through November 24, 2006. The total authorization amount remains unchanged at \$25,000. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$20,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$4,750; Yates Township Funds - \$250.

**Purpose/Business Case:** Will provide for a facility improvement.

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

**Funding Source:** Federal Transit Administration Funds - \$20,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$4,750; Yates Township Funds - \$250.

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

**Risk Assessment:** The risks of not approving this revision are the loss of Federal funds and the loss of capital improvements to the facility.

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

**New Project Identification:** Provides for facility improvement as a part of an existing project.

**Zip Code:** 49642.

89. \*MULTI-MODAL - Revise Services, Reduce Amount

Amendatory Contract (2003-0043/A1) between MDOT and VPSI, Inc., will provide for a revision to the services to reduce the program area and will decrease State funding by \$26,400 due to a decrease in the Comprehensive Transportation Fund revenues. The amendment will also revise the insurance requirements to bring them in line with industry standards and will change the billing requirements for greater efficiency. The amendment will provide for reduced services in Allegan, Ionia, Kent, Mecosta, Montcalm, and Osceola counties. The original contract provides funding for the statewide operation of the MichiVan Commuter Vanpool Program. The contract term remains unchanged, October 1, 2002, through September 30, 2004. The revised total contract amount will be \$2,137,228. Source of Funds: Federal Highway Administration Funds - \$1,773,628; State Restricted Comprehensive Transportation Funds - \$363,600.

**Purpose/Business Case:** Will provide for a reduction in state funding and a reduction in the service area, will reduce the insurance requirements to bring in line with industry standards, and will change billing requirements.

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

**Funding Source:** FY 2002 Federal Congestion Mitigation Air Quality Funds - \$183,628; FY 2003 State Restricted Comprehensive Transportation Funds - \$195,000; FY 2003 Federal Congestion Mitigation Air Quality Funds - \$440,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$168,600; FY 2004 Federal Congestion Mitigation Air Quality Funds - \$1,150,000.

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

**Risk Assessment:** The risk of not approving this amendment is that there might not be sufficient funding to meet the contract obligations because of the larger service area and greater scope under the original contract.

**Cost Reduction:** This provider was selected using a bid process.

**New Project Identification:** This is an amendment to an existing project and not a new project.

**Zip Code:** 48909.

90. \*MULTI-MODAL - Increase Services and Amount

Amendatory Contract (2003-0556/A1) between MDOT and Vocational Strategies, Inc., will provide for the purchase of a lift for a van and will increase the contract amount by \$9,410. The lift was not included in the original contract due to an oversight. The original contract provides State matching funds for the 2003 Federal Section 5310 Elderly and Persons with Disabilities Program in Calumet. The contract term remains unchanged, August 19, 2003, through August 18, 2006. The revised total contract amount will be \$32,640. Source of Funds: Federal Transit Administration Funds - \$26,112; FY 2002 State Restricted Comprehensive Transportation Funds - \$6,528.

**Purpose/Business Case:** Will provide funding for the purchase of a lift for a van.

**Benefit:** Will increase public safety through improved transportation infrastructure.

**Funding Source:** Federal Transit Administration Funds - \$26,112; FY 2002 State Restricted Comprehensive Transportation Funds - \$6,528

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

**Risk Assessment:** The risk of not approving the amendment is the loss of Federal funds.

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

**New Project Identification:** This is an amendment to an existing capital project and not a new project.

**Zip Code:** 49913.

91. \*MULTI-MODAL - Increase Services and Amount

Amendatory Contract (2004-0032/A1) between MDOT and the Ann Arbor Transportation Authority (AATA) will add \$100,000 in FY 2004 Federal Congestion Mitigation and Air Quality Improvement Program funds for the implementation of a state-of-the-art, real-time web-based rideshare matching system. Federal funding recently became available to fund this project, which AATA had requested as a part of its FY 2004 Rideshare Program. The original contract provides State funds for AATA's FY 2004 Rideshare Program. The contract term remains unchanged, December 1, 2003, through September 30, 2004. The revised total contract amount will be \$142,800. Source of Funds: FY 2004 Federal Highway Administration Funds - \$100,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$42,800.

**Purpose/Business Case:** Provides for the enhancement of rideshare matching services by the implementation of a state-of-the-art, real-time web based system.

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

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

\* Denotes a non-standard contract/amendment

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

**Risk Assessment:** The risks of not approving the amendment are the loss of federal funding and the inability to provide real-time web based rideshare matching services to the commuting public.

**Cost Reduction:** The agency will use internal support staff to assist in the installation of the system, thereby reducing the overall project costs.

**New Project Identification:** This is a new component to an existing project.

**Zip Code:** 48104.

92. MULTI-MODAL - Railroad Crossing Closure

Contract (2004-0128) between MDOT and the City of Saginaw will provide a lump sum incentive payment in exchange for the City's action to close Owen Street at its grade crossing with Huron & Eastern Railway Company, Inc., in the city of Saginaw. This work will enhance motorist safety by eliminating a location of potential conflict between vehicles and trains. All closure work will be completed within one year of the date of award of the contract. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled. The contract amount will be \$75,000. Source of Funds: FY 2004 State Restricted Trunkline Funds - \$75,000.

**Purpose/Business Case:** This action is being undertaken in the interest of public safety and in support of a Federal goal to reduce the number of public at-grade railroad crossings nationwide by 25 percent. Michigan law (MCLA 247.661(1)(c)(iv) and 247.661(14)(f)) provides for cash incentive payments to local road jurisdictions.

**Benefit:** The road closure is being undertaken by the City for the sole purpose of enhancing motorist safety. Closing Owen Street at the railroad track will end vehicular movements over this grade crossing and eliminate potential car-train crashes.

**Funding Source:** The cash incentive payment for these closures comes from state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a). FY 2004 State Restricted Trunkline Funds - \$75,000.

**Commitment Level:** The contract cost is fixed and will be paid on a lump sum basis. No additional costs will be allowed.

**Risk Assessment:** The availability of this state incentive payment was critical to the City of Saginaw's decision to close the street. Failure to provide this funding would jeopardize the closure and its associated public safety benefits.

**Cost Reduction:** The costs of accomplishing the closure will be borne by the road authority and the railroad. Neither MDOT nor any other state agency will be responsible for ongoing maintenance.

**New Project Identification:** This is not a construction project, but rather a cash incentive payment provided to the local road authority in exchange for enhancing safety through the road closure.

**Zip Code:** 48601.

93. MULTI-MODAL - Railroad Crossing Closure

Contract (2004-0144) between MDOT and the City of Three Rivers will provide a lump sum incentive payment in exchange for the City's action to close Pearl Street at its grade crossing with Norfolk Southern Railway Company in the city of Three Rivers. This work will enhance motorist safety by eliminating a location of potential conflict between vehicles and trains. All closure work will be completed within one year of the date of award of the contract. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled. The contract amount will be \$62,500. Source of Funds: FY 2004 State Restricted Trunkline Funds - \$62,500.

**Purpose/Business Case:** This action is being undertaken in the interest of public safety and in support of a Federal goal to reduce the number of public at-grade railroad crossings nationwide by 25 percent. Michigan law (MCLA 247.661(1)(c)(iv) and 247.661(14)(f)) provides for cash incentive payments to local road jurisdictions.

**Benefit:** The road closure is being undertaken by the City for the sole purpose of enhancing motorist safety. Closing Pearl Street at the railroad track will end vehicular movements over this grade crossing and eliminate potential car-train crashes.

**Funding Source:** The cash incentive payment for these closures comes from state dedicated grade crossing safety funds appropriated under MCLA 247.660(1)(a). FY 2004 State Restricted Trunkline Funds - \$62,500

**Commitment Level:** The contract cost is fixed and will be paid on a lump sum basis. No additional costs will be allowed.

**Risk Assessment:** The availability of this state incentive payment was critical to the City of Three Rivers' decision to close the street. Failure to provide this funding would jeopardize the closure and its associated public safety benefits.

**Cost Reduction:** The costs of accomplishing the closure will be borne by the road authority and the railroad. Neither MDOT nor any other state agency will be responsible for ongoing maintenance.

**New Project Identification:** This is not a construction project, but rather a cash incentive payment provided to the local road authority in exchange for enhancing safety through the road closures. The project funding can be used for the closure itself or any transportation-related purpose.

**Zip Code:** 49093.

94. MULTI-MODAL - Railroad Crossing Closure

Contract (2004-0145) between MDOT and the City of Three Rivers will provide a lump sum incentive payment in exchange for the City's action to close Wheeler Street at its grade crossing with Norfolk Southern Railway Company in the city of Three Rivers. This work will enhance motorist safety by eliminating a location of potential conflict between vehicles and trains. All closure work will be completed within one year of the date of award of the contract. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled. The contract amount will be \$62,500. Source of Funds: FY 2004 State Restricted Trunkline Funds - \$62,500.

**Purpose/Business Case:** This action is being undertaken in the interest of public safety and in support of a Federal goal to reduce the number of public at-grade railroad crossings nationwide by 25 percent. Michigan law (MCLA 247.661(1)(c)(iv) and 247.661(14)(f)) provides for cash incentive payments to local road jurisdictions.

**Benefit:** The road closure is being undertaken by the City for the sole purpose of enhancing motorist safety. Closing Wheeler Street at the railroad track will end vehicular movements over this grade crossing and eliminate potential car-train crashes

**Funding Source:** The cash incentive payment for these closures comes from state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a). FY 2004 State Restricted Trunkline Funds -- \$62,500.

**Commitment Level:** The contract cost is fixed and will be paid on a lump sum basis. No additional costs will be allowed.

**Risk Assessment:** The availability of this state incentive payment was critical to the City of Three Rivers' decision to close the street. Failure to provide this funding would jeopardize the closure and its associated public safety benefits.

**Cost Reduction:** The costs of accomplishing the closure will be borne by the road authority and the railroad. Neither MDOT nor any other state agency will be responsible for ongoing maintenance.

**New Project Identification:** This is not a construction project, but rather a cash incentive payment provided to the local road authority in exchange for enhancing safety through the road closures. The project funding can be used for the closure itself or any transportation-related purpose.

**Zip Code:** 49093.

95. \*MULTI-MODAL (Aeronautics) - Time Extension

Amendatory Contract (2001-0453/A1) between MDOT and the City of Detroit will extend the contract term by seventeen years in order to allow sufficient time for the sponsor to submit the final certifications of the acquired properties and to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving Federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for land reimbursement (De La Salle School), land acquisition (phase III mini-take), and hold line restandardization at the Detroit City Airport in Detroit, Michigan. The revised contract term will be May 17, 2001, through May 16, 2021. The total contract amount remains unchanged at \$2,491,000. Source of Funds: FAA Funds - \$2,241,900; State Restricted Aeronautics Funds - \$1,650; City of Detroit Funds - \$247,450; Contract Total - \$2,491,000.

**Purpose/Business Case:** The original contract for land acquisition will expire on May 16, 2004. The extension will allow sufficient time for the sponsor to submit the final certifications for five parcels (847, 953, 1413, 1415, and 1609).

**Benefit:** The extension will allow the contract to remain open until the final certifications are received and will provide compliance with a Federal Aviation Administration (FAA) regulation that requires airports receiving Federal funding for certain types of projects to remain fully operational for a period of twenty years.

**Funding Source:** FAA Funds - \$2,241,900; State Restricted Aeronautics Funds - \$1,650; City of Detroit Funds - \$247,450; Contract Total - \$2,491,000.

**Commitment Level:** There is no increase in funding.

**Risk Assessment:** If the contract is not extended, the project cannot be completed as planned, as the local government cannot afford the cost without Federal and State participation.

**Cost Reduction:** All costs for land acquisition are in accordance with CFR, Title 49, Part 24, Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs.

**New Project Identification:** This is a time extension of an existing contract.

**Zip Code:** 48213.

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

Contract (2004-0165) between MDOT and the City of Fremont will provide Federal and State grant funds for the construction of the extension of runway 18/36, rehabilitation of runway 9/27, and utility relocation at the Fremont Municipal Airport in Fremont, 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. Source of Funds: FAA Funds (via Block Grant) - \$848,700; State Restricted Aeronautics Funds - \$47,150; City of Fremont Funds - \$47,150; Contract Total - \$943,000.

**Purpose/Business Case:** This is an aviation safety enhancement project.

**Benefit:** The runway extension and rehabilitation will enhance the safety of the critical-based and corporate aircraft operating at the airport, which are currently restricted by the present runway length of 5,826 feet.

**Funding Source:** FAA Funds (via Block Grant) - \$848,700; State Restricted Aeronautics Funds - \$47,150; City of Fremont Funds - \$47,150; Contract Total - \$943,000.

**Commitment Level:** The contract has a fixed cost for the construction.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost without Federal and State participation.

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

**New Project Identification:** These are improvements to an existing facility.

**Zip Code:** 49412.

97. MULTI-MODAL (Aeronautics) – Reconstruction of Runway  
Contract (2004-0170) between MDOT and Linden Airport Leasing, LLC, will provide State grant funds for the reconstruction of runway 9/27 at Price's Airport in Linden, Michigan. The contract will be in effect from the date of award through twenty years. Source of Funds: State Restricted Aeronautics Funds - \$1,290,600; Linden Airport Leasing, LLC, Funds - \$143,400; Contract Total - \$1,434,000.
- Purpose/Business Case:** The project includes the reconstruction of the primary runway (9/27).  
**Benefit:** The primary runway is in serious need of rehabilitation. The reconstruction will extend the useful life of the runway and provide a smooth and debris-free surface for aircraft operations.  
**Funding Source:** State Restricted Aeronautics Funds - \$1,290,600; Linden Airport Leasing, LLC, Funds - \$143,400; Contract Total - \$1,434,000.  
**Commitment Level:** The contract has a fixed cost for construction.  
**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the sponsor cannot afford the cost without State participation.  
**Cost Reduction:** The project was bid through MDOT and awarded to the lowest bidder.  
**New Project Identification:** This is a reconstruction of an existing facility.  
**Zip Code:** 48451.
98. MULTI-MODAL (Aeronautics) - Design of Site Preparation  
Contract (2004-0175) between MDOT and the City of Grand Ledge will provide Federal and State grant funds for the design of the site preparation for a taxiway and hangar area at the Abrams Municipal Airport in Grand Ledge, 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. Source of Funds: FAA Funds (via Block Grant) - \$26,550; State Restricted Aeronautics Funds - \$1,475; City of Grand Ledge Funds - \$1,475; Contract Total - \$29,500.
- Purpose/Business Case:** The project includes the design of the development of a hangar area and taxiway. The project will provide the technical drawings and specifications needed for the final contract.  
**Benefit:** The benefit is to provide a design that will meet all Federal and State safety and airport design standards.  
**Funding Source:** FAA Funds (via Block Grant) - \$26,550; State Restricted Aeronautics Funds - \$1,475; City of Grand Ledge Funds - \$1,475; Contract Total - \$29,500.  
**Commitment Level:** The contract has for a fixed cost for the design services.  
**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost without Federal and State participation.  
**Cost Reduction:** The contract was reviewed by MDOT personnel for appropriateness and further cost reductions.  
**New Project Identification:** The design work is for an existing facility.  
**Zip Code:** 48837.
99. MULTI-MODAL (Aeronautics) - Construction of Wetland Mitigation  
Contract (2004-0176) between MDOT and the City of Holland will provide Federal and State grant funds for the construction of a wetland as part of the mitigation for a runway extension at the Tulip City Airport in Holland, 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. Source of Funds: FAA Funds (via Block Grant) - \$51,030; State Restricted Aeronautics Funds - \$2,834; City of Holland Funds - \$2,836; Contract Total - \$56,700.

**Purpose/Business Case:** The project is for the construction of a wetland mitigation site for a runway extension project. The wetland mitigation is required by the Michigan Department of Environmental Quality (MDEQ) and the United States Environmental Protection Agency (USEPA) to replace existing wetlands.

**Benefit:** This work will satisfy the requirements of MDEQ and the USEPA.

**Funding Source:** FAA Funds (via Block Grant) - \$51,030; State Restricted Aeronautics Funds - \$2,834; City of Holland Funds - \$2,836; Contract Total - \$56,700.

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

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost without Federal and State participation.

**Cost Reduction:** The bidding documents were reviewed by MDOT personnel for appropriateness and for any further cost reductions. All construction contracts will be procured through federal procurement guidelines and awarded to the lowest bidder.

**New Project Identification:** The work is for an existing facility but on a new site off the airport property.

**Zip Code:** 49423.

100. MULTI-MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2004-0179) between MDOT and the Huron County Board of Commissioners will provide State grant funds for Aircraft Rescue Fire Fighting (ARFF) training at the Huron County Memorial Airport in Bad Axe, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$4,000; Contract Total - \$4,000.

**Purpose/Business Case:** MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

**Benefit:** The benefit of this training is increased skills in ARFF personnel at the airports, leading to increased public safety.

**Funding Source:** The State provides \$4,000 in State Restricted Aeronautics Funds. Any additional funds needed for the training is the responsibility of the airport.

**Commitment Level:** The grant is fixed at \$4,000.

**Risk Assessment:** While some larger airports would conduct the training without the grant, many would not be able to fund the training.

**Cost Reduction:** This program has been in effect for more than five years, and the amount of the grant has not been increased as cost savings are found through analysis of the training.

**New Project Identification:** This program has been conducted for more than five years.

**Zip Code:** 48413.

101. MULTI-MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2004-0180) between MDOT and the City of Battle Creek will provide State grant funds for Aircraft Rescue Fire Fighting (ARFF) training at the W. K. Kellogg Airport in Battle Creek, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$4,000; Contract Total - \$4,000.

**Purpose/Business Case:** MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

**Benefit:** The benefit of this training is increased skills in ARFF personnel at the airports, leading to increased public safety.

**Funding Source:** The State provides \$4,000 in State Restricted Aeronautics Funds. Any additional funds needed for the training is the responsibility of the airport.

**Commitment Level:** The grant is fixed at \$4,000.

**Risk Assessment:** While some larger airports would conduct the training without the grant, many would not be able to fund the training.

**Cost Reduction:** This program has been in effect for more than five years, and the amount of the grant has not been increased as cost savings are found through analysis of the training.

**New Project Identification:** This program has been conducted for more than five years.

**Zip Code:** 49015.

102. MULTI-MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2004-0181) between MDOT and the City of Detroit will provide State grant funds for Aircraft Rescue Fire Fighting (ARFF) training at the Detroit City Airport in Detroit, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$4,000; Contract Total - \$4,000.

**Purpose/Business Case:** MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

**Benefit:** The benefit of this training is increased skills in ARFF personnel at the airports, leading to increased public safety.

**Funding Source:** The State provides \$4,000 in State Restricted Aeronautics Funds. Any additional funds needed for the training is the responsibility of the airport.

**Commitment Level:** The grant is fixed at \$4,000.

**Risk Assessment:** While some larger airports would conduct the training without the grant, many would not be able to fund the training.

**Cost Reduction:** This program has been in effect for more than five years, and the amount of the grant has not been increased as cost savings are found through analysis of the training.

**New Project Identification:** This program has been conducted for more than five years.

**Zip Code:** 48213.

103. MULTI-MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2004-0182) between MDOT and the Delta County Board of Commissioners will provide State grant funds for Aircraft Rescue Fire Fighting (ARFF) training at the Delta County Airport in Escanaba, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$4,000; Contract Total - \$4,000.

**Purpose/Business Case:** MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

**Benefit:** The benefit of this training is increased skills in ARFF personnel at the airports, leading to increased public safety.

**Funding Source:** The State provides \$4,000 in State Restricted Aeronautics Funds. Any additional funds needed for the training is the responsibility of the airport.

**Commitment Level:** The grant is fixed at \$4,000.

**Risk Assessment:** While some larger airports would conduct the training without the grant, many would not be able to fund the training.

**Cost Reduction:** This program has been in effect for more than five years, and the amount of the grant has not been increased as cost savings are found through analysis of the training.

**New Project Identification:** This program has been conducted for more than five years.

**Zip Code:** 49829.

104. MULTI-MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2004-0183) between MDOT and the Bishop International Airport Authority will provide State grant funds for Aircraft Rescue Fire Fighting (ARFF) training at the Bishop International Airport in Flint, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$4,000; Contract Total - \$4,000.

**Purpose/Business Case:** MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

**Benefit:** The benefit of this training is increased skills in ARFF personnel at the airports, leading to increased public safety.

**Funding Source:** The State provides \$4,000 in State Restricted Aeronautics Funds. Any additional funds needed for the training is the responsibility of the airport.

**Commitment Level:** The grant is fixed at \$4,000.

**Risk Assessment:** While some larger airports would conduct the training without the grant, many would not be able to fund the training.

**Cost Reduction:** This program has been in effect for more than five years, and the amount of the grant has not been increased as cost savings are found through analysis of the training.

**New Project Identification:** This program has been conducted for more than five years.

**Zip Code:** 48507.

105. MULTI-MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2004-0184) between MDOT and the Houghton County Board of Commissioners will provide State grant funds for Aircraft Rescue Fire Fighting (ARFF) training at the Houghton County Memorial Airport in Hancock, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$4,000; Contract Total - \$4,000.

**Purpose/Business Case:** MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

**Benefit:** The benefit of this training is increased skills in ARFF personnel at the airports, leading to increased public safety.

**Funding Source:** The State provides \$4,000 in State Restricted Aeronautics Funds. Any additional funds needed for the training is the responsibility of the airport.

**Commitment Level:** The grant is fixed at \$4,000.

**Risk Assessment:** While some larger airports would conduct the training without the grant, many would not be able to fund the training.

**Cost Reduction:** This program has been in effect for more than five years, and the amount of the grant has not been increased as cost savings are found through analysis of the training.

**New Project Identification:** This program has been conducted for more than five years.

**Zip Code:** 49913.

106. MULTI-MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2004-0185) between MDOT and the Kalamazoo County Board of Commissioners will provide State grant funds for Aircraft Rescue Fire Fighting (ARFF) training at the Kalamazoo/Battle Creek International Airport in Kalamazoo, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$4,000; Contract Total - \$4,000.

**Purpose/Business Case:** MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

**Benefit:** The benefit of this training is increased skills in ARFF personnel at the airports, leading to increased public safety.

**Funding Source:** The State provides \$4,000 in State Restricted Aeronautics Funds. Any additional funds needed for the training is the responsibility of the airport.

**Commitment Level:** The grant is fixed at \$4,000.

**Risk Assessment:** While some larger airports would conduct the training without the grant, many would not be able to fund the training.

**Cost Reduction:** This program has been in effect for more than five years, and the amount of the grant has not been increased as cost savings are found through analysis of the training.

**New Project Identification:** This program has been conducted for more than five years.

**Zip Code:** 49002.

107. MULTI-MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2004-0186) between MDOT and the Muskegon County Board of Commissioners will provide State grant funds for Aircraft Rescue Fire Fighting (ARFF) training at the Muskegon County Airport in Muskegon, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$4,000; Contract Total - \$4,000.

**Purpose/Business Case:** MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

**Benefit:** The benefit of this training is increased skills in ARFF personnel at the airports, leading to increased public safety.

**Funding Source:** The State provides \$4,000 in State Restricted Aeronautics Funds. Any additional funds needed for the training is the responsibility of the airport.

**Commitment Level:** The grant is fixed at \$4,000.

**Risk Assessment:** While some larger airports would conduct the training without the grant, many would not be able to fund the training.

**Cost Reduction:** This program has been in effect for more than five years, and the amount of the grant has not been increased as cost savings are found through analysis of the training.

**New Project Identification:** This program has been conducted for more than five years.

**Zip Code:** 49441.

108. MULTI-MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2004-0187) between MDOT and the Emmet County Board of Commissioners will provide State grant funds for Aircraft Rescue Fire Fighting (ARFF) training at the Pellston Regional Airport in Pellston, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$4,000; Contract Total - \$4,000.

**Purpose/Business Case:** MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

**Benefit:** The benefit of this training is increased skills in ARFF personnel at the airports, leading to increased public safety.

**Funding Source:** The State provides \$4,000 in State Restricted Aeronautics Funds. Any additional funds needed for the training is the responsibility of the airport.

**Commitment Level:** The grant is fixed at \$4,000.

**Risk Assessment:** While some larger airports would conduct the training without the grant, many would not be able to fund the training.

**Cost Reduction:** This program has been in effect for more than five years, and the amount of the grant has not been increased as cost savings are found through analysis of the training.

**New Project Identification:** This program has been conducted for more than five years.

**Zip Code:** 49769.

109. MULTI-MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2004-0188) between MDOT and the Oakland County Board of Commissioners will provide State grant funds for Aircraft Rescue Fire Fighting (ARFF) training at the Oakland County International Airport in Pontiac, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$4,000; Contract Total - \$4,000.

**Purpose/Business Case:** MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

**Benefit:** The benefit of this training is increased skills in ARFF personnel at the airports, leading to increased public safety.

**Funding Source:** The State provides \$4,000 in State Restricted Aeronautics Funds. Any additional funds needed for the training is the responsibility of the airport.

**Commitment Level:** The grant is fixed at \$4,000.

**Risk Assessment:** While some larger airports would conduct the training without the grant, many would not be able to fund the training.

**Cost Reduction:** This program has been in effect for more than five years, and the amount of the grant has not been increased as cost savings are found through analysis of the training.

**New Project Identification:** This program has been conducted for more than five years.

**Zip Code:** 48327.

110. MULTI-MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2004-0189) between MDOT and the MBS International Airport Commission will provide State grant funds for Aircraft Rescue Fire Fighting (ARFF) training at the MBS International Airport in Saginaw, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$4,000; Contract Total - \$4,000.

**Purpose/Business Case:** MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

**Benefit:** The benefit of this training is increased skills in ARFF personnel at the airports, leading to increased public safety.

**Funding Source:** The State provides \$4,000 in State Restricted Aeronautics Funds. Any additional funds needed for the training is the responsibility of the airport.

**Commitment Level:** The grant is fixed at \$4,000.

**Risk Assessment:** While some larger airports would conduct the training without the grant, many would not be able to fund the training.

**Cost Reduction:** This program has been in effect for more than five years, and the amount of the grant has not been increased as cost savings are found through analysis of the training.

**New Project Identification:** This program has been conducted for more than five years.

**Zip Code:** 48623.

111. MULTI-MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training  
Contract (2004-0190) between MDOT and the Economic Development Corporation of Chippewa County will provide State grant funds for Aircraft Rescue Fire Fighting (ARFF) training at the Chippewa County International Airport in Sault Ste. Marie, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$4,000; Contract Total - \$4,000.

**Purpose/Business Case:** MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

**Benefit:** The benefit of this training is increased skills in ARFF personnel at the airports, leading to increased public safety.

**Funding Source:** The State provides \$4,000 in State Restricted Aeronautics Funds. Any additional funds needed for the training is the responsibility of the airport.

**Commitment Level:** The grant is fixed at \$4,000.

**Risk Assessment:** While some larger airports would conduct the training without the grant, many would not be able to fund the training.

**Cost Reduction:** This program has been in effect for more than five years, and the amount of the grant has not been increased as cost savings are found through analysis of the training.

**New Project Identification:** This program has been conducted for more than five years.

**Zip Code:** 49788.

112. MULTI-MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training  
Contract (2004-0191) between MDOT and the Northwestern Regional Airport Commission will provide State grant funds for Aircraft Rescue Fire Fighting (ARFF) training at the Cherry Capital Airport in Traverse City, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$4,000; Contract Total - \$4,000.

**Purpose/Business Case:** MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

**Benefit:** The benefit of this training is increased skills in ARFF personnel at the airports, leading to increased public safety.

**Funding Source:** The State provides \$4,000 in State Restricted Aeronautics Funds. Any additional funds needed for the training is the responsibility of the airport.

**Commitment Level:** The grant is fixed at \$4,000.

**Risk Assessment:** While some larger airports would conduct the training without the grant, many would not be able to fund the training.

**Cost Reduction:** This program has been in effect for more than five years, and the amount of the grant has not been increased as cost savings are found through analysis of the training.

**New Project Identification:** This program has been conducted for more than five years.

**Zip Code:** 49686.

113. MULTI-MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training  
Contract (2004-0192) between MDOT and the Marquette County Board of Commissioners will provide State grant funds for Aircraft Rescue Fire Fighting (ARFF) training at the Sawyer International Airport in Marquette, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$4,000; Contract Total - \$4,000.

**Purpose/Business Case:** MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

**Benefit:** The benefit of this training is increased skills in ARFF personnel at the airports, leading to increased public safety.

**Funding Source:** The State provides \$4,000 in State Restricted Aeronautics Funds. Any additional funds needed for the training is the responsibility of the airport.

**Commitment Level:** The grant is fixed at \$4,000.

**Risk Assessment:** While some larger airports would conduct the training without the grant, many would not be able to fund the training.

**Cost Reduction:** This program has been in effect for more than five years, and the amount of the grant has not been increased as cost savings are found through analysis of the training.

**New Project Identification:** This program has been conducted for more than five years.

**Zip Code:** 49841.

114. MULTI-MODAL (Aeronautics) - Taxiway Reconstruction and Master Plan Update

Contract (2004-0200) between MDOT and the Kent County Aeronautics Board will provide Federal and State grant funds for the reconstruction of taxiway D and the update of the master plan update at the Gerald R. Ford International Airport in Grand Rapids, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years. Source of Funds: FAA Funds - \$4,138,057; State Restricted Aeronautics Funds - \$720,132; Kent County Aeronautics Board Funds - \$176,811; Contract Total - \$5,035,000.

**Purpose/Business Case:** Taxiway D will be updated to new standards and rehabilitated to improve its condition. Most of the improvements that were recommended on the last master plan have been done, and passenger forecasts have been exceeded.

**Benefit:** The improvements will maintain FAA standards and usability of the airport by the airlines. The master plan update will forecast the short- and long-term needs of the airport and community.

**Funding Source:** FAA Funds - \$4,138,057; State Restricted Aeronautics Funds - \$720,132; Kent County Aeronautics Board Funds - \$176,811; Contract Total - \$5,035,000.

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

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost with Federal and State participation.

**Cost Reduction:** All construction contracts will be procured through FAA procurement guidelines and awarded to the lowest bidder. Consultant contracts will be negotiated per Federal guidelines.

**New Project Identification:** The master plan is an update to an existing document. The work on taxiway D is reconstruction of an existing facility.

**Zip Code:** 49512.

115. MULTI-MODAL (Aeronautics) - Expand Building, Design Perimeter Roads, Update Master Plan

Contract (2004-0201) between MDOT and Bishop International Airport Authority will provide Federal and State grant funds for the expansion of a building for the storage of snow removal equipment (SRE), the design of engineering for the south and east perimeter roads, and the update of the master plan at the Bishop International Airport in Flint, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years. Source of Funds: FAA Funds - \$2,802,500; State Restricted Aeronautics Funds - \$73,750; Bishop International Airport Authority Funds - \$73,750; Contract Total - \$2,950,000.

**Purpose/Business Case:** The SRE building expansion will provide room for additional equipment and materials. The design of the perimeter roads will provide the engineering plans for taking bids and for subsequent construction. This is a primary cause of incursions and a high priority item for the FAA. The master plan will look closely at passenger trends and how it will affect future airport needs.

**Benefit:** The SRE building expansion will provide room for additional equipment and materials. The perimeter roads will allow airport maintenance, security, and utility vehicles to avoid crossing the active runways. The master plan update will provide guidance to airport management for long- and short-term needs of the airport and community.

**Funding Source:** FAA Funds - \$2,802,500; State Restricted Aeronautics Funds - \$73,750; Bishop International Airport Authority Funds - \$73,750; Contract Total - \$2,950,000.

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

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost with Federal and State participation.

**Cost Reduction:** All construction contracts will be procured through FAA procurement guidelines and awarded to the lowest bidder. Consultant work will be negotiated per Federal guidelines.

**New Project Identification:** The master plan is an update to an existing document. The expansion work is for an existing facility. The design of the perimeter roads is 15 percent new work.

**Zip Code:** 48507.

116. MULTI-MODAL (Aeronautics) - Security Enhancements

Contract (2004-0208) between MDOT and the Capital Region Airport Authority will provide Federal and State grant funds for security enhancements at the Capital City Airport in Lansing, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years. Source of Funds: FAA Funds - \$2,068,692; State Restricted Aeronautics Funds - \$54,440; Capital Region Airport Authority Funds - \$54,440; Contract Total - \$2,177,572.

**Purpose/Business Case:** The project is for security enhancements at the airport.

**Benefit:** Since 9/11, airport security has changed tremendously, and the Capital City Airport is updating and modifying its security efforts in order to meet current FAA requirements.

**Funding Source:** FAA Funds - \$2,068,692; State Restricted Aeronautics Funds - \$54,440; Capital Region Airport Authority Funds - \$54,440; Contract Total - \$2,177,572.

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

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

**Cost Reduction:** All contracts are procured through federal procurement guidelines and either awarded to the lowest bidder or negotiated for cost savings.

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

**Zip Code:** 48906.

117. TRANSPORTATION PLANNING - Metropolitan Planning Organization Transportation Work Program

Project Authorization (Z8) issued under Master Agreement (2003-0008) between MDOT and the Saginaw County Metropolitan Planning Commission will provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. This authorization will be in effect from the date of award through September 30, 2004. The authorization amount will be \$46,563.75. The term of the Master Agreement is October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Transit Administration Funds (Section 5303) and 20% Saginaw County Metropolitan Planning Commission Funds.

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

**Benefit:** To provide funding and facilitate in the undertaking of transportation planning efforts and activities at the local and regional levels.

**Funding Source:** Dedicated federal funds that must be passed through by federal regulations cited above to Metropolitan Planning Organizations. 80% Federal Transportation Administration Funds and 20% Saginaw County Metropolitan Planning Commission Funds.

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

**Risk Assessment:** Failure to comply with federal law and regulations as cited above could result in the decertification of the Metropolitan Planning Organizations and the inability to spend millions of dollars for transportation planning activities throughout the State.

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

**New Project Identification:** These are on-going projects for transportation planning administrative grants. The amounts are determined annually by formula under the Federal Highway Administration Planning 112 program and the Federal Transit Administration 5303 and 5313 transit planning and coordination program.

**Zip Code:** 48602.

118. TRANSPORTATION PLANNING - Metropolitan Planning Organization Transportation Work Program

Project Authorization (Z9) issued under Master Agreement (2003-0008) between MDOT and the Saginaw County Metropolitan Planning Commission will provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. This authorization will be in effect from the date of award through September 30, 2004. The authorization amount will be \$186,257.79. The term of the Master Agreement is October 1, 2002, through September 30, 2005. Source of Funds: 81.85% Federal Highway Administration Funds (PL112) and 18.15% Saginaw County Metropolitan Planning Commission Funds.

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

**Benefit:** To provide funding and facilitate in the undertaking of transportation planning efforts and activities at the local and regional levels.

**Funding Source:** Dedicated federal funds that must be passed through by federal regulations cited above to Metropolitan Planning Organizations. 81.85% Federal Highway Administration Funds and 18.15% Saginaw County Metropolitan Planning Commission Funds.

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

**Risk Assessment:** Failure to comply with federal law and regulations as cited above could result in the decertification of the Metropolitan Planning Organizations and the inability to spend millions of dollars for transportation planning activities throughout the State.

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

**New Project Identification:** These are on-going projects for transportation planning administrative grants. The amounts are determined annually by formula under the Federal Highway Administration Planning 112 program and the Federal Transit Administration 5303 and 5313 transit planning and coordination program.

**Zip Code:** 48602.

119. \*TRANSPORTATION PLANNING - Adjust Line Item Amounts

Amendatory Contract (2004-0022/A1) between MDOT and Central Michigan University will provide for the adjustment of project amounts between line items. The original contract provides for development of predictive models for wildlife crossing sites along US-127 and I-75 in Michigan. The purpose of this project is to determine the effectiveness of existing underpasses or bridges to reduce vehicle-wildlife collisions. Predictive models will be developed to help direct potential future mitigation measures along highways at sites identified as important wildlife crossing locations. The contract term remains unchanged, December 11, 2003, through December 30, 2005. The total contract amount remains unchanged at \$135,943. Source of Funds: Federal Highway Administration Funds - \$108,754.40; State Restricted Trunkline Funds - \$27,188.60.

**Purpose/Business Case:** The purpose of this amendment is to adjust budget line item amounts by deleting the truck rental budget and readjusting those costs associated to an added budget line item of truck repair & maintenance. The original budget also included costs for the purchase of radio collars. Due to delay in awarding the contract, the radio collars were purchased; however, the amount allocated for this expense will be readjusted to cover the additional costs needed for the purchase of camera systems. The costs originally budgeted for the camera systems were estimated substantially lower than the actual purchase amount. The purpose of this project is to determine the effectiveness of existing underpasses or bridges to reduce vehicle-wildlife collisions. Furthermore, predictive models can be developed to help direct potential future mitigation measures along highways at sites identified as important wildlife crossing locations.

**Benefit:** The goal of this project is to better understand animal crossing locations in relationship to MDOT highways. With this data we can work towards designing roads and specific mitigation measures that will protect motorists by lowering large animal/vehicle collisions while protecting the animal resources.

**Funding Source:** Federal Highway Administration Funds - \$108,754.40; State Restricted Trunkline Funds - \$27,188.60.

**Commitment Level:** This is an actual cost contract.

**Risk Assessment:** Failure to not perform this project could further jeopardize future enhancement projects for the department.

**Cost Reduction:** There is no cost reduction.

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

**Zip Code:** 48859.

120. \*TRANSPORTATION PLANNING - IDS Cultural Resource Studies

Contract (2004-0146) between MDOT and Mead & Hunt, Inc., will provide for cultural resource studies to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through five years. The maximum contract amount will be \$1,000,000, and the maximum amount of any authorization will be \$200,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

121. \*TRANSPORTATION PLANNING - IDS Cultural Resource Studies  
Contract (2004-0148) between MDOT and ASC Group, Inc., will provide for cultural resource studies to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through five years. The maximum contract amount will be \$1,000,000, and the maximum amount of any authorization will be \$200,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
122. \*TRANSPORTATION PLANNING - IDS Cultural Resource Studies  
Contract (2004-0149) between MDOT and Mannik & Smith Group, Inc., will provide for cultural resource studies to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through five years. The maximum contract amount will be \$1,000,000, and the maximum amount of any authorization will be \$200,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
123. \*TRANSPORTATION PLANNING - IDS Cultural Resource Studies  
Contract (2004-0150) between MDOT and URS Corporation Great Lakes will provide for cultural resource studies to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through five years. The maximum contract amount will be \$1,000,000, and the maximum amount of any authorization will be \$200,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
124. \*TRANSPORTATION PLANNING - IDS Cultural Resource Studies  
Contract (2004-0151) between MDOT and Irene Jackson and William R. Henry will provide for cultural resource studies to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through five years. The maximum contract amount will be \$200,000, and the maximum amount of any authorization will be \$50,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
125. \*TRANSPORTATION PLANNING - IDS Cultural Resource Studies  
Contract (2004-0152) between MDOT and Charles K. Hyde will provide for cultural resource studies to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through five years. The maximum contract amount will be \$200,000, and the maximum amount of any authorization will be \$50,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.



127. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403002  
 PROJECT BI04 31012-60505  
 LOCAL AGRMT.  
 START DATE - JULY 07, 2004  
 COMPLETION DATE - 75 working days

ENG. EST.                      LOW BID  
 \$ 1,537,740.50            \$ 1,468,750.32

% OVER/UNDER EST.  
 -4.49 %

2.83 mi realignment of existing "S" curve, hot mix asphalt base crushing and shaping, hot mix asphalt cold milling and resurfacing, safety and drainage improvements on M-26 from the village of South Range northerly to Green Acres Road in Adams and Portage Townships, Houghton County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 1,535,381.85	Same	2
A. Lindberg & Sons, Inc.	\$ 1,548,014.57	Same	3
Yalmer Mattila Contracting, Inc.	\$ 1,684,912.08	Same	5
Payne & Dolan, Inc.	\$ 1,563,493.07	Same	4
<b>Thomas J. Moyle, Jr., Inc.</b>	<b>\$ 1,468,750.32</b>	<b>Same</b>	<b>1 **</b>
Oberstar, Inc.	\$ 1,693,812.32	Same	6

6 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:**

60505A

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.

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

**New Project Identification:** Rehabilitation.

**Zip Code:** 49055.



129. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403015  
 PROJECT BI04 58032-50651  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 15, 2004

ENG. EST.                      LOW BID  
 \$ 5,065,232.37      \$ 5,528,751.32

% OVER/UNDER EST.  
 9.15 %

5.2 mi of hot mix asphalt cold milling and resurfacing, reconstruction, rubblizing, widening for center turn lane, drainage improvements, curb and gutter, guardrail and traffic signal for maintaining traffic on M-50 Barnum Street to west of Lewis Avenue in the village of Dundee, Dundee and Raisinville Townships, Monroe County.

BIDDER	AS-READ	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 5,627,628.74	Same	2
Angelo Iafrate Construction Company			
Barrett Paving Materials, Inc.	\$ 5,826,985.12	Same	3
ABC Paving Company			
Gerken Paving, Inc.			
<b>Cadillac Asphalt, LLC.</b>	<b>\$ 5,528,751.32</b>	<b>Same</b>	<b>1 **</b>

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:**

50651A  
 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.

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

**New Project Identification:** Rehabilitation.

**Zip Code:** 48131.

130. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403024  
 PROJECT BI04 46101-50714  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 29, 2004

ENG. EST.                      LOW BID  
 \$ 5,441,758.28    \$ 5,695,231.95

% OVER/UNDER EST.  
 4.66 %

11.301 mi of hot mix asphalt cold milling and resurfacing, intersection improvements, guardrail upgrading, drainage improvements, culvert extensions and traffic signal improvements on US-12 from M-52 to M-50 in the townships of Cambridge, Franklin and Manchester, Lenawee and Washtenaw Counties.

BIDDER	AS-READ	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 5,959,202.99	Same	2
<b>Ajax Paving Industries, Inc.</b>	<b>\$ 5,695,231.95</b>	<b>Same</b>	<b>1 **</b>
Barrett Paving Materials, Inc.	\$ 6,383,591.52	Same	3
Aggregate Industries-Central Region			

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:**

50714A

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.

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

**New Project Identification:** Rehabilitation.

**Zip Code:** 49265.

131. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403025  
 PROJECT BI04 01051-45827  
 LOCAL AGRMT.  
 START DATE - AUGUST 02, 2004  
 COMPLETION DATE - OCTOBER 23, 2004

ENG. EST.                      LOW BID  
 \$ 2,432,005.88    \$ 2,352,686.27

% OVER/UNDER EST.  
 -3.26 %

6.20 mi of hot mix asphalt pavement removal, concrete joint repair, hot mix asphalt paving, geometric and drainage improvements including curb and gutter, guardrail replacement and slope restoration on US-23 from the south Alcona County line to the Lake State Railroad crossing north of Greenbush in the township of Greenbush, Alcona County.

BIDDER	AS-READ	AS-CHECKED	
Bolen Asphalt Paving, Inc.	\$ 2,532,813.61	Same	2
Rieth-Riley Construction Co., Inc.			
Payne & Dolan, Inc.			
<b>H &amp; D, Inc.</b>	<b>\$ 2,352,686.27</b>	<b>Same</b>	<b>1 **</b>
Bernie Johnson Trucking, Inc.			

2 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:**

45827A

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.

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

**New Project Identification:** Rehabilitation.

**Zip Code:** 48738.

132. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403030  
 PROJECT M 18032-53307, ETC  
 LOCAL AGRMT.  
 START DATE - JULY 06, 2004  
 COMPLETION DATE - SEPTEMBER 29, 2004

ENG. EST.                      LOW BID  
 \$ 2,530,258.28    \$ 2,427,259.47

% OVER/UNDER EST.  
 -4.07 %

3.40 mi of hot mix asphalt overlay and pavement and joint crack repairs on US-127BR from Townline Lake Road to Arnold Lake Road and widening for center turn lane, reconstruction for hill cut, pavement joint and crack repairs, hot mix asphalt paving, curb and gutter, storm drainage, on US-127BR at Townline Lake Road, Cranberry Lake Road, and Arnold Lake Road to Grant Avenue, Hayes Township, Clare County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 2,718,040.12	Same	4
Rieth-Riley Construction Co., Inc.	\$ 3,031,490.94	Same	8
Milbocker and Sons, Inc.	\$ 2,760,771.15	Same	5
Fisher Contracting Company	\$ 2,664,233.62	Same	3
<b>D. J. McQuestion &amp; Sons, Inc.</b>	<b>\$ 2,427,259.47</b>	<b>Same</b>	<b>1 **</b>
Central Asphalt, Inc.			
M & M Excavating Co., Inc.	\$ 2,599,508.24	Same	2
Bouradow Trucking Company			
Champagne and Marx Excavating, Inc.			
Nashville Construction Company	\$ 2,940,464.30	Same	6
Manigg Enterprises, Inc.	\$ 2,991,884.23	Same	7
Cadwell Brothers Construction			
Porath Contractors, Inc.			
L. J. Construction, Inc.			

8 Bidders

**Purpose/Business Case:** This project is a combination of the Non-Freeway Resurfacing and the Traffic and Safety Programs. The Non-Freeway Resurfacing is intended to improve the pavement structure and restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs. The Traffic and Safety Program addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** To improve the pavement structure and ride quality of approximately 300 low volume, non-freeway lane miles a year for 4 years (2004 - 2007), and 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:**

53307A		
State Restricted Trunkline Funds	100	%
74621A		
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.



**Funding Source:**

55790A

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

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

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

**Cost Reduction:** Many of our facilities are old and exceeded their originally designed life expectancy. New buildings are designed to be more efficient to maintain and operate. MDOT is reviewing the new Federal spacing criteria that permits us to eliminate two facilities and replace with one, thus saving development, operating, and maintenance dollars.

**New Project Identification:** New Construction.

**Zip Code:** 48843.

134.	LETTING OF MARCH 05, 2004	ENG. EST.	LOW BID
	PROPOSAL 0403033	\$ 643,718.64	\$ 763,479.84
	PROJECT NH 27023-60141		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 02, 2004		
	COMPLETION DATE - OCTOBER 02, 2004		18.60 %

Bridge rehabilitation work including deep and shallow overlays, pin and hanger replacement, and cleaning and coating structural steel on US-2 (B03 and B04), Cisco and Middle Branches over the Ontonogan River in Watersmeet Township, Gogebic County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company			
C.A. Hull Co., Inc.			
A. Lindberg & Sons, Inc.			
J. Slagter & Son Construction Co.			
Midwest Bridge Company	\$ 898,704.60	Same	4
Lunda Construction Company	\$ 800,222.22	Same	3
Snowden, Inc.			
Abhe & Svoboda, Inc.	\$ 1,028,410.00	Same	5
<b>Hebert Construction Co., Inc.</b>	<b>\$ 763,479.84</b>	<b>Same</b>	<b>1 **</b>
Gerace Construction Company, Inc.			
Zenith Tech, Inc.	\$ 766,657.12	Same	2

5 Bidders

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

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

**Funding Source:**

60141A  
 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.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49969.

135. LETTING OF MARCH 05, 2004 ENG. EST. LOW BID  
 PROPOSAL 0403034 \$ 1,194,536.27 \$ 992,266.17  
 PROJECT M 31052-51413  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - JULY 19, 2004  
 COMPLETION DATE - 61 working days -16.93 %

1.67 mi of hot mix asphalt cold milling and resurfacing, drainage improvements and passing lane construction on US-41 from Scott Street northerly to Lake Annie Road in the city of Hancock, in Franklin Township, Houghton County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 1,138,804.97	Same	3
A. Lindberg & Sons, Inc.	\$ 1,276,375.65	Same	4
Yalmer Mattila Contracting, Inc.	\$ 1,108,461.27	Same	2
<b>Payne &amp; Dolan, Inc.</b>	<b>\$ 992,266.17</b>	<b>Same</b>	<b>1 **</b>
Oberstar, Inc.			

4 Bidders

**Purpose/Business Case:** The Passing Relief Lane Program provides motorists with a safe opportunity to pass slower moving vehicles on two-lane rural highways.

**Benefit:** Passing relief lanes reduce congestion and improve operations along two-lane rural highways. The congestion being addressed is the result of heavy vehicles traveling at slower speeds due to vertical grade or slow moving motorists (typically recreational) who are traveling within high traffic volumes or on roadways with limited passing opportunities.

**Funding Source:**

51413A  
 State Restricted Trunkline Funds 100 %

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

**Risk Assessment:** There is a greater risk of accidents and injuries due to lack of passing opportunities.



137. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403037  
 PROJECT BRT 75022-59477  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 15, 2004

ENG. EST.                      LOW BID  
 \$ 1,494,280.15            \$ 1,092,855.37

% OVER/UNDER EST.  
 -26.86 %

Structure replacement, overlay, and approach work on M-94 over the Manistique River in the city of Manistique, Schoolcraft County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company			
A. Lindberg & Sons, Inc.			
J. Slagter & Son Construction Co.			
Midwest Bridge Company	\$ 1,548,715.88	Same	4
Lunda Construction Company	\$ 1,319,380.70	Same	2
Snowden, Inc.			
Hebert Construction Co., Inc.	\$ 1,427,683.98	Same	3
Gerace Construction Company, Inc.	\$ 1,720,235.30	Same	5
<b>Zenith Tech, Inc.</b>	<b>\$ 1,092,855.37</b>	<b>Same</b>	<b>1 **</b>
Davis Construction, Inc.			

5 Bidders

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

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

**Funding Source:**

59477A

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

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

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

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

**New Project Identification:** Rehabilitation.

**Zip Code:** 49854.



139. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403039  
 PROJECT ANH 50011-47197, ETC  
 LOCAL AGRMT. 04-5031  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 11, 2004

ENG. EST.  
 \$ 12,514,312.39

LOW BID  
**\$ 10,986,946.55**

% OVER/UNDER EST.  
 -12.21 %

1.0 mi of concrete road reconstruction and widening,  
 construction of new ramps and bridge on M-53 from  
 north of 18 Mile Road to Utica Road in the city of Sterling  
 Heights, Macomb County.

12.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
E. C. Korneffel Co.			
J. Slagter & Son Construction Co.			
Midwest Bridge Company			
Tony Angelo Cement Construction Co.	\$ 14,182,679.38	Same	6
Ajax Paving Industries, Inc.			
<b>John Carlo, Inc.</b>	<b>\$ 10,986,946.55</b>	<b>Same</b>	<b>1 **</b>
Ric-Man Construction, Inc.	\$ 13,528,795.34	Same	5
Florence Cement Company			
Angelo Iafrate Construction Company	\$ 13,159,029.78	Same	4
Dan's Excavating, Inc.	\$ 12,236,961.95	Same	3
Posen Construction, Inc.			
Walter Toebe Construction Co.			
ABC Paving Company			
Pamar Enterprises, Inc.			
Prince Bridge & Marine, LTD			
L. D'Agostini & Sons, Inc.			
Six-S, Inc.	\$ 11,579,895.34	Same	2

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:** In the 1980's, a boulevard from M-53 to Mound Road was proposed, but because of a contaminated site on the route, Sterling Heights requested that MDOT provide ramps from M-53 to the Mound Road/182 Mile intersection as an alternative. The proposed plan was that the city would widen 182 Mile to 5-lanes, MDOT would build interchange ramps, and the county and city would build the 182 Mile/Mound Road intersection. This project is for ramp work only.

**Benefit:** Safer and improved traffic flow with construction of the new ramps. The project will also bring economic growth to the area.

**Funding Source:** This project is funded with federal high-priority funds (TEA-21) and Build Michigan 3 Bonds.

47197A		
Macomb County		9.83 %
Federal Highway Administration Funds		72.72 %
State Restricted Trunkline Funds		14.11 %
City of Sterling Heights		3.34 %
52416A		
Macomb County		1.90 %
City of Sterling Heights		98.10 %

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

**Risk Assessment:** Loss of Federal funds. If the federal funds are not used for this project, they are redistributed to other states for additional activities in those states. The City of Sterling Heights and the county have collaborated with MDOT on this project, failure to approve this contract may create a strain in MDOT's relationship with the county and city.

**Cost Reduction:** With the construction of this new facility, initial maintenance costs will be greatly reduced on this corridor. MDOT's customers will also benefit with reduced user delay costs.

**New Project Identification:** New Construction.

**Zip Code:** 48314.

140.	LETTING OF MARCH 05, 2004	ENG. EST.	LOW BID
	PROPOSAL 0403047	\$ 1,870,242.84	\$ 1,712,195.25
	PROJECT AST 50031-74435		
	LOCAL AGRMT. 04-5023		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 30, 2004		-8.45 %

3.55 mi of cold milling and resurfacing with pavement repairs on M-97 from south of Hayes Road to 14 Mile Road in the cities of Roseville and Fraser, Macomb County.

A 2004 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
<b>Ajax Paving Industries, Inc.</b>	<b>\$ 1,712,195.25</b>	<b>Same</b>	<b>1 **</b>
John Carlo, Inc.	\$ 1,855,066.35	Same	3
Causie Contracting, Inc.			
Florence Cement Company			
Barrett Paving Materials, Inc.	\$ 2,113,440.73	Same	4
ABC Paving Company			
Cadillac Asphalt, LLC.	\$ 1,825,280.49	Same	2

4 Bidders

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

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

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

**Funding Source:**

74435A  
 Federal Highway Administration Funds 81.85 %  
 City of Roseville 1.42 %  
 State Restricted Trunkline Funds 16.73 %

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

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

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

**New Project Identification:** Maintenance.

**Zip Code:** 48066.

141. LETTING OF MARCH 05, 2004 ENG. EST. LOW BID  
 PROPOSAL 0403048 \$ 74,371.29 \$ 86,804.38  
 PROJECT NHG 48032-75651  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - 10 working days 16.72 %

1.10 mi of guardrail replacement, traffic control, embankment, and slope restoration on M-123 between M-28 and the village of Newberry in Pentland Township, Luce County.

BIDDER	AS-READ	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 104,217.15	Same	3
<b>Snowden, Inc.</b>	<b>\$ 86,804.38</b>	<b>Same</b>	<b>1 **</b>
Nationwide Fence & Supply Company	\$ 117,327.80	Same	4
Rite Way Fence, Inc.	\$ 103,445.60	Same	2

4 Bidders

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

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

**Funding Source:**

75651A  
 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.



143. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403050 ENG. EST. LOW BID  
 \$ 96,070.43 \$ 105,523.61  
 PROJECT STE 25081-74336  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - MAY 03, 2004  
 COMPLETION DATE - MAY 26, 2004 9.84 %

0.76 miles of non-motorized path on M-21 from east of Maxwell Street to west of the I-75 ramp in Flint Township, Genesee County.

BIDDER	AS-READ	AS-CHECKED	
Fisher Contracting Company			
Greco Equipment Co., Inc.	\$ 136,047.27	\$ 135,967.27	7
Lois Kay Contracting Co.	\$ 124,241.61	Same	4
C.R. Hunt Construction Co.	\$ 157,525.55	Same	10
Rohde Brothers Excavating, Inc.			
C & D Hughes, Inc.	\$ 170,136.31	Same	13
Zito Construction Co.	\$ 176,025.00	Same	14
Pyramid Paving & Contracting	\$ 135,224.01	Same	6
Ron Bretz Excavating, Inc.	\$ 159,873.56	Same	12
Genoak Construction Company	\$ 131,035.01	Same	5
Cadillac Asphalt, LLC.	\$ 118,786.60	Same	2
Young's Environmental Cleanup, Inc.	\$ 120,439.07	Same	3
L. J. Construction, Inc.	\$ 157,545.00	Same	11
Pro-Line Asphalt Paving Corp.	\$ 140,562.00	Same	8
3-S Construction, Inc.	\$ 154,445.56	Same	9
<b>D.L.F. Trucking, Inc.</b>	<b>\$ 105,523.61</b>	<b>Same</b>	<b>1 **</b>

14 Bidders

**Purpose/Business Case:** The Transportation Enhancement Program is included in TEA-21, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. 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:**

74336A

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

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

**New Project Identification:** New Construction.

**Zip Code:** 48532.

144. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403051  
 PROJECT STE 20021-73777  
 LOCAL AGRMT. 03-5377  
 START DATE - SEPTEMBER 07, 2004  
 COMPLETION DATE - OCTOBER 15, 2004

ENG. EST.                      LOW BID  
 \$ 219,320.37                \$ 207,868.48

% OVER/UNDER EST.  
 -5.22 %

1.056 mi of hot mix asphalt bicycle path, intermittent landscaping, decorative paving, and native tree planting on M-72 from M-93 (Old Dam Road) easterly to west city limits, Grayling Township, Crawford County.

BIDDER	AS-READ	AS-CHECKED	
Eastlund Concrete Construction	\$ 224,810.65	Same	2
Rieth-Riley Construction Co., Inc.	\$ 277,408.56	Same	6
Marine City Nursery Company Snowden, Inc.			
Tri-Valley Landscaping, Inc.	\$ 259,843.10	Same	5
Landmark Services, Inc.	\$ 256,741.50	Same	4
<b>Porath Contractors, Inc.</b>	<b>\$ 207,868.48</b>	<b>Same</b>	<b>1 **</b>
County Line Nurseries & Landscaping Cobblestone Pavers, LLC	\$ 241,538.50	\$ 241,658.50	3

6 Bidders

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

**Purpose/Business Case:** The Transportation Enhancement Program is included in TEA-21, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. 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:**

73777A	
Federal Highway Administration Funds	68.89 %
State Restricted Trunkline Funds	18.37 %
Grayling Township	12.74 %

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

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

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

**New Project Identification:** New Construction.

**Zip Code:** 49738.



146. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403053  
 PROJECT M 16051-72687  
 LOCAL AGRMT.  
 START DATE - JULY 12, 2004  
 COMPLETION DATE - AUGUST 13, 2004

ENG. EST.                      LOW BID  
 \$ 875,415.84                \$ 734,966.23

% OVER/UNDER EST.  
 -16.04 %

9.80 mi of resurfacing and guardrail upgrading on M-33 from north of Pioneer Road south to M-68 and 0.70 mi of cold milling and resurfacing on M-27 from south of Townline Road north to south of the old abandoned Detroit and Mackinaw Railroad in Koehler, Aloha, and Inverness Townships, Cheboygan County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company			
Bolen Asphalt Paving, Inc.	\$ 883,224.99	Same	3
Rieth-Riley Construction Co., Inc.			
<b>Payne &amp; Dolan, Inc.</b>	<b>\$ 734,966.23</b>	<b>Same</b>	<b>1 **</b>
H & D, Inc.	\$ 761,657.58	Same	2

3 Bidders

**Purpose/Business Case:** The Non-Freeway Resurfacing Program is intended to improve the pavement structure and restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs.

**Benefit:** To improve the pavement structure and ride quality of approximately 300 low volume, non-freeway lane miles a year for 4 years (2004 - 2007).

**Funding Source:**

72687A

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:** Reduced roadway and vehicle maintenance costs.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49721.

147. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403054  
 PROJECT BI04 46061-75176  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 29, 2004

ENG. EST.                      LOW BID  
 \$ 1,581,792.08            \$ 1,665,462.83

% OVER/UNDER EST.  
 5.29 %

1.95 mi of pavement reconstruction and storm sewer improvements, hot mix asphalt cold milling and resurfacing with intermittent curb and gutter removal and replacement on US-223 BR from US-223 to Stratford Avenue and Stratford Avenue to M-52 (Winter Street) in the city of Adrian, Lenawee County.

BIDDER	AS-READ	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 1,774,684.67	Same	2
Barrett Paving Materials, Inc.	\$ 1,921,456.13	Same	3
<b>C &amp; D Hughes, Inc.</b>	<b>\$ 1,665,912.83</b>	<b>\$ 1,665,462.83</b>	<b>1 **</b>
Gerken Paving, Inc.	\$ 2,031,988.78	Same	4
Slusarski Excavating & Paving, Inc.			

4 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:**

75176A

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.

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

**New Project Identification:** Rehabilitation.

**Zip Code:** 49221.

148. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403055  
 PROJECT STH 21032-74710, ETC  
 LOCAL AGRMT.  
 START DATE - JUNE 01, 2004  
 COMPLETION DATE - AUGUST 13, 2004

ENG. EST.  
 \$ 1,181,472.60

LOW BID  
 \$ 1,223,664.95

% OVER/UNDER EST.  
 3.57 %

10.33 mi of hot mix asphalt cold milling and resurfacing, widening, and right turn lanes, on M-35, from the intersection of M-35 and US-2/41 northerly to County Road 428, in the city of Gladstone, in Escanaba, Baldwin and Brampton Townships, Delta County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 1,465,675.33	\$ 1,465,705.33	2
<b>Payne &amp; Dolan, Inc.</b>	<b>\$ 1,223,607.95</b>	<b>\$ 1,223,664.95</b>	<b>1 **</b>

2 Bidders

**Purpose/Business Case:** This project is a combination of Traffic and Safety Program and the Capital Preventive Maintenance Programs to preserve the integrity of MDOT's safety assets and structural integrity, and extend the service life of the state trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments retard future deterioration, maintain or improve the functional condition of the system. In addition, the treatments will reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system resulting in longer pavement surface life.

**Funding Source:**

74710A		
Federal Highway Administration Funds	80.00 %	
State Restricted Trunkline Funds	20.00 %	
76227A		
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 accidents and injuries by not implementing safety treatments.

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

**New Project Identification:** Maintenance & reconstruction.

**Zip Code:** 49837.

149. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403056  
 PROJECT STH 41033-74527  
 LOCAL AGRMT.  
 START DATE - JUNE 21, 2004  
 COMPLETION DATE - JULY 31, 2004

ENG. EST.                      LOW BID  
 \$ 286,510.17                \$ 224,384.28  
 % OVER/UNDER EST.  
 -21.68 %

0.46 mi of cold milling and resurfacing, and widening for left and right turn lanes on M-37 at Peach Ridge Avenue in the city of Kent, in Tyrone Township, Kent County.

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 235,578.58	Same	2
Rieth-Riley Construction Co., Inc.			
Velting Contractors, Inc.	\$ 274,062.30	Same	12
Milbocker and Sons, Inc.			
Dykema Excavators, Inc.	\$ 247,615.30	Same	3
Nagel Construction, Inc.	\$ 259,690.68	Same	6
Wadel Stabilization, Inc.	\$ 271,098.97	Same	10
Wyoming Excavators, Inc.	\$ 289,136.00	Same	13
Stein Construction Co., Inc.	\$ 263,746.30	Same	8
Nashville Construction Company	\$ 248,800.20	Same	4
<b>C &amp; D Hughes, Inc.</b>	<b>\$ 224,384.28</b>	<b>Same</b>	<b>1 **</b>
Brenner Excavating, Inc.	\$ 259,701.16	Same	7
Workman Contractors, Inc.	\$ 254,253.38	Same	5
Schippers Excavating, Inc.	\$ 339,000.00	Same	15
Kentwood Excavating, Inc.	\$ 312,924.25	Same	14
North River Excavating, Inc.	\$ 263,922.40	Same	9
Grant Tower, Inc.	\$ 272,335.73	Same	11

15 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:**

74527A

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

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

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

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

**New Project Identification:** Reconstruction.

**Zip Code:** 49330.

150. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403057  
 PROJECT NHG 64014-73824  
 LOCAL AGRMT.  
 START DATE - AUGUST 16, 2004  
 COMPLETION DATE - NOVEMBER 12, 2004

ENG. EST.                      LOW BID  
 \$ 655,382.22                \$ 768,102.22

% OVER/UNDER EST.  
 17.20 %

31.074 mi of guardrail upgrading on US-31 from Oceana south county line to north county line in the cities of Muskegon, Whitehall and Montague, in Muskegon, Laketon, Whitehall, Montague, Grant, Shelby, Benona, Hart, Weare and Pentwater Townships, Oceana and Muskegon Counties.

BIDDER	AS-READ	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 786,044.92	Same	2
Snowden, Inc.	\$ 823,065.00	Same	5
<b>Nashville Construction Company</b>	<b>\$ 768,102.22</b>	<b>Same</b>	<b>1 **</b>
Nationwide Fence & Supply Company	\$ 791,433.75	Same	3
J & J Contracting, Inc.			
Rite Way Fence, Inc.	\$ 812,189.62	Same	4

5 Bidders

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

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

**Funding Source:**

73824A

Federal Highway Administration Funds                      100 %

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

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

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

**New Project Identification:** Reconstruction.

**Zip Code:** 49437.

151. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403058  
 PROJECT ANH 25081-48543  
 LOCAL AGRMT. 03-5376  
 START DATE - SEPTEMBER 08, 2004  
 COMPLETION DATE - NOVEMBER 03, 2004

ENG. EST.                      LOW BID  
 \$ 1,183,577.74    \$ 1,171,400.95

% OVER/UNDER EST.  
 -1.03 %

1.054 mi of hot mix asphalt cold milling and resurfacing,  
 and intermittent curb and gutter replacement on M-21 from  
 Miller Road to I-475 in the city of Flint, Genesee County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company Ajax Paving Industries, Inc. <b>Ace Asphalt &amp; Paving</b>	\$ 1,171,400.95	Same	1 **
Lois Kay Contracting Co. Florence Cement Company Barrett Paving Materials, Inc. Cadillac Asphalt, LLC.	\$ 1,252,597.55	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:** 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:**

48543A	
Federal Highway Administration Funds	81.85 %
City of Flint	2.27 %
State Restricted Trunkline Funds	15.88 %

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

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

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

**New Project Identification:** Rehabilitation.

**Zip Code:** 48503.

152. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403060  
 PROJECT BHN 52043-59450  
 LOCAL AGRMT.  
 START DATE - JUNE 16, 2004  
 COMPLETION DATE - SEPTEMBER 11, 2004

ENG. EST.                      LOW BID  
 \$ 627,500.75                \$ 659,714.07

% OVER/UNDER EST.  
 5.13 %

Deck replacement, painting and minor approach work on US-41 over Big Creek, 4.3 miles southeast of the city of Marquette in Chocolay Township, Marquette County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company			
A. Lindberg & Sons, Inc.	\$ 671,289.90	Same	3
J. Slagter & Son Construction Co.			
Midwest Bridge Company	\$ 847,720.75	Same	5
Lunda Construction Company	\$ 666,307.67	Same	2
Snowden, Inc.			
Abhe & Svoboda, Inc.			
Hebert Construction Co., Inc.	\$ 690,753.67	Same	4
Gerace Construction Company, Inc.			
<b>Zenith Tech, Inc.</b>	<b>\$ 659,714.07</b>	<b>Same</b>	<b>1 **</b>

5 Bidders

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

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

**Funding Source:**

59450A  
 Federal Highway Administration Funds                      80.00 %  
 State Restricted Trunkline Funds                              20.00 %

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

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

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

**New Project Identification:** Rehabilitation.

**Zip Code:** 49855.



154. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403062  
 PROJECT STE 35012-74098  
 LOCAL AGRMT. 03-5617  
 START DATE - JULY 19, 2004  
 COMPLETION DATE - OCTOBER 22, 2004

ENG. EST.  
 \$ 517,706.07

LOW BID  
 \$ 467,743.61

% OVER/UNDER EST.  
 -9.65 %

0.65 mi of streetscape improvements, including stamped concrete sidewalk, decorative lighting, trees, benches, planters and decorative trash containers on M-65 from south of Ira Drive northerly to north of Railroad Street in Plainfield Township, Iosco County.

BIDDER	AS-READ	AS-CHECKED	
Bolen Asphalt Paving, Inc.			
<b>Eastlund Concrete Construction, Inc.</b>	<b>\$ 467,743.61</b>	<b>Same</b>	<b>1 **</b>
Rieth-Riley Construction Co., Inc.	\$ 523,933.43	Same	7
Katterman Trucking, Inc.	\$ 490,812.50	Same	3
Fisher Contracting Company			
Bourdow Trucking Company			
John Henry Excavating, Inc.	\$ 498,837.00	Same	4
Porath Contractors, Inc.	\$ 509,348.09	Same	5
Schaaf & Associates Construction	\$ 473,123.65	Same	2
L. J. Construction, Inc.	\$ 509,676.25	Same	6

7 Bidders

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

**Purpose/Business Case:** The Transportation Enhancement Program is included in TEA-21, 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:**

74098A	
Federal Highway Administration Funds	75.00 %
State Restricted Trunkline Funds	17.83 %
Plainfield Township	7.17 %

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

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

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

**New Project Identification:** New Construction.

**Zip Code:** 48739.

155. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403064  
 PROJECT BRT 70023-48735  
 LOCAL AGRMT.  
 START DATE - MAY 10, 2004  
 COMPLETION DATE - AUGUST 06, 2004

ENG. EST.  
 \$ 620,791.57

LOW BID  
 \$ 646,393.66

% OVER/UNDER EST.  
 4.12 %

Bridge replacement and approach work on Old M-21 over Black Creek in Zeeland Township, Ottawa County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
L. W. Lamb, Inc.	\$ 648,022.27	Same	2
J. Slagter & Son Construction Co.			
S. L. & H. Contractors, Inc.			
Milbocker and Sons, Inc.	\$ 673,153.37	Same	5
Midwest Bridge Company			
Hardman Construction, Inc.	\$ 701,091.09	Same	6
Gerace Construction Company, Inc.			
Walter Toebe Construction Co.	\$ 659,715.95	Same	4
E.T. MacKenzie Company	\$ 753,448.39	Same	8
Davis Construction, Inc.			
Anlaan Corporation	\$ 718,744.87	Same	7
<b>Prince Bridge &amp; Marine, LTD</b>	<b>\$ 646,393.66</b>	<b>Same</b>	<b>1 **</b>
Quantum Construction Company	\$ 649,543.05	Same	3
J.E. Kloote Contracting, Inc.			

8 Bidders

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

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that 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:**

48735A

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

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

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

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

**New Project Identification:** Rehabilitation.

**Zip Code:** 49464.

156. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403066  
 PROJECT STG 84914-75431  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - DECEMBER 01, 2004

ENG. EST.                      LOW BID  
 \$ 1,426,955.41            \$ 1,232,334.82

% OVER/UNDER EST.  
 -13.64 %

Application of permanent pavement markings including longitudinal markings on various state trunkline routes in Arenac, Bay, Clare, Genesee, Gladwin, Gratiot, Huron, Isabella, Lapeer, Midland, Saginaw, Sanilac and Tuscola Counties.

BIDDER	AS-READ	AS-CHECKED	
Clark Highway Services, Inc.	\$ 1,255,110.22	Same	2
<b>P.K. Contracting, Inc.</b>	<b>\$ 1,232,334.82</b>	<b>Same</b>	<b>1 **</b>
R. S. Contracting, Inc.	\$ 1,399,062.48	Same	3
Interstate Road Management Corp.	\$ 1,436,107.94	Same	4
NES - Worksafe			

4 Bidders

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

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

**Funding Source:**

75431A

Federal Highway Administration Funds                      100 %

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

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

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

**New Project Identification:** Reconstruction.

**Zip Code:** 48601.



158. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403068  
 PROJECT M 04031-74960  
 LOCAL AGRMT.  
 START DATE -  
 COMPLETION DATE - OCTOBER 01, 2004

ENG. EST.  
 \$ 272,360.00

LOW BID  
 \$ 239,030.20

% OVER/UNDER EST.  
 -12.24 %

46.4 mi of hot mix asphalt crack treatment on US-23, M-72 and M-68 at various locations throughout the Alpena TSC area in the villages of Tawas, East Tawas, Ossineke, Mio and Luzerne, in the townships of Alcona, Caledonia, Sanborn, Big Creek, South Branch, Baldwin, Moltke, Rogers and Ocqueoc, in the counties of Alcona, Alpena, Iosco, Crawford, Oscoda and Presque Isle.

BIDDER	AS-READ	AS-CHECKED	
John Carlo, Inc.	\$ 291,808.00	Same	2
Kenneth R. Hartman, Inc.	\$ 357,311.00	Same	5
Fahrner Asphalt Sealers, Inc.	\$ 340,060.80	Same	4
<b>Scodeller Construction, Inc.</b>	<b>\$ 239,030.20</b>	<b>Same</b>	<b>1 **</b>
A & R Sealcoating, Inc.	\$ 305,750.00	Same	3

5 Bidders

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

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

**Funding Source:**

74960A

State Restricted Trunkline Funds 100 %

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

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

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

**New Project Identification:** Maintenance.

**Zip Code:** 49707; TSC-Wide.

159. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403069  
 PROJECT M 04021-74975  
 LOCAL AGRMT.  
 START DATE -  
 COMPLETION DATE - AUGUST 28, 2004

ENG. EST.  
 \$ 190,270.00

LOW BID  
 \$ 180,384.80

% OVER/UNDER EST.  
 -5.20 %

2.40 mi of overband crack sealing and hot mix asphalt ultra thin overlay on M-32 from west of Salina Road to east of M-65 in Green Township, Alpena County.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
<b>Bolen Asphalt Paving, Inc.</b>	<b>\$ 180,384.80</b>	<b>Same</b>	<b>1 **</b>
Rieth-Riley Construction Co., Inc.	\$ 218,490.80	Same	2
Payne & Dolan, Inc.			
Pyramid Paving & Contracting	\$ 219,674.80	Same	3

3 Bidders

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

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

**Funding Source:**

74975A

State Restricted Trunkline Funds 100 %

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

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

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

**New Project Identification:** Maintenance.

**Zip Code:** 49753.

160. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403070  
 PROJECT BHN 41131-76636  
 LOCAL AGRMT.  
 START DATE - APRIL 26, 2004  
 COMPLETION DATE - OCTOBER 01, 2004

ENG. EST.                      LOW BID  
 \$ 720,430.36                \$ 846,741.57

% OVER/UNDER EST.  
 17.53 %

Substructure repair, concrete beam end repair, drain removal and replacement, and zone painting on US-131, Franklin Street over US-131 in the city of Grand Rapids, Kent County.

BIDDER	AS-READ	AS-CHECKED	
<b>C.A. Hull Co., Inc.</b>	<b>\$ 846,741.57</b>	<b>Same</b>	<b>1 **</b>
L. W. Lamb, Inc.			
J. Slagter & Son Construction Co.	\$ 882,066.57	Same	2
Midwest Bridge Company	\$ 1,272,453.00	Same	6
Abhe & Svoboda, Inc.	\$ 1,473,910.00	Same	7
Walter Toebe Construction Co.	\$ 1,199,624.61	Same	5
Davis Construction, Inc.			
Anlaan Corporation	\$ 889,164.93	Same	3
Mark 1 Restoration Co. of MI, Inc.	\$ 903,263.56	Same	4

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:**

76636A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

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

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

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

**New Project Identification:** Rehabilitation.

**Zip Code:** 49504.





163. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403073  
 PROJECT M 51031-74685  
 LOCAL AGRMT.  
 START DATE - MAY 10, 2004  
 COMPLETION DATE - 5 working days

ENG. EST.                      LOW BID  
 \$ 118,502.17                \$ 105,950.55

% OVER/UNDER EST.  
 -10.59 %

1.88 mi of overband crack fill and microsurfacing on M-22 from 8 Mile Road to Prospect Street and on US-10 from the Ferry Docks to Ludington Avenue in the village of Onekama, city of Ludington, in Onekama Township, Manistee and Mason Counties.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
John Carlo, Inc.	\$ 127,161.07	Same	2
Strawser Incorporated	\$ 186,082.52	Same	4
Pavement Maintenance Systems, Inc.	\$ 164,212.50	Same	3
Fahrner Asphalt Sealers, Inc.			
<b>Terry Construction, Inc.</b>	<b>\$ 105,950.55</b>	<b>Same</b>	<b>1 **</b>

4 Bidders

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

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

**Funding Source:**

74685A

State Restricted Trunkline Funds                      100 %

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

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

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

**New Project Identification:** Maintenance.

**Zip Code:** 49675.

164. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403074  
 PROJECT M 15091-75135  
 LOCAL AGRMT.  
 START DATE - MAY 24, 2004  
 COMPLETION DATE - 8 working days

ENG. EST.  
 \$ 87,670.00

LOW BID  
 \$ 69,822.50

% OVER/UNDER EST.  
 -20.36 %

12.81 mi of crack treatment roadbed on US-131 from north of South Boardman northerly to the intersection of M-72 and from north of Lynn Street northerly to South County Line Road located in the village of Boyne Falls, in the townships of Boardman, Kalkaska, Boyne Valley and Melrose, Charlevoix and Grand Traverse Counties.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
John Carlo, Inc.	\$ 101,828.77	Same	3
Causie Contracting, Inc.			
Kenneth R. Hartman, Inc.			
Fahrner Asphalt Sealers, Inc.	\$ 120,444.20	Same	4
<b>Scodeller Construction, Inc.</b>	<b>\$ 69,822.50</b>	<b>Same</b>	<b>1 **</b>
A & R Sealcoating, Inc.	\$ 92,478.00	Same	2

4 Bidders

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

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

**Funding Source:**

75135A

State Restricted Trunkline Funds 100 %

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

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

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

**New Project Identification:** Maintenance.

**Zip Code:** 49713.

165. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403075  
 PROJECT NHG 35032-72574  
 LOCAL AGRMT.  
 START DATE - AUGUST 02, 2004  
 COMPLETION DATE - OCTOBER 22, 2004

ENG. EST.                      LOW BID  
 \$ 60,630.39                    \$ **46,944.48**

% OVER/UNDER EST.  
 -22.57 %

30.61 mi of non-freeway sign upgrade on US-23 from Arenac north county line to the Alcona south county line in the cities of Tawas and East Tawas, in the townships of Alabaster, Tawas, AuSable and Oscoda, Iosco County.

BIDDER	AS-READ	AS-CHECKED	
Midwest Bridge Company			
<b>Highway Service Co., Inc.</b>	<b>\$ 46,944.48</b>	<b>Same</b>	<b>1 **</b>
Action Traffic Maintenance, Inc.	\$ 58,595.03	Same	5
Trans Tech Electric, Inc.	\$ 72,751.50	Same	6
J & J Contracting, Inc.	\$ 54,318.72	Same	2
NES - Worksafe	\$ 55,889.50	Same	4
Enviro Products, Inc.	\$ 55,363.41	Same	3

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:**

72574A

Federal Highway Administration Funds                      100 %

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

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

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

**New Project Identification:** Reconstruction.

**Zip Code:** 49707.



167. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403077  
 PROJECT M 84915-75053  
 LOCAL AGRMT.  
 START DATE - MAY 03, 2004  
 COMPLETION DATE - JULY 01, 2004

ENG. EST.                      LOW BID  
 \$ 326,092.05                \$ 319,481.16

% OVER/UNDER EST.  
 -2.03 %

28.9 mi of hot mix asphalt crack treatment, roadbed, and 1.8 mi of hot mix asphalt crack treatment, ramp, on M-331 from Kilgore Road to Parkwood Street, on I-94 eastbound from Sprinkle Road to 40th Street, on M-66 from US-12 to M-86 south junction, on M-60 from 4th Avenue to east city limits of Three Rivers, on M-43 from Riverview Drive to Sprinkle Road, and on M-96, from I-94BL to 35th Street, in the cities of Kalamazoo, Sturgis, Three Rivers and Galesburg, in Comstock, Charleston, Sturgis, Sherman, Burr Oak, Nottawa, Colon, Kalamazoo, and Lockport Townships, Kalamazoo and St. Joseph Counties.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
John Carlo, Inc.	\$ 357,699.16	Same	2
Kenneth R. Hartman, Inc.	\$ 406,149.06	Same	3
Fahrner Asphalt Sealers, Inc.	\$ 466,624.06	Same	4
<b>Scodeller Construction, Inc.</b>	<b>\$ 319,481.16</b>	<b>Same</b>	<b>1 **</b>

4 Bidders

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

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

**Funding Source:**

75053A

State Restricted Trunkline Funds                      100 %

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

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

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

**New Project Identification:** Maintenance.

**Zip Code:** 49001.





170. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403080  
 PROJECT M 11052-75043  
 LOCAL AGRMT.  
 START DATE - MAY 19, 2004  
 COMPLETION DATE - JULY 25, 2004

ENG. EST.  
 \$ 250,872.03

LOW BID  
 \$ 268,954.28

% OVER/UNDER EST.  
 7.21 %

27.4 mi of hot mix asphalt crack treatment, roadbed at ten locations on various state trunklines in Berrien, Cass, and Van Buren Counties.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
John Carlo, Inc.	\$ 297,398.78	Same	2
<b>Kenneth R. Hartman, Inc.</b>	<b>\$ 268,954.28</b>	<b>Same</b>	<b>1 **</b>
Fahrner Asphalt Sealers, Inc.	\$ 417,084.90	Same	4
Scodeller Construction, Inc.	\$ 346,052.16	Same	3
A & R Sealcoating, Inc.			

4 Bidders

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

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

**Funding Source:**

75043A

State Restricted Trunkline Funds 100 %

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

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

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

**New Project Identification:** Maintenance.

**Zip Code:** 49022.

171. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403081  
 PROJECT STT 65052-74977  
 LOCAL AGRMT.  
 START DATE - SEPTEMBER 13, 2004  
 COMPLETION DATE - OCTOBER 29, 2004

ENG. EST.                      LOW BID  
 \$ 1,089,702.30      \$ 1,050,528.90

% OVER/UNDER EST.  
 -3.59 %

9.59 mi of hot mix asphalt cold milling and resurfacing on M-33 from M-55 to Casemaster Street in the city of Rose City, in the townships of Churchill, West Branch, Klacking and Cumming, Ogemaw County.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company	\$ 1,179,655.80	Same	4
<b>Bolen Asphalt Paving, Inc.</b>	<b>\$ 1,050,528.90</b>	<b>Same</b>	<b>1 **</b>
Rieth-Riley Construction Co., Inc.	\$ 1,066,561.80	Same	2
H & D, Inc.	\$ 1,192,025.60	Same	5
Pyramid Paving & Contracting	\$ 1,085,421.80	Same	3

5 Bidders

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

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

**Funding Source:**

74977A

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

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

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

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

**New Project Identification:** Maintenance.

**Zip Code:** 48654.

172. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403082  
 PROJECT M 53033-74679  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - 12 working days

ENG. EST.  
 \$ 391,484.06

LOW BID  
 \$ 296,994.65

% OVER/UNDER EST.  
 -24.14 %

6.767 mi of overband crack fill, microsurface rutfill, and single chip seal on US-31 from US-10 north to Fountain Road in the townships of Amber, Custer, Victory and Sherman, in Mason County.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
John Carlo, Inc.			
<b>D &amp; D Contracting, Inc.</b>	<b>\$ 296,994.65</b>	<b>Same</b>	<b>1 **</b>
Pavement Maintenance Systems, Inc.	\$ 357,398.11	Same	3
Fahrner Asphalt Sealers, Inc.	\$ 318,774.62	Same	2
Terry Construction, Inc.			

3 Bidders

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

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

**Funding Source:**

74679A

State Restricted Trunkline Funds 100 %

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

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

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

**New Project Identification:** Maintenance.

**Zip Code:** 49545.

173. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403084  
 PROJECT IM 41025-74792  
 LOCAL AGRMT. 04-5002  
 START DATE - JULY 26, 2004  
 COMPLETION DATE - AUGUST 14, 2004

ENG. EST.                      LOW BID  
 \$ 680,002.62                \$ 624,182.77

% OVER/UNDER EST.  
 -8.21 %

3.016 mi of one course hot mix asphalt overlay on I-96 from west of the Cascade Road centerline southeasterly to west of the M-11 (28th Street) centerline in the city of Kentwood, in the townships of Grand Rapids and Cascade, Kent County.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 631,916.47	Same	2
<b>Michigan Paving &amp; Materials Co.</b>	<b>\$ 624,182.77</b>	<b>Same</b>	<b>1 **</b>
Aggregate Industries-Central Region	\$ 711,672.20	Same	3

3 Bidders

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

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

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

**Funding Source:**

74792A	
Federal Highway Administration Funds	90.00 %
City of Kentwood	0.53 %
State Restricted Trunkline Funds	9.47 %

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

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

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

**New Project Identification:** Maintenance.

**Zip Code:** 49546.

174. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403085  
 PROJECT M 65041-75454  
 LOCAL AGRMT.  
 START DATE - SEPTEMBER 13, 2004  
 COMPLETION DATE - OCTOBER 15, 2004

ENG. EST.  
 \$ 176,483.42

LOW BID  
 \$ 149,961.61

% OVER/UNDER EST.  
 -15.03 %

6.749 mi of partial depth concrete spall repair to fix the centerline joint on I-75 from Ogemaw/Arenac County line northerly to Cook Road in the city of West Branch, in Horton Township, Ogemaw County.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Kelcris Corporation	\$ 164,739.20	Same	3
<b>Snowden, Inc.</b>	<b>\$ 149,961.61</b>	<b>Same</b>	<b>1 **</b>
Causie Contracting, Inc.	\$ 176,393.90	Same	4
Scodeller Construction, Inc.	\$ 152,883.20	Same	2

4 Bidders

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

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

**Funding Source:**

75454A

State Restricted Trunkline Funds 100 %

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

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

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

**New Project Identification:** Maintenance.

**Zip Code:** 48661.

175. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403086  
 PROJECT STT 50091-74416  
 LOCAL AGRMT.  
 START DATE - AUGUST 16, 2004  
 COMPLETION DATE - SEPTEMBER 27, 2004

ENG. EST.                      LOW BID  
 \$ 295,323.78                \$ 271,906.40

% OVER/UNDER EST.  
 -7.93 %

4.112 mi of microsurfacing with overband crack treatment, bump removal and pavement markings on M-19 from 33 Mile Road to Ashery Creek in Richmond Township, Macomb County.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
John Carlo, Inc.	\$ 321,613.10	Same	3
Strawser Incorporated	\$ 345,666.53	Same	4
Pavement Maintenance Systems, Inc.	\$ 299,159.00	Same	2
Fahrner Asphalt Sealers, Inc.			
<b>Terry Construction, Inc.</b>	<b>\$ 271,906.40</b>	<b>Same</b>	<b>1 **</b>

4 Bidders

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

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

**Funding Source:**

74416A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

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

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

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

**New Project Identification:** Maintenance.

**Zip Code:** 48062.

176. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403087  
 PROJECT NH 63054-74706  
 LOCAL AGRMT.  
 START DATE - MAY 15, 2004  
 COMPLETION DATE - JUNE 15, 2004

ENG. EST.  
 \$ 352,905.74

LOW BID  
 \$ 278,099.50

% OVER/UNDER EST.  
 -21.20 %

2.35 mi of microsurfacing, overband crack fill, and bump grinding on US-24 from M-15 southerly to I-75, in the city of Clarkston in Independence and Springfield Townships, Oakland County.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
John Carlo, Inc.	\$ 386,593.00	Same	3
Strawser Incorporated	\$ 382,366.60	Same	2
Fahrner Asphalt Sealers, Inc.			
<b>Terry Construction, Inc.</b>	<b>\$ 278,099.50</b>	<b>Same</b>	<b>1 **</b>

3 Bidders

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

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

**Funding Source:**

74706A

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

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

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

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

**New Project Identification:** Maintenance.

**Zip Code:** 48347.





179. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403090  
 PROJECT MER 82024-78480  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - MAY 27, 2004

ENG. EST.  
 \$ 139,633.61

LOW BID  
 \$ 159,783.12

% OVER/UNDER EST.  
 14.43 %

Emergency partial superstructure replacement of span 1 (S03 of 82024) on I-94 under Woodward Avenue in the city of Detroit, Wayne County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 226,332.98	Same	6
<b>E. C. Korneffel Co.</b>	<b>\$ 159,808.12</b>	<b>\$ 159,783.12</b>	<b>1 **</b>
J. Slagter & Son Construction Co.			
Midwest Bridge Company	\$ 163,229.44	Same	2
Dan's Excavating, Inc.	\$ 172,970.97	Same	4
Posen Construction, Inc.	\$ 209,951.54	Same	5
Walter Toebe Construction Co.	\$ 170,652.59	Same	3
Mark 1 Restoration Co. of MI, Inc.	\$ 239,348.69	Same	7

7 Bidders

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

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

**Funding Source:**

78480A

State Restricted Trunkline Funds 100 %

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

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

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

**New Project Identification:** Maintenance.

**Zip Code:** 48202.

180. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403091  
 PROJECT M 16093-74976  
 LOCAL AGRMT.  
 START DATE - SEPTEMBER 13, 2004  
 COMPLETION DATE - OCTOBER 08, 2004

ENG. EST.  
 \$ 416,050.00

LOW BID  
 \$ 321,260.00

% OVER/UNDER EST.  
 -22.78 %

65.8 mi of hot mix asphalt crack treatment, roadbed, at various locations throughout the Grayling TSC area on I-75, US-127 and M-68 in the townships of Livingston, Corwith, Ellis, Mentor, Kohler, Afton, Walker, Roscommon and Horton, in Otsego, Cheboygan, Ogemaw and Roscommon Counties.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
John Carlo, Inc.	\$ 440,646.60	Same	3
Causie Contracting, Inc.			
<b>Kenneth R. Hartman, Inc.</b>	<b>\$ 321,260.00</b>	<b>Same</b>	<b>1 **</b>
Fahrner Asphalt Sealers, Inc.	\$ 451,673.90	Same	4
Scodeller Construction, Inc.	\$ 343,646.00	Same	2

4 Bidders

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

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

**Funding Source:**

74976A

State Restricted Trunkline Funds 100 %

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

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

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

**New Project Identification:** Maintenance.

**Zip Code:** 49738.

181. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403092  
 PROJECT M 64015-75100-2  
 LOCAL AGRMT.  
 START DATE - AUGUST 02, 2004  
 COMPLETION DATE - 15 working days

ENG. EST.  
 \$ 205,274.94

LOW BID  
 \$ 189,342.96

% OVER/UNDER EST.  
 -7.76 %

14.587 mi of hot mix asphalt crack treatment on US-31 from north of Shelby Road northerly to north of US-31 BR (Washington Road) in the townships of Shelby, Hart, Weare and Pentwater, Oceana County.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
John Carlo, Inc.	\$ 220,807.15	Same	3
Causie Contracting, Inc.			
<b>Kenneth R. Hartman, Inc.</b>	<b>\$ 189,342.96</b>	<b>Same</b>	<b>1 **</b>
Fahrner Asphalt Sealers, Inc.	\$ 325,556.55	Same	5
Scodeller Construction, Inc.	\$ 204,940.96	Same	2
A & R Sealcoating, Inc.	\$ 246,841.56	Same	4

5 Bidders

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

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

**Funding Source:**

75100A

State Restricted Trunkline Funds 100 %

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

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

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

**New Project Identification:** Maintenance.

**Zip Code:** 49420.

182. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403093  
 PROJECT BI04 25011-50582  
 LOCAL AGRMT.  
 START DATE - APRIL 15, 2004  
 COMPLETION DATE - JUNE 19, 2004

ENG. EST.                      LOW BID  
 \$ 1,111,989.54    \$ 834,947.14

% OVER/UNDER EST.  
 -24.91 %

2.2 mi of hot mix asphalt cold milling and resurfacing, hot mix asphalt joint repair, and railroad crossing improvements on M-13 from I-69 north to M-21 in the village of Lennon, in the townships of Clayton and Venice, in Genesee and Shiawassee Counties.

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company	\$ 961,078.09	Same	2
Rieth-Riley Construction Co., Inc.	\$ 968,999.54	Same	3
Ace Asphalt & Paving			
Barrett Paving Materials, Inc.			
C & D Hughes, Inc.	\$ 1,087,899.15	Same	4
<b>Cadillac Asphalt, LLC.</b>	<b>\$ 834,947.14</b>	<b>Same</b>	<b>1 **</b>

4 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:**

50582A

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.

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

**New Project Identification:** Rehabilitation.

**Zip Code:** 48449.





185. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403005  
 PROJECT STUL 72143-76828  
 LOCAL AGRMT. 03-5643  
 START DATE - 10 days after award  
 COMPLETION DATE - JULY 01, 2004

ENG. EST.  
 \$ 111,769.00

LOW BID  
 \$ **93,367.88**

% OVER/UNDER EST.  
 -16.46 %

1.17 mi of hot mix asphalt overlay, class II shoulders and pavement markings on County Road 304 (Knapp Road) from M-55 to Old 27, Roscommon County.

BIDDER	AS-READ	AS-CHECKED	
Bolen Asphalt Paving, Inc.	\$ 117,048.00	Same	4
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 93,367.88</b>	<b>Same</b>	<b>1 **</b>
H & D, Inc.	\$ 110,763.78	Same	3
Pyramid Paving & Contracting	\$ 101,223.53	Same	2

4 Bidders

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

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

**Source of Funds:**

76828A  
 Roscommon County 18.15 %  
 Federal Highway Administration Funds 81.85 %

**Zip Code:** 48629.



187. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403007  
 PROJECT BRO 30004-56509  
 LOCAL AGRMT. 03-5639  
 START DATE - 0 days after award  
 COMPLETION DATE - AUGUST 20, 2004

ENG. EST.  
 \$ 857,055.70

LOW BID  
 \$ 772,418.11

% OVER/UNDER EST.  
 -9.88 %

Remove existing structure, construction of a prestressed concrete box beam bridge and related approach work on Lilac Road over the west branch of the St. Joseph Maumee River in Cambria Township, Hillsdale County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
E. C. Korneffel Co.	\$ 876,983.43	Same	7
J. Slagter & Son Construction Co.			
S. L. & H. Contractors, Inc.	\$ 790,567.35	Same	3
Milbocker and Sons, Inc.	\$ 840,685.39	Same	4
Midwest Bridge Company			
<b>Hardman Construction, Inc.</b>	<b>\$ 772,418.11</b>	<b>Same</b>	<b>1 **</b>
Gerace Construction Company, Inc.			
Walter Toebe Construction Co.	\$ 872,508.29	Same	6
E.T. MacKenzie Company	\$ 787,398.27	Same	2
Davis Construction, Inc.	\$ 908,792.40	Same	10
Anlaan Corporation	\$ 897,524.72	Same	9
Prince Bridge & Marine, LTD	\$ 891,051.84	Same	8
J.E. Kloote Contracting, Inc.	\$ 858,858.85	Same	5

10 Bidders

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

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

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

**Funding Source:**

56509A

Hillsdale County	13.13 %
Federal Highway Administration Funds	73.16 %
State Restricted Trunkline Funds	13.71 %

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

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

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



189. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403010  
 PROJECT BRO 19008-59698  
 LOCAL AGRMT. 03-5640  
 START DATE - 10 days after award  
 COMPLETION DATE - JULY 02, 2004

ENG. EST.  
 \$ 687,958.00

LOW BID  
 \$ 551,297.50

% OVER/UNDER EST.  
 -19.86 %

Remove existing structure, construction of a prestressed concrete box beam bridge and related approach work on Bauer Road over Hayworth Creek in Lebanon and Essex Townships, Clinton County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
L. W. Lamb, Inc.			
J. Slagter & Son Construction Co.			
<b>S. L. &amp; H. Contractors, Inc.</b>	<b>\$ 551,297.50</b>	<b>Same</b>	<b>1 **</b>
Milbocker and Sons, Inc.	\$ 699,961.67	Same	8
Hardman Construction, Inc.	\$ 682,235.26	Same	7
Gerace Construction Company, Inc.			
Walter Toebe Construction Co.	\$ 714,057.91	Same	9
E.T. MacKenzie Company	\$ 623,778.02	Same	3
Miller Development, Inc	\$ 589,440.58	Same	2
Davis Construction, Inc.	\$ 634,517.33	Same	4
Anlaan Corporation	\$ 677,578.65	Same	6
Prince Bridge & Marine, LTD	\$ 662,025.89	Same	5
Quantum Construction Company			
J.E. Kloote Contracting, Inc.			

9 Bidders

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

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

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

**Funding Source:**

59698A	
Clinton County	7.29 %
Federal Highway Administration Funds	78.07 %
State Restricted Trunkline Funds	14.64 %

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

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





192. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403014  
 PROJECT EDDF 03555-76142  
 LOCAL AGRMT. 04-5009  
 START DATE - 10 days after award  
 COMPLETION DATE - 80 working days

ENG. EST.                      LOW BID  
 \$ 1,696,734.50      \$ 1,071,686.68

% OVER/UNDER EST.  
 -36.84 %

2.49 mi of reconstruction, including clearing, machine grading, hot mix asphalt surface removal, subbase, aggregate base, hot mix asphalt surfacing, concrete curb and gutter, guardrail, drainage improvements, erosion and sedimentation control measures, traffic control, pavement markings and restoration on 134th Avenue from 41st Street easterly to 38th Street and on 38th Street from 134th Avenue northerly to 136th Avenue in Heath Township, Allegan County.

7.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.			
Rieth-Riley Construction Co., Inc.			
<b>Milbocker and Sons, Inc.</b>	<b>\$ 1,071,686.68</b>	<b>Same</b>	<b>1 **</b>
Dykema Excavators, Inc.	\$ 1,537,980.26	Same	6
Nagel Construction, Inc.			
Michigan Paving & Materials Co.			
Kalin Construction Co., Inc.	\$ 1,500,259.50	Same	5
Nashville Construction Company	\$ 1,804,423.63	Same	9
C & D Hughes, Inc.			
Brenner Excavating, Inc.	\$ 1,145,708.42	Same	2
Northern Construction Services, Co			
Schippers Excavating, Inc.	\$ 1,746,522.75	Same	8
Al's Excavating, Inc.	\$ 1,492,672.45	Same	4
Bernie Johnson Trucking, Inc.	\$ 1,193,438.13	Same	3
Aggregate Industries-Central Region			
Balkema Excavating, Inc.			
Kentwood Excavating, Inc.	\$ 1,550,769.00	Same	7
Robert Bailey Contractors, Inc.			

9 Bidders

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

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

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

**Funding Source:**

76142A	
Federal Highway Administration Funds	77.00 %
State Restricted Trunkline Funds	23.00 %







196. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403020  
 PROJECT EDDF 35555-77583  
 LOCAL AGRMT. 04-5032  
 START DATE - JULY 01, 2004  
 COMPLETION DATE - OCTOBER 01, 2004

ENG. EST.  
 \$ 472,186.59

LOW BID  
 \$ 449,923.77

% OVER/UNDER EST.  
 -4.71 %

3.01 mi of asphalt pavement resurfacing, including base crushing and shaping, aggregate base, hot mix asphalt paving, aggregate shoulders, guardrail, slope restoration and pavement marking on Whittemore Road from Towerline Road easterly to National City Road, in Burleigh and Sherman Townships, Iosco County.

BIDDER	AS-READ	AS-CHECKED	
<b>Bolen Asphalt Paving, Inc.</b>	<b>\$ 449,923.77</b>	<b>Same</b>	<b>1 **</b>
Rieth-Riley Construction Co., Inc.	\$ 499,972.40	Same	3
Pyramid Paving & Contracting	\$ 497,610.60	Same	2
Bernie Johnson Trucking, Inc.			

3 Bidders

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

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

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

**Funding Source:**

77583A	
Iosco County	43.00 %
Federal Highway Administration Funds	36.00 %
State Restricted Trunkline Funds	21.00 %

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

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

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

**New Project Identification:** Reconstruction.

**Zip Code:** 48748.



198. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403022  
 PROJECT STH 77609-73988  
 LOCAL AGRMT. 04-5034  
 START DATE - 10 days after award  
 COMPLETION DATE - JUNE 18, 2004

ENG. EST.  
 \$ 529,482.75

LOW BID  
**\$ 528,843.66**

% OVER/UNDER EST.  
 -0.12 %

Widening intersections, including earthwork, aggregate base, aggregate shoulders, drainage, cold milling, hot mix asphalt paving, concrete curb and gutter, turf establishment and pavement marking on Marine City Highway at the intersections of Starville Road, Indian Trail Road and Marsh Road, in China and Cottrellville Townships, St. Clair County.

7.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
V.I.L. Construction, Inc.	\$ 649,152.22	Same	9
Ajax Paving Industries, Inc.	\$ 662,771.04	Same	10
John Carlo, Inc.	\$ 628,845.40	Same	7
Florence Cement Company	\$ 542,086.34	Same	2
Dan's Excavating, Inc.	\$ 592,951.97	Same	3
Barrett Paving Materials, Inc.	\$ 680,807.50	Same	12
Nationwide Fence & Supply Company	\$ 610,226.61	Same	4
ABC Paving Company			
Peake Contracting, Inc.	\$ 644,769.91	Same	8
Pamar Enterprises, Inc.	\$ 618,461.69	Same	5
Boddy Construction Company, Inc.	\$ 664,338.95	Same	11
<b>Weston Transport, Inc.</b>	<b>\$ 528,843.66</b>	<b>Same</b>	<b>1 **</b>
Ron Bretz Excavating, Inc.	\$ 628,589.72	Same	6
Teltow Contracting, Inc.			
Cadillac Asphalt, LLC.			
Pro-Line Asphalt Paving Corp.			
M. L. Chartier Excavating, Inc.	\$ 699,888.70	\$ 702,888.70	13

13 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:**

73988A

St Clair County 20.00 %  
 Federal Highway Administration Funds 80.00 %

**Zip Code:** 48054.

199. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403023  
 PROJECT STU 63459-56310, ETC  
 LOCAL AGRMT. 03-5653  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 01, 2005

ENG. EST.                      LOW BID  
 \$ 6,474,501.00    \$ 5,496,944.56

% OVER/UNDER EST.  
 -15.10 %

Crack and seat concrete pavement, concrete curb and gutter replacement, miscellaneous concrete reconstruction and hot mix asphalt overlay on Maple Road from Coolidge Highway to Dequindre Road along with construction of right turn lane, resurfacing, traffic signal upgrade and signing on Crooks Road at Maple Road intersection, Oakland County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Tony Angelo Cement Construction Co. Peter A. Basile Sons, Inc.			
Ajax Paving Industries, Inc.	\$ 5,848,778.40	Same	2
John Carlo, Inc.	\$ 7,057,231.88	Same	4
Florence Cement Company Angelo Iafrate Construction Company			
Dan's Excavating, Inc.	\$ 6,658,620.17	Same	3
Barrett Paving Materials, Inc.	\$ 7,199,742.45	Same	5
<b>Cadillac Asphalt, LLC.</b>	<b>\$ 5,496,944.56</b>	<b>Same</b>	<b>1 **</b>

5 Bidders

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

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

**Source of Funds:**

56310A	
Oakland County	18.52 %
Federal Highway Administration Funds	81.48 %
73980A	
Oakland County	20.00 %
Federal Highway Administration Funds	80.00 %

**Zip Code:** 48083.

200. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403026  
 PROJECT STUL 46444-56525  
 LOCAL AGRMT. 03-5430  
 START DATE - 10 days after award  
 COMPLETION DATE - 40 working days

ENG. EST.  
 \$ 307,703.90

LOW BID  
 \$ 288,861.86

% OVER/UNDER EST.  
 -6.12 %

1.09 mi of cold milling hot mix asphalt surface,  
 adjusting drainage structures, hot mix asphalt  
 paving, concrete sidewalk and drive approach, pavement  
 markings and traffic signal work on South Evans  
 Street/Ottawa Street from Russell Road to Kilbuck Street in  
 the city of Tecumseh, Lenawee County.

BIDDER	AS-READ	AS-CHECKED	
<b>Eastlund Concrete Construction, Inc.</b>	<b>\$ 288,861.86</b>	<b>Same</b>	<b>1 **</b>
Michigan Paving & Materials Co.			
Barrett Paving Materials, Inc.			
Nashville Construction Company	\$ 299,863.14	Same	2
C & D Hughes, Inc.	\$ 341,576.15	Same	3
ABC Paving Company			
Gerken Paving, Inc.			
L. J. Construction, Inc.			

3 Bidders

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

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

**Source of Funds:**

56525A  
 Federal Highway Administration Funds 81.85 %  
 City of Tecumseh 18.15 %

**Zip Code:** 49286.

201. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403027  
 PROJECT STUL 61407-56377  
 LOCAL AGRMT. 04-5014  
 START DATE - 10 days after award  
 COMPLETION DATE - JUNE 25, 2004

ENG. EST.  
 \$ 472,988.00

LOW BID  
**\$ 406,182.05**

% OVER/UNDER EST.  
 -14.12 %

0.74 mi of pavement removal, watermain construction, grading, adjusting drainage structures, hot mix asphalt paving and permanent pavement markings on Sherman Boulevard from Lincoln Street to Beach Street, in the city of Muskegon, Muskegon County.

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 427,815.90	Same	6
Rieth-Riley Construction Co., Inc.			
Milbocker and Sons, Inc.	\$ 414,329.70	Same	3
Nagel Construction, Inc.	\$ 429,796.37	Same	7
<b>Wadel Stabilization, Inc.</b>	<b>\$ 406,182.05</b>	<b>Same</b>	<b>1 **</b>
Wyoming Excavators, Inc.	\$ 570,363.00	Same	12
Nashville Construction Company	\$ 565,690.97	Same	11
C & D Hughes, Inc.	\$ 409,518.75	Same	2
Geocon, Inc.	\$ 459,396.50	Same	8
Brenner Excavating, Inc.	\$ 420,287.85	Same	4
Schippers Excavating, Inc.	\$ 466,724.40	Same	10
Hallack Contracting			
North River Excavating, Inc.	\$ 463,623.90	Same	9
Grant Tower, Inc.	\$ 426,337.75	Same	5

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.

**Source of Funds:**

56377A  
 Federal Highway Administration Funds 77.43 %  
 City of Muskegon 22.57 %

**Zip Code:** 49444.

202. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403028  
 PROJECT STUL 61407-56386  
 LOCAL AGRMT. 04-5016  
 START DATE - JUNE 14, 2004  
 COMPLETION DATE - AUGUST 20, 2004

ENG. EST.                      LOW BID  
 \$ 328,194.23                \$ 263,547.02

% OVER/UNDER EST.  
 -19.70 %

0.34 mi of hot mix asphalt widening and resurfacing,  
 concrete curb and gutter construction, box culvert  
 extension and pavement markings on Seminole Road  
 from Henry Street to the High School, in the city of Norton  
 Shores, Muskegon County.

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 265,351.29	Same	2
Rieth-Riley Construction Co., Inc.			
Milbocker and Sons, Inc.	\$ 274,103.93	Same	4
Nagel Construction, Inc.			
Michigan Paving & Materials Co.			
Wadel Stabilization, Inc.	\$ 310,307.72	Same	6
Wyoming Excavators, Inc.	\$ 351,350.00	Same	11
Nashville Construction Company	\$ 327,749.88	Same	8
C & D Hughes, Inc.	\$ 290,333.90	Same	5
Geocon, Inc.	\$ 339,918.86	Same	10
Brenner Excavating, Inc.	\$ 272,093.52	Same	3
Schippers Excavating, Inc.	\$ 312,628.20	Same	7
Davis Construction, Inc.			
Hallack Contracting	\$ 339,214.30	Same	9
McCormick Sand, Inc.			
J.E. Kloote Contracting, Inc.			
<b>Grant Tower, Inc.</b>	<b>\$ 263,547.02</b>	<b>Same</b>	<b>1 **</b>

11 Bidders

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

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

**Source of Funds:**

56386A  
 Federal Highway Administration Funds                      81.85 %  
 City of Norton Shores    18.15 %

**Zip Code:** 49441.



204. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403040  
 PROJECT BRO 25003-59703  
 LOCAL AGRMT. 03-5645  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 13, 2004

ENG. EST.                      LOW BID  
 \$ 459,210.00                \$ 492,995.55

% OVER/UNDER EST.  
 7.36 %

Bridge removal and replacement with approach work on Term Street at Thread Creek, in the city of Burton, Genesee County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
E. C. Korneffel Co.	\$ 546,983.07	Same	5
J. Slagter & Son Construction Co.			
<b>S. L. &amp; H. Contractors, Inc.</b>	<b>\$ 492,995.55</b>	<b>Same</b>	<b>1 **</b>
Milbocker and Sons, Inc.			
Midwest Bridge Company			
Angelo Iafrate Construction Company	\$ 655,126.16	Same	8
Rohde Brothers Excavating, Inc.			
Gerace Construction Company, Inc.	\$ 688,135.01	Same	10
Posen Construction, Inc.	\$ 560,024.90	Same	7
Walter Toebe Construction Co.	\$ 539,635.28	Same	4
E.T. MacKenzie Company	\$ 549,663.26	Same	6
Miller Development, Inc.			
Davis Construction, Inc.	\$ 817,086.00	Same	11
Anlaan Corporation	\$ 529,416.00	Same	2
Prince Bridge & Marine, LTD	\$ 538,881.71	Same	3
Heystek Contracting Inc.			
3-S Construction, Inc.	\$ 655,910.00	Same	9

11 Bidders

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

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

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

**Funding Source:**

59703A

City of Burton	5.13 %
Federal Highway Administration Funds	79.89 %
State Restricted Trunkline Funds	14.98 %

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

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





207. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403043  
 PROJECT EDA 11522-55740  
 LOCAL AGRMT. 04-5029  
 START DATE - 10 days after award  
 COMPLETION DATE - JUNE 01, 2005

ENG. EST.                      LOW BID  
 \$ 2,664,618.80    \$ 2,521,008.14

% OVER/UNDER EST.  
 -5.39 %

Construct a one span precast concrete I-beam bridge, on Edgewater Drive over the Paw Paw River, along with 0.4 mi of concrete roadway on Edgewater Drive from M-63 to Riverview Drive in the cities of Benton Harbor and St. Joseph, Berrien County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
L. W. Lamb, Inc.			
J. Slagter & Son Construction Co.			
S. L. & H. Contractors, Inc.			
Milbocker and Sons, Inc.	\$ 2,611,448.81	Same	4
Midwest Bridge Company			
Hardman Construction, Inc.	\$ 2,526,045.10	Same	2
Gerace Construction Company, Inc.			
Walter Toebe Construction Co.	\$ 3,033,883.61	Same	8
Northern Construction Services, Co.	\$ 3,028,932.19	Same	7
Davis Construction, Inc.	\$ 2,757,342.98	Same	5
Anlaan Corporation	\$ 2,787,022.20	Same	6
<b>Prince Bridge &amp; Marine, LTD</b>	<b>\$ 2,521,008.14</b>	<b>Same</b>	<b>1 **</b>
Northern Indiana Construction Co.	\$ 2,536,036.00	Same	3
J.E. Kloote Contracting, Inc.			

8 Bidders

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

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

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

**Funding Source:**

55740A

City of Benton Harbor	33.74 %
State Restricted Trunkline Funds	66.26 %

**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 State would potentially lose industry and jobs to another state.

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

**New Project Identification:** Reconstruction.

**Zip Code:** 49022.

208. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403044  
 PROJECT STH 31609-53739  
 LOCAL AGRMT. 04-5020  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 15, 2004

ENG. EST.  
 \$ 622,977.85

LOW BID  
 \$ 526,045.47

% OVER/UNDER EST.  
 -15.56 %

0.7 mi of reconstruction including earth and rock excavation, aggregate base, hot mix asphalt surfacing, embankment, drainage improvements, pavement markings, traffic control and restoration on Old Mill Hill Road from Houghton Canal Road southerly in Adams Township, Houghton County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 639,670.05	Same	3
A. Lindberg & Sons, Inc.	\$ 563,842.42	Same	2
Yalmer Mattila Contracting, Inc.	\$ 652,394.97	Same	4
Payne & Dolan, Inc.			
Thomas J. Moyle, Jr., Inc.	\$ 771,744.75	Same	5
<b>Bill Siler Contracting, Inc.</b>	<b>\$ 526,045.47</b>	<b>Same</b>	<b>1 **</b>

5 Bidders

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

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

**Source of Funds:**

53739A  
 Houghton County 20.00 %  
 Federal Highway Administration Funds 80.00 %

**Zip Code:** 49905.

209. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403045  
 PROJECT STUL 77475-59080  
 LOCAL AGRMT. 04-5035  
 START DATE - 10 days after award  
 COMPLETION DATE - JULY 02, 2004

ENG. EST.                      LOW BID  
 \$ 533,580.29                \$ 489,781.62

% OVER/UNDER EST.  
 -8.21 %

1.59 mi of cold milling hot mix asphalt surface,  
 hot mix asphalt paving, minor drainage improvements  
 and pavement markings on River Road from Huron Boulevard to  
 Mack Avenue in the city of Marysville, St. Clair County.

7.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 506,684.01	Same	4
John Carlo, Inc.	\$ 571,267.75	Same	5
Ace Asphalt & Paving	\$ 493,742.44	Same	2
<b>Florence Cement Company</b>	<b>\$ 489,781.62</b>	<b>Same</b>	<b>1 **</b>
Barrett Paving Materials, Inc.	\$ 494,797.16	Same	3
ABC Paving Company			
Cadillac Asphalt, LLC.	\$ 706,088.57	Same	7
Pro-Line Asphalt Paving Corp.	\$ 581,724.97	Same	6

7 Bidders

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

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

**Source of Funds:**

59080A  
 Federal Highway Administration Funds                      81.85 %  
 City of Marysville    18.15 %

**Zip Code:** 48040.

## UPTRAN PROJECTS

210. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403035  
 PROJECT AO 69004-78507  
 LOCAL AGRMT.  
 START DATE -  
 COMPLETION DATE - OCTOBER 31, 2004

ENG. EST.                      LOW BID  
 \$ 2,335,190.00      \$ 2,286,017.63

% OVER/UNDER EST.  
 -2.11 %

12 mi of track rehabilitation and siding construction on state owned railway in Crawford and Otsego Counties.

BIDDER	AS-READ	AS-CHECKED	
<b>Armond Cassil Railroad Construction</b>	<b>\$ 2,286,017.63</b>	<b>Same</b>	<b>1 **</b>
Delta Railroad Construction, Inc.	\$ 2,945,699.80	Same	3
Marta Track Constructors, Inc.	\$ 2,782,444.00	Same	2
CR Construction Company of Ohio	\$ 3,112,019.10	Same	4

4 Bidders

**Purpose/Business Case:** This track rehabilitation project preserves the structural integrity and extends the service life of state-owned railway.

**Benefit:** Enhances train operational safety and improves the level of service to those dependent on rail service.

**Funding Source:**

78507A

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/derailments due to existing track conditions.

**Cost Reduction:** Lower operating and maintenance costs.

**New Project Identification:** Maintenance

**Zip Code(s):** 49733; 49735; 49797.

211. LETTING OF MARCH 05, 2004  
 PROPOSAL 0403065  
 PROJECT AO 84903-78689  
 LOCAL AGRMT.  
 START DATE -  
 COMPLETION DATE - OCTOBER 30, 2007

ENG. EST.	LOW BID
\$ 480,000.00	\$ 462,215.25
	% OVER/UNDER EST.
	-3.71 %

Railroad chemical vegetation control on the main trackage, side tracks, and railroad yards owned by MDOT.

BIDDER	AS-READ	AS-CHECKED	
TruGreen Chemlawn	\$ 495,000.00	Same	n/c
Young's Environmental Cleanup, Inc.			
<b>DeAngelo Brothers, Inc.</b>	<b>\$ 462,215.25</b>	<b>Same</b>	<b>1 **</b>

2 Bidders

**Purpose/Business Case:** The railroad chemical vegetation treatment projects preserve the service life and enhances safety on state-owned railways through a planned strategy of cost-effective vegetation control. This is a three year project.

**Benefit:** The chemical vegetation treatment enhances safety by improving sight distance at grade crossings, and chemically controls the growth of vegetation that deteriorates the track structure and hinders train operation.

**Funding Source:** CTF  
78689A

State Restricted Trunkline Funds 100 %

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

**Risk Assessment:** There is a greater risk of accidents at grade crossing if vegetation is not controlled.

**Cost Reduction:** Lower maintenance costs when compared to mechanical means to accomplish the same work.

**New Project Identification:** Maintenance.

**Zip Code(s):** 48617 (State-wide).

**EXTRAS**

212. **Extra 2004 - 11**

Control Section/Job Number: 23609-73647A Local Agency Project

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

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

Contractor: Mark 1 Restoration Co. of MI, Inc.  
1091 Victory Drive  
Howell MI 48843

Designed By: Consultant  
Engineer's Estimate: \$183,665.00

Description of Project:

Bridge railing replacement, minor superstructure repairs, overlay and approach work on State Street bridge over the Grand River in the city of Eaton Rapids, Eaton County.

Administrative Board Approval Date:	August 5, 2003	
Contract Date:	August 26, 2003	
Original Contract Amount:	\$147,950.00	
Total of Overruns/Changes (Approved to Date):	17,603.22	+ 11.90%
Total of Extras/Adjustments (Approved to Date):	39,899.70	+ 26.97%
<b>THIS REQUEST</b>	<b><u>37,675.35</u></b>	<b>+ <u>25.46%</u></b>
<b>Revised Total</b>	<b><u>\$243,128.27</u></b>	<b>+ 64.33%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 38.87% over the original budget for an **Authorized to Date Amount** of \$205,452.92.

Approval of this extra will place the authorized status of the contract 64.33% or \$95,178.27 over the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 3 r.2

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

Hand Chipping, Deep	83.723 Syd @\$450.00/Syd	<u>\$37,675.35</u>
Total		<u>\$37,675.35</u>

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

It is not always possible to correctly scope the condition of an existing bridge deck. The depth of delaminations under the proposed sidewalk was deeper than scoped in the bid item. Hand Chipping, Shallow, and Hand Chipping, Deep had to be added. This change and the resulting charges were discussed with the Project Engineer and the Assistant Resident Engineer. The costs related to this bid item were negotiated and are reasonable when compared to the percentage that Hand Chipping, Deep normally exceeds Hand Chipping, Shallow. The records of this comparison are stored in the project files.

Section 103.4 – EXTRA WORK – of the 2003 Interim Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its March 25, 2004 meeting, and is now recommended for approval by the State Administrative Board on April 6, 2004.

**Purpose/Business Case:** This extra makes payment provision for hand chipping to a deeper depth at specific locations on the subject bridge deck.

**Benefit:** By removing all the delaminated concrete, the new concrete will last for the full design life.

**Funding Source:** FHWA, 80.00%; City of Eaton Rapids, 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:** If all the delaminated concrete was not removed, the new concrete would not last for the full design life.

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

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

**Zip Code:** 48827.

213. **Extra 2004 - 12**

Control Section/Job Number: 82194-60076A MDOT Project

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

State Transportation Commission - Commission. This project exceeds \$250,000. and requires review by the

Contractor: Walsh Construction Company of Illinois  
Fisher Building, Suite 466  
3011 West Grand Boulevard  
Detroit MI 48202

Designed By: Consultant  
Engineer's Estimate: \$5,737,004.34

Description of Project:

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

Administrative Board Approval Date:	April 1, 2003	
Contract Date:	May 2, 2003	
Original Contract Amount:	\$5,595,362.00	
Total of Overruns/Changes (Approved to Date):	(14,372.69)	- 0.26%
Total of Extras/Adjustments (Approved to Date):	134,030.65	+ 2.40%
<b>THIS REQUEST</b>	<b><u>344,492.21</u></b>	<b><u>+ 6.16%</u></b>
<b>Revised Total</b>	<b><u>\$6,059,512.17</u></b>	<b>+ 8.30%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.14% over the original budget for an **Authorized to Date Amount** of \$5,715,019.96.

Approval of this extra will place the authorized status of the contract 8.30% or \$464,150.17 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 5 r.14

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

**C.M. 5**

Conduit, 125mm, H.D. FRE	1,511.000 m @\$36.49/m	\$55,136.39
Conduit, 125mm, H.D. FRE, Placed	1,511.000 m @\$13.50/m	\$20,398.50
Structural Steel, Refabrication	1.000 LS @\$8,394.75/LS	\$8,394.75
Rebuild MH	3.000 ea @\$19,094.25/ea	\$57,282.75
Series Coil, 400 W.M.V.	4.000 ea @\$1,050.00/ea	\$4,200.00
Conduit Encased, 12, 125mm	120.479 m @\$362.25/m	\$43,643.52
Conduit Encased, 9, 125mm	72.000 m @\$351.75/m	\$25,326.00
Lead Covered Cable, 7KV, 1, 3/C #350MCM	180.000 m @\$147.00/m	\$26,460.00
TS, 4 <sup>th</sup> Level, LTGA, LED	1.000 ea @\$1,312.50/ea	\$1,312.50
TS, One Way Bracket Arm Mtd, LED	1.000 ea @\$1,260.00/ea	\$1,260.00
TS, One Way Pedestal Mtd, LED	3.000 ea @\$1,260.00/ea	\$3,780.00
TS, One Way Span Wire Mtd, LED	1.000 ea @\$1,449.00/ea	\$1,449.00
TS, Pedestrian, One Way Bracket Arm Mtd, LED	4.000 ea @\$1,197.00/ea	\$4,788.00
TS, Pedestrian, Two Way Bracket Arm Mtd, LED	3.000 ea @\$1,785.00/ea	\$5,355.00
TS, Pedestrian, Two Way Pedestal Mtd, LED	3.000 ea @\$1,785.00/ea	\$5,355.00
TS, Two Way Span Wire Mtd, LED	8.000 ea @\$2,394.00/ea	\$19,152.00
Case Sign, Four Way, 600 mm by 750 mm	3.000 ea @\$1,974.00/ea	\$5,922.00
Case Sign, One Way, 300 mm by 675 mm	2.000 ea @\$1,344.00/ea	\$2,688.00
Case Sign, Two Way, 600 mm by 750 mm	1.000 ea @\$1,932.00/ea	\$1,932.00
Conduit, Encased, 2, 100 mm	17.000 m @\$236.25/m	\$4,016.25
Cont & Cab, Solid State, TBC, Deliv	1.000 ea @\$525.00/ea	\$525.00
Luminaire, Salv	4.000 ea @\$105.00/ea	\$420.00
P.J. Cable, 600V, 1, 7/C#14, Intercn	60.000 m @\$3.15/m	\$189.00
Sec Cables, 2Kv, 2, 1/C#2	120.000 m @\$8.93/m	\$1,071.60
Span Wire	4.000 ea @\$840.00/ea	\$3,360.00
St Ltg Cables, 2Kv,2,1/C#6 & 1,#6 Neutral	5.000 m @\$8.19/m	\$40.95

Strain Pole, Steel, Anchor Fdn	6.000 ea @\$2,982.00/ea	\$17,892.00
Strain Pole, Steel, Anchor Base, 10970 mm	6.000 ea @\$3,727.50/ea	\$22,365.00
Wood Pole, Fit Up, TS Cable Pole	1.000 ea @\$777.00/ea	<u>\$777.00</u>
Total		<u>\$344,492.21</u>

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

All of the extras listed in Contract Modification 5 were added to the contract in response to a post award meeting with the Detroit Public Lighting Department (PLD). It is necessary to incorporate part of these extras to prepare for upcoming projects associated with the Ambassador Bridge Gateway Project. This work does not increase PLD's capacity, but is solely for the purpose of relocating existing services that will be displaced in the Gateway Project. The rest of the extras were added to enhance the proposed traffic signal improvements at West Grand Boulevard. If the preliminary work had not been completed in either of these areas, the traveling public would have been disrupted again at a later date and portions of the new pavement would have to be removed and the subbase disturbed. When the pavement surface is broken and the subbase disturbed, the service life of the pavement is severely reduced. The contractor submitted unit prices for labor, materials and equipment needed to construct some of the items listed above; from these preliminary numbers, the price for each item was negotiated. The remaining items were standard bid items that compared favorably with MDOT's standard unit price guide. On this same contract modification, there are approximately \$100,000 in negative balancing items. These items were reduced or eliminated when the extras listed above were added to the contract. The increases above are \$344,492.21 and the corresponding negative balancing modifications are approximately \$100,000 for a positive difference of approximately \$244,492.21.

Section 103.4 – EXTRA WORK – of the 1996 Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its March 25, 2004 meeting, and is now recommended for approval by the State Administrative Board on April 6, 2004.

**Purpose/Business Case:** This extra makes payment provision for work done to prevent future intrusion into the paved surface.

**Benefit:** By completing the work in this project, MDOT prevented the future disruption of the pavement and the associated disruption of the traveling public.

**Funding Source:** FHWA, 90.00%; State Restricted Trunkline, 10.00%

**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:** If the work had not been completed during this contract, there will be additional disruption to the traveling public, and a break in the paved surface and corresponding subbase.

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

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

**Zip Code:** 48216.

214. **Extra 2004 - 13**

Control Section/Job Number: 39042-60277A 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: Peters Construction Co.  
3325 East Kilgore Road  
Kalamazoo MI 49001-5533

Designed By: MDOT  
Engineer's Estimate: \$208,650.40

Description of Project:

0.35 mi of intersection improvements including widening and extending foreslopes on M-96 west of 33rd Street to east of 33rd Street in Comstock Township, Kalamazoo County.

Administrative Board Approval Date:	March 4, 2003	
Contract Date:	March 17, 2003	
Original Contract Amount:	\$177,275.99	
Total of Overruns/Changes (Approved to Date):	(49,412.16)	- 27.87%
Total of Extras/Adjustments (Approved to Date):	30,268.75	+ 17.07%
<b>THIS REQUEST</b>	<b><u>34,996.61</u></b>	<b><u>+ 19.74%</u></b>
<b>Revised Total</b>	<b><u>\$193,129.19</u></b>	<b>+ 8.94%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.80% under the original budget for an **Authorized to Date Amount** of \$158,132.58.

Approval of this extra will place the authorized status of the contract 8.94% or \$15,853.20 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 2 r.9

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

Sidewalk Grading, Special	1.000 LS @\$19,400.00/LS	\$19,400.00
Sawcutt, Special	1.000 LS @\$400.00/LS	400.00
Traffic Control, Special	1.000 LS @\$600.00/LS	600.00
Sidewalk Ramp	68.380 Sft @\$2.25/Sft	153.86
Sidewalk, Conc, 4 inch	6,419.000 Sft @\$2.25/Sft	<u>14,442.75</u>
Total		<b><u>\$34,996.61</u></b>

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

The existing sidewalk within the project limits had been covered up over the years with dirt and vegetation. It appeared to the design and scoping staff that the sidewalk was not being utilized, and therefore the replacement of the sidewalk and rehabilitation of the surrounding area were not included in the plans. The FHWA requested that MDOT replace all sidewalks within the limits of this project. The price for all of the items above were negotiated with the contractor and seem reasonable compared to MDOT’s average unit price index.

Section 103.4 – EXTRA WORK – of the 2003 Interim Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its March 25, 2004 meeting, and is now recommended for approval by the State Administrative Board on April 6, 2004.

**Purpose/Business Case:** The FHWA requested the installation of sidewalks within the limits of this project. These extras make payment provision for the sidewalks.

**Benefit:** Pedestrians will be able to traverse this route safely.

**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:** Pedestrian safety would be at risk.

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

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

**Zip Code:** 49041.

215. **Extra 2004 - 14**

Control Section/Job Number: 44448-54800A Local Agency 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: Zito Construction Co.  
8033 Fenton Road  
Grand Blanc MI 48439-8998

Designed By: Consultant  
Engineer’s Estimate: \$1,894,272.20

Description of Project:

Bituminous pavement cold milling, resurfacing, and streetscape on Nepessing Street from M-23 east to Saginaw Street, and M-24 east to M-21 in the city of Lapeer, Lapeer County.

Administrative Board Approval Date:	August 6, 2002	
Contract Date:	August 22, 2002	
Original Contract Amount:	\$1,545,257.44	
Total of Overruns/Changes (Approved to Date):	107,988.27	+ 6.99%
Total of Extras/Adjustments (Approved to Date):	181,146.00	+ 11.72%
<b>THIS REQUEST</b>	<b><u>56,209.44</u></b>	<b><u>+3.64%</u></b>
<b>Revised Total</b>	<b><u>\$1,890,601.15</u></b>	<b>+ 22.35%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 18.71% over the original budget for an **Authorized to Date Amount** of \$1,834,391.71.

Approval of this extra will place the authorized status of the contract 22.35% or \$345,343.71 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2003-31	6 r.1, 9	\$128,843.00	July 1, 2003

Contract Modification Number(s): 7 r.2, 8, 10, 11 r.2, 13, 15 r.2, 16 r.5, 18 r.2, 19 r.1

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

**C.M. 7 r.2**

Gate Valve, 6 inch	1.000 Ea @\$725.00/Ea	\$725.00
Tapping Sleeve and Valve, 18" x 8"	1.000 Ea @\$2,985.00/Ea	2,985.00
Tapping Sleeve 12" x 18"	1.000 Ea @\$1,800.00/Ea	1,800.00
2" Copper Water Service	1.000 Ea @\$2,400.00/Ea	<u>2,400.00</u>
Total		<u>\$7,910.00</u>

**C.M. 8**

Remove Underground Tank	1.000 LS @\$3,250.00/LS	<u>\$3,250.00</u>
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**C.M. 10**

Dr Structure, 24" dia	3.000 Ea @\$1,025.00/Ea	<u>\$3,075.00</u>
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**C.M. 11 r.2**

Dowel Bars	38.000 Ea @\$13.50/Ea	\$513.00
Sign, Type B Temp, Special, Furn	35.000 Sft @\$3.50/Sft	122.50
Sign, Type B Temp, Special, Oper	35.000 Sft @\$3.50/Sft	122.50
Sidewalk, Conc, 6"	575.500 Sft @\$2.98/Sft	<u>1,714.99</u>
Total		<u>\$2,472.99</u>

**C.M. 13**

Pavt Markg, Type NR, Paint 4", Blue	549.000 Ft @\$0.45/Ft	<u>\$247.05</u>
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**C.M. 15 r.2**

Damaged Lights	6.000 Ea @\$15.00/Ea	\$90.00
Band, Sign	28.000 Ea @\$25.00/Ea	700.00
Post Hole Through Conc for Steel Post	1.000 Ea @\$25.00/Ea	25.00
Post Hole Through Conc for Steel Post	2.000 Ea @\$25.00/Ea	<u>50.00</u>
Total		<u>\$865.00</u>

**C.M. 16 r.5**

Aggregate Base, 3"	2,235.200 Syd @\$3.25/Syd	\$7,264.40
Testing & Chlorination	1.000 LS @\$2,000.00/LS	<u>2,000.00</u>
Total		<u>\$9,264.40</u>

**C.M. 18 r.2**

Misc. Patches, Rem	147.000 Syd @\$10.00/Syd	\$1,470.00
18" Sanitary Sewer Repair	1.000 Ea @\$2,500.00/Ea	2,500.00
Concrete Retaining Band	100.000 Sft @\$5.00/Sft	500.00
Bollard	1.000 Ea @\$250.00/Ea	250.00
Flag Brackets	66.000 Ea @\$100.00/Ea	6,600.00
30 amp. Electrical Circuit	1.000 Ea @\$2,250.00/Ea	2,250.00
Hh, Round	4.000 Ea @\$840.00/Ea	3,360.00
Hh, Square	2.000 Ea @\$1,837.50/Ea	<u>3,675.00</u>
Total		<u>\$20,605.00</u>

**C.M. 19 r.1**

Clearing, Grading and Restoration	1.000 LS @\$3,000.00/LS	\$3,000.00
Sewer PVC, 6", Special	132.000 Ft @\$30.00/Ft	3,960.00
Dr Structure, 10" dia, Special	3.000 Ea @\$300.00/Ea	900.00
Euonymous alata 'Compacta', #5	11.000 Ea @\$60.00/Ea	<u>660.00</u>
Total		<u>\$8,520.00</u>

Total

\$56,209.44

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

CM 7 – The gate valve was used to repair a fire hydrant that was found to be leaking during construction. This item was not anticipated during scoping. The price of this item was negotiated with the contractor and compared favorably with other gate valves in the contract. During construction an inoperable water valve was discovered and Tapping Sleeve and Valve 18 x 8 inch was added to replace it. The item Tapping Sleeve and Valve 12"x18" was included when the project was scoped, but when the item was bid it was printed as Tapping Valve without the sleeve. The item Tapping Sleeve 12"x18" was added to pay the contractor for the sleeve portion. It was necessary to move the water service for the Goodyear store to the 18" water main because the 8" main it was connected to was being removed. The item 2" Copper Water Service was added to accomplish this. The unit price of each of these items is reasonable when compared to similar items in the contract. All items in the contract modification were funded 100% by the City of Lapeer.

CM 8 – An underground heating oil tank was discovered beneath the sidewalk in front of the Pix Theater. This tank was removed by a licensed contractor. The price for this item was negotiated with the contractor and is reasonable when compared to similar jobs in the Bay Region.

CM 10 – The item “Drainage Structure, 24 inch dia” was added in an earlier contract modification, but has now exceeded the additional 15% allowed by the Ad Board when already approved extras are increased. It was not originally intended to have any 24” drainage structures on this project. In several instances the specified 48” structures would not fit within existing constraints. The cost of the 24” structures compare favorably to the price of the 48” structures bid in the contract.

CM 11 – The City requested two signs directing traffic to the business district. The items Sign, Type B Temp, Special, Furn and Sign, Type B Temp, Special, Oper were added to the contract to accommodate the City’s request. The price for these signs is slightly higher than the average unit price for this item. The reason for this difference is that the signs had a non-standard legend, and were specially shipped to the site for early delivery. The sidewalk in front of the Lapeer County Bank was found to cover a mechanical room for the bank. Standard sidewalks are 4”, whereas structural sidewalks are 6”. The project engineer directed the sidewalk to be doweled into the existing sidewalk for support. The unit price of these two items compares favorably with the item 4” sidewalk.

CM 13 – Blue pavement markings were not included in the initial contract bid items. They were added in an earlier contract modification, but have exceeded the additional 15% allowed by the Ad Board when already approved extras are increased. The cost of this item compares favorably with the cost of temporary pavement markings white or yellow.

CM 15 – Standard Specifications for Construction 812.04 A5 requires MDOT to reimburse the contractor for damaged lights at a fixed rate of \$15 per light. The City opted to band some of their signs to existing utility poles. A corresponding reduction in the sign post item is documented in CM 15. Three sign posts had to be cored through the sidewalk where banding was not possible. The City of Lapeer funded two of the three posts at 100%. The last post was funded normally. The prices for these items were negotiated with the contractor and are approximately half the average MDOT unit price.

CM 16 – During construction, a layer of unknown brick pavers was found. To provide a good base for the pavement, these pavers were removed and an aggregate base placed. The item “Aggregate Base, 3 inch-Modified” was a contract bid item originally paid at 100% City cost. This item was modified to provide funding by both federal and City. The item Testing & Chlorination was not included in the bid quantities, but is required by health laws. The price was negotiated with the contractor and deemed reasonable when compared to the amount of water main tested and chlorinated.

CM 18 – It is not always possible to know exactly how thick an existing pavement is during the scoping process. When the North Alley was milled it was discovered that there were many small areas where there was an insufficient asphalt depth. The contractor was directed to remove 3” of aggregate in these areas to provide for an asphalt base. The extra Misc. Patches, Rem was used to compensate the contractor for the work. The price was negotiated with the contractor and although it is higher than the region’s average unit price guide (AUP), it is deemed fair because the areas of work were small and most of the work was done by hand. During construction a broken 18” sanitary sewer line was discovered. The sewer line had to be repaired. The item 18” Sanitary Sewer Repair was used to compensate the contractor for this work. The unit price was negotiated with the contractor. This work was done on an emergency basis and deemed fair when compared to similar work done in the past. Brick pavers were contained by the curb on one side and the sidewalk on the other. In front of the Post Office, one side of the pavers would be contained by grass. To ensure that the pavers stayed in place, a thin concrete retaining band was used to contain the brick pavers on the grass side. The price was deemed fair when compared to sidewalk prices in the contract. The City requested that a bollard be placed in front of the electrical panel on Court Street. This is to prevent wayward vehicles from impacting this panel. The unit price was negotiated with the contractor. The City requested that flag brackets be added to the new light poles. The unit price was negotiated with the contractor, and compared with pricing available from the supplier. The Lapeer Downtown Development Agency requested an additional 30 amp electrical circuit in the Cedar Street

mall area for future band concerts. The unit price was negotiated with the contractor and deemed fair because of the rework that had to be done. Hh, Round and Hj, Square hand holes were added to allow for the pulling of wire through multiple bends in the conduit. These items were not in the original contract since the estimator did not know that MDOT bid these as separate items. The cost of both of these items compares favorably to the MDOT published average unit prices for these items of work. All items in this contract modification were 100% funded by the City of Lapeer.

CM 19 – This project was underway at the same time as an enhancement project; the City requested the Clearing, Grading and Restoration bid item so that they could finish corresponding work in the enhancement project. The price was negotiated with the contractor and deemed fair considering the work performed. It was discovered after work began that the area in front of the Lapeer Music Store had standing water. The items Sewer PVC, 6 inch, Special and Dr Structure, 10 in dia, Special were added to drain this area. The unit price of the Sewer PVC, 6 inch, Special extra compared favorably with similar contract items. The unit price of the Dr Structure, 10 in dia, Special extra was negotiated with the contractor and when compared to individual part costs in other project was deemed fair. The City requested the item Euonymous alata Compacta, #5 in conjunction with their enhancement project. The price of this extra compared favorably with similar items in the original contract. All items in this contract modification were 100% funded by the City of Lapeer.

Section 103.4 – EXTRA WORK – of the 2003 Interim Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its March 25, 2004 meeting, and is now recommended for approval by the State Administrative Board on April 6, 2004.

**Purpose/Business Case:** This extra makes payment provision for all items discussed above. Each of these items is essential to the job by either allowing the job to reach its estimated life span or providing safety to the traveling public.

**Benefit:** See individual explanations above.

**Funding Source:** FHWA, 61.11%; Lapeer, 38.89%

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

**Risk Assessment:** If the work had not been done at this time, it would have put the traveling public at risk, or prevented the roadway from reaching its design life, or cost the tax payers of Michigan additional dollars by requiring the contractor to return at a later date.

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

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

**Zip Code:** 48446.

216. **Extra 2004 - 15**

Control Section/Job Number: 50015-46273A MDOT Project

State Administrative Board - This project exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Ric-Man Construction, Inc.  
6850 Nineteen Mile Road  
Sterling Heights MI 48314

Designed By: Consultant

Engineer's Estimate: \$31,354,090.11

Description of Project:

8.5 mi of new bituminous freeway including seven (7) structures and landscaping on M-53 from south of 28 Mile Road to north of 33 Mile Road in the village of Romeo, Washington and Bruce Townships, Macomb County.

Administrative Board Approval Date:	November 5, 2002	
Contract Date:	December 5, 2002	
Original Contract Amount:	\$29,250,866.77	
Total of Overruns/Changes (Approved to Date):	594,364.58	+ 2.03%
Total of Extras/Adjustments (Approved to Date):	288,400.33	+ 0.99%
<b>THIS REQUEST</b>	<b><u>117,018.00</u></b>	<b><u>+ 0.40%</u></b>
<b>Revised Total</b>	<b><u>\$30,250,649.68</u></b>	<b>+ 3.42%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.02% over the original budget for an **Authorized to Date Amount** of \$30,133,631.68.

Approval of this extra will place the authorized status of the contract 3.42% or \$999,782.91 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 19 r.1

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

French Drains	117,018.000 dlr @\$1.00/dlr	<u>\$117,018.00</u>
Total		<u>\$117,018.00</u>

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

During construction, a series of artesian springs were discovered under what was to be northbound M-53. If the flow was left uncontrolled, the water from these springs would seep upward through capillary action, to undermine the structural subgrade and eventually damage the pavement. By installing French Drains, the water could be directed away from the subgrade and pavement. The work was recommended by Rich Ostrowski, Project Engineer, and the contractor was instructed to do the work under force account. Force account records are on file at the Macomb TSC.

Section 109.07 - Force Account Work – of the 1996 Standard Specifications for Highway Construction is to be used when MDOT and the contractor can not come to an agreement on the price of an extra. Force account work compensates the contractor based on the following: actual labor costs, actual materials costs, equipment hours worked, and the “Rental Rate Blue Book for Construction.”

Section 103.4 – EXTRA WORK – of the 1996 Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

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

**Purpose/Business Case:** This extra makes payment provision for the installation of french drains under the roadway.

**Benefit:** By installing these drains the subgrade will drain water from under the roadway correctly.

**Funding Source:** FHWA, 81.85%; State Restricted Trunkline, 18.15%

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

**Risk Assessment:** If these drains were not installed, the subbase will not drain correctly. If the subbase does not drain water away from the pavement, the pavement will deteriorate at an accelerated rate.

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

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

**Zip Code:** 48065.

217. **Extra 2004 - 16**

Control Section/Job Number: 50111-43941A MDOT Project

State Administrative Board - This project exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: C.A. Hull Co., Inc.  
8177 Goldie Rd.  
Walled Lake MI 48390

Designed By: Consultant  
Engineer’s Estimate: \$47,262,153.44

Description of Project:

10.68 km of bituminous resurfacing, concrete pavement repair, bituminous freeway and concrete ramp reconstruction, lighting, traffic signal installation, watermain alteration and rehabilitation of 18 structures on I-94 from M-102 northeasterly to Masonic Boulevard, and concrete reconstruction on Little Mack Avenue, in the cities of Harper Woods, Eastpointe, Roseville and St. Clair Shores, and Clinton Township, Macomb County.

Administrative Board Approval Date:	April 16, 2002	
Contract Date:	May 3, 2002	
Original Contract Amount:	\$45,974,190.43	
Total of Overruns/Changes (Approved to Date):	1,541,707.07	+ 3.35%
Total of Extras/Adjustments (Approved to Date):	464,086.94	+ 1.01%
<b>THIS REQUEST</b>	<b><u>126,506.66</u></b>	<b><u>+ 0.28%</u></b>
<b>Revised Total</b>	<b><u>\$48,106,491.10</u></b>	<b>+ 4.64%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.36% over the original budget for an **Authorized to Date Amount** of \$47,979,984.44.

Approval of this extra will place the authorized status of the contract 4.64% or \$2,132,300.67 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2003-35	34 r.1	\$170,000.00	07/01/03

Contract Modification Number(s): 55 r.1

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

**C.M. 55 r. 1**

Steel Structure, Cleaning and Coating Tail Spans (S-15)	1.000 LS @\$126,506.66/LS	\$126,506.66
Total		<u>\$126,506.66</u>

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

Many times bridge jobs are scoped years in advance and it is difficult to include all items that might be found when construction starts. Once the deck was removed on the S15 structure, it was discovered that the tail spans were covered in rust. If immediate action had not been taken to blast and recoat the beams, it could have led to substantial section loss in the beams, which could eventually affect the structural stability of the entire bridge. The contractor submitted proposed costs for this work, and the engineer accepted this submittal based on a favorable comparison to the zone painting bid item in this contract.

Section 103.4 – EXTRA WORK – of the 1996 Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

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

**Purpose/Business Case:** This extra makes payment provision for coating the tail spans of a bridge structure.  
**Benefit:** By doing a full coating of the tail spans, the structure is protected from further corrosion and loss of beam section.  
**Funding Source:** FHWA, 80.00%; State Restricted Trunkline, 18.55%; Roseville, 1.45%  
**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.  
**Risk Assessment:** If the beams were not coated, the structure would have been further damaged by corrosion.  
**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.  
**New Project Identification:** This is an existing project already under contract.  
**Zip Codes:** 48066, 48021, 48225.

218. **Extra 2004 -17**

Control Section/Job Number: 82457-46236A 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: Walbridge Aldinger/Posen Construction  
 613 Abbott  
 Detroit, Michigan 48226-2521  
 Designed By: Consultant  
 Engineer's Estimate: \$39,441,062.49

Description of Project:

Construct a tunnel and runway pavement 273 meters long to carry runway 9L-27R over the proposed South Access Road including 718 meters of roadway pavement, 279 meters of retaining wall, watermain and hydrants, fire sprinkler system, electrical systems for tunnel ventilation and lighting, communication systems, runway lighting systems, drainage systems and related work at Detroit Wayne County Metropolitan Airport, Wayne County.

Administrative Board Approval Date:	May 5, 1998	
Contract Date:	June 18, 1998	
Original Contract Amount:	\$42,374,922.33	
Total of Overruns/Changes (Approved to Date):	(2,459,995.30)	- 5.81%
Total of Extras/Adjustments (Approved to Date):	4,012,054.03	+ 9.47%
<b>THIS REQUEST</b>	<b><u>4,605.52</u></b>	<b><u>+ 0.01%</u></b>
<b>Revised Total</b>	<b><u>\$43,931,586.58</u></b>	<b>+ 3.67 %</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.66% over the original budget for an **Authorized to Date Amount** of \$43,926,981.06.

Approval of this extra will place the authorized status of the contract 3.67% or \$1,556,664.25 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Authorization No.	Amount	SAB Date
1999 – 22	2002	\$1,080,140.77	May 18, 1999
2000 – 09	2005	160,000.00	March 7, 2000
2000 – 35	2013	106,659.21	August 1, 2000
2001 – 28	2026	208,113.00	April 3, 2001
2001 – 65	2029	206,995.81	November 6, 2001
2003 – 60	multiple	623,734.81	November 4, 2003
2003 – 71	2044	\$2,057.16	December 2, 2003

Contract Modification Number(s): 51F

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

Pressure Grouting Cracks	1.000 ls @\$4,605.52/ls	<u>\$4,605.52</u>
Total		<u>\$4,605.52</u>

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

Subsequent to the completion of the north tunnel service building, water was found collecting on the floors of the electrical room and UPS room after each rain storm. Concrete moves and cracks are to be expected in this type of construction. Structures that are below ground level are known to have water problems due to hydraulic pressure. To solve the water problem in this building, the contractor was directed to pressure grout the cracks to prevent water from entering these rooms. The price was negotiated with the contractor and is considered reasonable based on the review of time and materials used to complete the work as directed.

Section 103.4 – EXTRA WORK – of the 1996 Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

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

**Purpose/Business Case:** This extra makes payment provision for pressure grouting of cracks in the north tunnel service building.

**Benefit:** Ponding water in an electrical or UPS room creates a serious safety hazard and is detrimental to the operating systems in these rooms.

**Funding Source:** FHWA, 78.57%; Wayne County, 21.43%

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

**Risk Assessment:** If this work was not completed, water would continue to pond in these two rooms, creating a safety hazard.

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

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

**Zip Code:** 48174.

**OVERRUNS**

219. **Overrun 2004 - 08**

Control Section/Job Number: 31437-56428A Local Agency Project

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

State Transportation Commission - This project is over the 15% Commission limit for reviewing overruns.

Contractor: Payne & Dolan, Inc.  
P O Box 351  
Gladstone MI 49837

Designed By: Consultant  
Engineer's Estimate: \$101,110.00

Description of Project:

0.97 mi of hot mix asphalt (HMA) resurfacing and cold milling (HMA) surface on Garnet Avenue from Lot 26 northerly to Houghton Avenue, on Pewabic Street from Houghton Avenue northerly to Montezuma Avenue, on Quincy Street from South Avenue northerly to Montezuma Avenue, on Houghton Avenue from Franklin Street easterly to Pearl Street, and on South Avenue from Bridge Street easterly to Dodge Street in the city of Houghton, Houghton County.

Administrative Board Approval Date:	August 6, 2002	
Contract Date:	August 15, 2002	
Original Contract Amount:	\$92,652.37	
Total of Overruns/Changes (Approved to Date):	9,265.24	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>11,175.80</u></b>	<b>+ <u>12.06%</u></b>
<b>Revised Total</b>	<b><u>\$113,093.41</u></b>	<b>+ 22.06%</b>

**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 \$101,917.61.

Approval of this overrun will place the authorized status of the contract + 22.06% or \$20,441.04 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, 13A	102.474 Ton @\$41.37/Ton	\$4,239.35
Cold Milling HMA Surface	5,295.000 Syd @\$1.31/Syd	<u>6,936.45</u>
Total		<u>\$11,175.80</u>

**Reason(s) for Overrun(s):**

Several areas were not correctly estimated during the design phase. Additional quantities of “Cold Milling HMA Surface” and “HMA, 13A” were needed to ensure the correct flow of drainage and ease of ingress and egress from local driveways. Additional “HMA, 13A” was also needed to allow for cross slope changes at intersections.

Both of these items exist in the original contract, prices were calculated using contract bid prices.

This Overrun was recommended for approval by the State Transportation Commission at its March 25, 2004 meeting, and is now recommended for approval by the State Administrative Board on April 6, 2004.

**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%; Houghton, 18.15%

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

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

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

**Zip Codes:** 49931.

220. **Overrun 2004 – 09**

Control Section/Job Number: 35051-58382A Local Agency Project

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

State Transportation Commission - This project exceeds the 15% Commission limit for reviewing overruns.

Contractor: Bolen Asphalt Paving, Inc.  
875 Airport Drive  
East Tawas MI 48730

Designed By: Local Agency

Engineer’s Estimate: \$233,397.10

Description of Project:

2.87 mi of bituminous paving including base crushing and shaping, aggregate shoulders and pavement markings on Monument Road from Wilber Road northwesterly to Driveway Road in Iosco County.

Administrative Board Approval Date:	June 4, 2002	
Contract Date:	June 21, 2002	
Original Contract Amount:	\$189,089.28	
Total of Overruns/Changes (Approved to Date):	18,908.93	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	34,136.99	+ 18.05%
<b>THIS REQUEST</b>	<b><u>48,403.21</u></b>	<b>+ <u>25.60%</u></b>
<b>Revised Total</b>	<b><u>\$290,538.41</u></b>	<b>+ 53.65%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 28.05% over the original budget for an **Authorized to Date Amount** of \$242,135.20.

Approval of this overrun will place the authorized status of the contract + 53.65% over (\$101,449.13) the **Original Budget**.

Overruns Previously Approved by the State Administrative Board: None

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

Aggregate Base	5,206.047 Ton @\$7.00/Ton	\$36,442.33
HMA, 13A	436.210 Ton @\$27.42/Ton	<u>11,960.88</u>
Total		<u>\$48,403.21</u>

**Reason(s) for Overrun(s):**

A portion of this project widened the roadway from 22' to 26' in width. Under the proposed widened portion, it was discovered that there was a two to six inch deep clay layer that became soft and spongy when it rained. To ensure that the expected life of the new pavement was realized, it was decided to excavate the clay and replace it with the Aggregate Base material that was an existing bid item in the contract (the excavation bid item was not in the original contract and was set up as an extra).

The yield of the hot mix asphalt (HMA, 13A) was changed from 200 to 220 lbs/syd because this was a one layer overlay and the TSC wanted to ensure that the pavement was thick enough to allow the overlay to reach its expected design life.

Both of these items exist in the original contract, prices were calculated using contract bid prices.

This Overrun was recommended for approval by the State Transportation Commission at its March 25, 2004 meeting, and is now recommended for approval by the State Administrative Board on April 6, 2004.

**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, 80%; Iosco 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:** The risk associated with not doing this work is that the roadway will suffer differential settlement over the clay layer and will crack and deteriorate, reducing the design life of the pavement.

**Cost Reduction:** The price has been fixed by contract.

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

**Zip Codes:** 48763.

221. **Overrun 2004 - 10**

Control Section/Job Number: 38061-60180A MDOT Project

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

State Transportation Commission - This project exceeds the 15% Commission limit for reviewing overruns.

Contractor: Wood Construction & Maintenance LLC  
3310 Bardaville Drive Suite 2L  
Lansing 48906

Designed By: MDOT  
Engineer's Estimate: \$38,740.00

Description of Project:

7.36 mi of hot mix asphalt (HMA) crack treatment on M-60 divided highway to I-94 and I-94BL, and on I-94BL from southbound M-60 to Robinson Road in Spring Arbor, Summit and Blackman Townships, Jackson County.

Administrative Board Approval Date:	November 5, 2002	
Contract Date:	January 6, 2003	
Original Contract Amount:	\$27,285.62	
Total of Overruns/Changes (Approved to Date):	4,092.84	+ 15.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>5,536.30</u></b>	<b>+ <u>20.29%</u></b>
<b>Revised Total</b>	<b><u>\$36,914.76</u></b>	<b>+ 35.29%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 15.00% over the original budget for an **Authorized to Date Amount** of \$31,378.46.

Approval of this overrun will place the authorized status of the contract + 35.29% or \$9,629.14 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 Crack Treatment, Roadbed, Warranty	1.925 Rbmi @\$2,876.00/Rbmi	<u>\$5,536.30</u>
Total		<u>\$5,536.30</u>

**Reason(s) for Overrun(s):**

The item of work HMA Crack Treatment, Roadbed, Warranty was increased due to an error in the estimated plan quantity. Section 505.04 of the 2033 Standard Specifications for Construction states that: "For a divided highway, the roadbed will be measured separately in each direction." The section of M-60 that is divided was estimated only in one direction. For this reason, the quantity of HMA Crack Treatment, Roadbed, Warranty had to be doubled for the entire divided section of M-60.

The above bid item is in the current contract and the price was calculated using the original bid price.

This Overrun was recommended for approval by the State Transportation Commission at its March 25, 2004 meeting, and is now recommended for approval by the State Administrative Board on April 6, 2004.

**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, 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:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

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

**Zip Codes:** 49201.

222. **Overrun 2004 - 11**

Control Section/Job Number: 38061-74360 MDOT Project

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

State Transportation Commission - This project exceeds the 15% Commission limit for reviewing overruns.

Contractor: J. Slagter & Son Construction Co.  
1326 142<sup>nd</sup> Avenue  
Wayland, MI 49348

Designed By: MDOT  
Engineer's Estimate: \$171,633.32

Description of Project:

Bridge deck surface repairs, water repellent treatment, concrete surface sealers and substructure concrete patching on R01-3 and R01-4 on M-60 over the Norfolk Southern Railroad, and I-94 BL in Sandstone Township, Jackson.

Administrative Board Approval Date:	May 20, 2003	
Contract Date:	June 2, 2003	
Original Contract Amount:	\$158,065.71	
Total of Overruns/Changes (Approved to Date):	15,806.57	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>\$10,150.80</u></b>	<b>+ <u>6.42%</u></b>
<b>Revised Total</b>	<b><u>\$184,023.08</u></b>	<b>+ 16.42%</b>

**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 \$173,872.28.

Approval of this overrun will place the authorized status of the contract 16.42% or \$25,957.37 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:

Hand Chipping, Other Than Deck	120.360 Sft @\$20.00/Sft	\$2,407.20
Patch, Forming	387.180 Sft @\$20.00/Sft	<u>7,743.60</u>
Total		<u>\$10,150.80</u>

**Reason(s) for Overrun(s):**

It is very difficult to accurately estimate the amount of hand chipping or patching that will be needed on a bridge rehabilitation project especially on bridge pier caps. Once work began on this project, it was discovered that the condition of the pier caps was much worse than originally scoped. The quantities of the two above referenced items were increased so the project could be completed as scoped and the structure would be able to reach the planned design life.

Both of these items exist in the original contract; prices were calculated using contract bid prices.

This Overrun was recommended for approval by the State Transportation Commission at its March 25, 2004 meeting, and is now recommended for approval by the State Administrative Board on April 6, 2004.

**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, 80.00%, State Restricted Trunkline 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:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

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

**Zip Codes:** 49269.

223. **Overrun 2004 - 12**

Control Section/Job Number: 59555-58403 Local Agency Project

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

State Transportation Commission - Doesn't meet criteria.

Contractor: Bernie Johnson Trucking, Inc.  
P O Box 205  
Leroy MI 49655

Designed By: Consultant  
Engineer's Estimate: \$634,345.68

Description of Project:

3.52 mi of bituminous paving with bituminous base crushing and shaping, aggregate base, concrete curb and gutter, and geotextile blankets on Wyman Road from Edmore village limits northerly to North County Line Road, Home Township, Montcalm County.

Administrative Board Approval Date:	June 2, 2002	
Contract Date:	June 7, 2002	
Original Contract Amount:	\$466,626.70	
Total of Overruns/Changes (Approved to Date):	46,662.67	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>7,133.99</u></b>	<b>+ <u>1.53%</u></b>
<b>Revised Total</b>	<b><u>\$520,423.36</u></b>	<b>+ 11.53%</b>

**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 \$513,289.37.

Approval of this overrun will place the authorized status of the contract 11.53% or \$53,796.66 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:

Guardrail Approach Terminal, Type 2B	2.000 Ea @\$1,605.00/Ea	\$3,210.00
Guardrail, Type B	396.363 Ft @\$9.90/Ft	<u>3,923.99</u>
Total		<u>\$7,133.99</u>

**Reason(s) for Overrun(s):**

It was discovered, after construction had begun, that an extra run of guardrail and associated ending were needed to provide a safe driving environment for the public.

Both of these items exist in the original contract, prices were calculated using contract bid prices.

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

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

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

**Funding Source:** FHWA, 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:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

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

**Zip Codes:** 48829.

224. **Overrun 2004 - 13**

Control Section/Job Number: 63022-60082 B01 MDOT Project

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

State Transportation Commission - This project exceeds the 15% over contract amount, which requires Commission review.

Contractor: E.T. MacKenzie Company  
4248 W. Saginaw Highway  
Grand Ledge MI 48837

Designed By: MDOT  
Engineer's Estimate: \$350,000.00

Description of Project:

Demolition of Department-owned Novi rest area in the city of Novi, Oakland County.

Administrative Board Approval Date:	July 1, 2003	
Contract Date:	July 3, 2003	
Original Contract Amount:	\$94,665.50	
Total of Overruns/Changes (Approved to Date):	103,413.20	+ 109.24%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>1,270.72</u></b>	<b>+ <u>1.34%</u></b>
<b>Revised Total</b>	<b><u>\$199,349.42</u></b>	<b>+ 110.58%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 109.24% over the original budget for an **Authorized to Date Amount** of \$198,078.70.

Approval of this overrun will place the authorized status of the contract + 110.58% or \$104,683.92 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board:

Item Number	Amount	SAB Date
11-6	\$93,946.65	11/4/03

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

Pavement Removal	141.191 Syd @\$9.00/Syd	<u>\$1,270.72</u>
Total		<u>\$1,270.72</u>

**Reason(s) for Overrun(s):**

This additional sum is requested due to an inadvertent error by the Construction and Technology's Construction Contracts Unit. Through a miscalculation, we did not ask for enough of an increase at the November 2003 Administrative Board Meeting. The following is the reason stated for the overrun at the November meeting and is also appropriate for this request.

“The increase in the pay item “Pavement Removal” resulted from a plan quantity error of the square yardage of the pavement removal needed.”

The above bid item is in the current contract and the price was calculated using the original bid price.

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

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

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

**Funding Source:** FHWA, 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:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

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

**Zip Codes:** 48390.

225. **Overrun 2004 - 14**

Control Section/Job Number: 70021-57099A MDOT Project

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

State Transportation Commission - This project is over the 15% Commission limit for reviewing overruns.

Contractor: L. W. Lamb, Inc.  
6090 Blue Star Hwy.  
Saugatuck MI 49453

Designed By: MDOT  
Engineer's Estimate: \$477,038.63

Description of Project:

Emergency beam end repair and zone painting, deck patching and joint replacement on S01 on US-31 over I-196BL in Holland Township, Ottawa County.

Administrative Board Approval Date:	February 4, 2003	
Contract Date:	March 5, 2003	
Original Contract Amount:	\$362,673.00	
Total of Overruns/Changes (Approved to Date):	93,818.46	+ 25.87%
Total of Extras/Adjustments (Approved to Date):	24,565.55	+ 6.77%
<b>THIS REQUEST</b>	<b><u>35,241.76</u></b>	<b>+ <u>9.72%</u></b>
<b>Revised Total</b>	<b><u>\$516,298.77</u></b>	<b>+ 42.36%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 32.64% over the original budget for an **Authorized to Date Amount** of \$481,057.01.

Approval of this overrun will place the authorized status of the contract + 42.36% over (\$153,625.77) the **Original Budget**.

Overruns Previously Approved by the State Administrative Board:

Item Number	Amount	SAB Date
11-4	\$57,551.16	11/4/03

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

Structural Steel (Welded Repair), Erecting-Special	881.044 Lb @\$40.00/Lb	<u>\$35,241.76</u>
Total		<u>\$35,241.76</u>

**Reason(s) for Overrun(s):**

This project was bid indicating that there would be a total of eight welded repairs and seven bolted repairs. After the letting, but before construction began, it was discovered that nine additional welded repairs would be needed. After the structure was blast cleaned, it became apparent that two additional welded repairs were needed because over 25% of the cross section of these beams had been corroded away. This compromised the structural stability of the beam ends.

The above bid item is in the current contract and the price was calculated using the original bid price.

This Overrun was recommended for approval by the State Transportation Commission at its March 25, 2004 meeting, and is now recommended for approval by the State Administrative Board on April 6, 2004.

**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, 80.00%; State Restricted Trunkline, 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:** The risk associated with not doing this work is that the beam ends could have collapsed under traffic due to loss of section.

**Cost Reduction:** The price has been fixed by contract.

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

**Zip Codes:** 49423.

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

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff  
Director