

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

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

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MINERAL LEASES

1. DIRECT OIL AND GAS LEASE - NONDEVELOPMENT: Sturgeon Point Development Company, of Traverse City, Michigan, 2.07 acres, more or less of Department of Natural Resources minerals located in Section 33, T20N, R06W, Winterfield Township, Clare County.

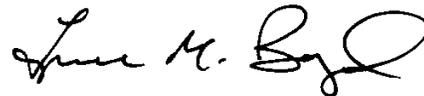
Terms: One-year term, no extensions, 3/16 royalty, \$150.00 bonus consideration (\$50.00 per acre), and a \$5.00 minimum annual rate.

This item was approved on June 3, 2004, by the Chief of Forest, Mineral and Fire Management of the Department of Natural Resources. 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: June 30, 2004 – North Central Conference Room,
4th Floor, Treasury Building, 3:30 PM
State Administrative Board Meeting: July 6, 2004 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

SUBCONTRACTS

1. **Barrett Paving Materials, Inc. Bituminous Overlay \$221,628.55**
5800 Cherry Hill Road
Ypsilanti, MI 48198

Approval is requested to authorize the Macomb County Road Commission to award a subcontract for bituminous overlay on I-94 at the 12 Mile Road ramps in the city of Roseville. The project was advertised, and four 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 will provide for bituminous overlay on I-94 at the 12 Mile Road ramps.
Benefit: The current pavement at this location is deteriorating. The contract will provide for safer highways for the traveling public and will help to reduce 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 roadways 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.
Zip Code: 48198.

2. **H & D, Inc. Guardrail Installation \$181,266.80**
P.O. Box 199
Bayshore, MI 49711

Approval is requested to authorize the Charlevoix County Road Commission to award a subcontract for guardrail installation on US-31 approximately 1.25 miles north of Boyne City. The project was advertised, and one bid was received and accepted. 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 will provide for the installation of guardrail on US-31 to help ensure public safety.

Benefit: The contract will provide for safer highways for the traveling public.

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 guardrail in these areas needs to be replaced. 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.

Zip Code: 49711.

CONTRACTS

3. HIGHWAYS (Real Estate) - Resolution "A" (Relinquishment of Easement)
Tract 707, Control Section 47082, Parcel 155, Parts A and B

The subject tract is located in the township of Howell, Livingston County, Michigan, and contains approximately 43,267 square feet. The area for Parcel 155, Part A, is approximately 29,457 square feet, and the area for Parcel 155, Part B, is approximately 13,810 square feet. The appraisal for Parcel 155, Part A, was completed by Walter Frisbee, an independent fee appraiser, on November 28, 2003, for the amount of \$105,000. The appraisal for Parcel 155, Part B, was completed by Walter Frisbee, an independent fee appraiser, on March 27, 2004, for the amount of \$89,000. The appraisal for Parcel 155, Part A, was reviewed by Scott Goeman, University Region Property Analyst, on December 3, 2003, and the property was approved for sale by Jeff Ruest, University Region Real Estate Agent, on March 30, 2004, for the amount of \$105,000. The appraisal for Parcel 155, Part B, was reviewed by Scott Goeman, University Region Property Analyst, on March 30, 2004, and the property was approved for sale by Jeff Ruest, University Region Real Estate Agent, on March 30, 2004, for the amount of \$89,000. The appraisals for Parts A and B of Parcel 155 totaled \$194,000. The relinquishments were requested by the current underlying fee owners, 22 Mile Road/Hayes Investment Co., LLC, for Parcel 155, Part A, and Howell Development, LLC, for Parcel 155, Part B. The underlying fee owners have submitted a check in the amount of \$194,000, which represents payment in full. This property has been declared excess by the Bureau of Highways – Development.

\$194,000

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

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: 48843.

4. HIGHWAYS (Real Estate) - Resolution “B” (Sale to Abutting Owner)
Tract 440, Control Section 79041, Parcel 140, Part A

The subject tract is located in the township of Juniata, Tuscola County, Michigan, and contains approximately .77 acres. The tract was approved for sale by Mark Jordan, Project Development Manager, Project Development Section, Real Estate Support Area, on May 17, 2004, at no cost. The property is being conveyed to Carole Kuhl, an abutting property owner. Ms. Kuhl has submitted an Application to Purchase and Agreement of Sale. The property is being sold to Ms. Kuhl at no cost to correct an error made in 1964 when MDOT mistakenly relinquished an easement instead of quit-claiming our interest in the property. The property owner has been paying taxes on the MDOT property since that time. This property has been declared excess by the Bureau of Highways – Development.

\$0

Purpose/Business Case: MDOT disposes of excess property rights in order to return revenue funds to the state.
Benefit: The sale of excess property rights generates revenue to the state and returns property to local tax rolls.
Funding Source: The sale of excess property rights is revenue producing.
Commitment Level: Excess property rights are appraised at fair market value or a standard processing fee.
Risk Assessment: Disposal of excess property rights reduces property liability risks to the state. If excess property rights are not sold, the amount of revenue brought to the state is reduced.
Cost Reduction: The property is being conveyed at no cost to correct an error made in 1964..
New Project Identification: N/A.
Zip Code: 48723.

5. HIGHWAYS (Real Estate) - Resolution “C” (Sale to Abutting Owner)
Tract 441, Control Section 79041, Parcel 140, Part B

The subject tract is located in the township of Juniata, Tuscola County, Michigan, and contains approximately 1.16 acres. The tract was approved for sale by Mark Jordan, Project Development Manager, Project Development Section, Real Estate Support Area, on May 17, 2004, at no cost. The property is being conveyed to Edward Harbulak, an abutting property owner. Mr. Harbulak has submitted an Application to Purchase and Agreement of Sale. The property is being sold to Mr. Harbulak at no cost to correct an error made in 1964 when MDOT mistakenly relinquished an easement instead of quit-claiming our interest in the property. The property owner has been paying taxes on the MDOT property since that time. This property has been declared excess by the Bureau of Highways – Development.

\$0

Purpose/Business Case: MDOT disposes of excess property rights in order to return revenue funds to the state.
Benefit: The sale of excess property rights generates revenue to the state and returns property to local tax rolls.
Funding Source: The sale of excess property rights is revenue producing.
Commitment Level: Excess property rights are appraised at fair market value or a standard processing fee.
Risk Assessment: Disposal of excess property rights reduces property liability risks to the state. If excess property rights are not sold, the amount of revenue brought to the state is reduced.
Cost Reduction: The property is being conveyed at no cost to correct an error made in 1964..
New Project Identification: N/A.
Zip Code: 48723.

6. HIGHWAYS (Real Estate) - Resolution “D” (Sale to Abutting Owner)
Tract 802, Control Section 79041, Parcel 140, Part C

The subject is located in the township of Juniata, Tuscola County, Michigan, and contains approximately .39 acres. The tract was approved for sale by Mark Jordan, Project Development Manager, Project Development Section, Real Estate Support Area, on May 17, 2004, at no cost. The property is being conveyed to Steven Bourdow, an abutting property owner. Mr. Bourdow has submitted an Application to Purchase and Agreement of Sale. The property is being sold to Mr. Bourdow at no cost to correct an error made in 1964 when MDOT mistakenly relinquished an easement instead of quit-claiming our interest in the property. The property owner has been paying taxes on the MDOT property since that time. This property has been declared excess by the Bureau of Highways – Development.

\$0

Purpose/Business Case: MDOT disposes of excess property rights in order to return revenue funds to the state.
Benefit: The sale of excess property rights generates revenue to the state and returns property to local tax rolls.
Funding Source: The sale of excess property rights is revenue producing.
Commitment Level: Excess property rights are appraised at fair market value or a standard processing fee.
Risk Assessment: Disposal of excess property rights reduces property liability risks to the state. If excess property rights are not sold, the amount of revenue brought to the state is reduced.
Cost Reduction: The property is being conveyed at no cost to correct an error made in 1964.
New Project Identification: N/A.
Zip Code: 48723.

7. HIGHWAYS (Real Estate) - Resolution “E” (Transfer to Governmental Agency for Transportation Use)
Tract 790, Control Section 47041, Parcel 57, Part C

The subject tract is located in the township of Hamburg, Livingston County, Michigan, and contains approximately 2.58 acres. Before the appraisal of the subject tract was completed, Hamburg Township indicated that this property was needed to provide parking and a restroom for its adjoining pedestrian, bike, and horse trail. The appraisal process was terminated since the transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. Hamburg Township, a public corporate body, submitted an Application to Purchase and Agreement of Sale. The deed is subject to a reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and if at any time the property is not used for transportation purposes, the ownership of the property will revert to MDOT. This property has been declared 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 government, 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 benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.
Funding Source: N/A, revenue generating.
Commitment Level: Excess property is appraised 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: 48139.

8. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0805) between MDOT and CSX Transportation, Inc., dated July 5, 1994, will provide for improvements under job number 78421 to a crossing of CSX Transportation, Inc., at M-13, city of Bay City, Bay County. These improvements include sidewalk track structure and surface removal and replacement at the crossing for the installation of the proposed roadway water main.

Estimated Funds:

State Restricted Trunkline Funds	<u>\$ 38,000</u>
Total Funds	<u>\$ 38,000</u>

MRR 09031 - 78421

Railroad Force Account Work

Purpose/Business Case: To facilitate placement of water main.

Benefit: Enhanced water service to the city.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: 100% state funds; based on railroad estimate.

Risk Assessment: The existing watermain is inadequate, and the new water main will not be useable due to interruption of crossing.

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

New Project Identification: Existing railroad crossing.

Zip Code: 48708.

9. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z8/R3) under Contract (2001-0416) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the services. This extension is necessary due to weather limitations, unforeseen deterioration of the trunkline sewer, and additional inspection services needed due to the failure of 3200 tons of hot mix asphalt. The original authorization (Z8) included cold milling and resurfacing, concrete pavement repairs, guardrail upgrading, storm sewer repair, watermain replacement, pavement marking, and signing work on M-29 from Baker Road to County Line Road, Chesterfield Township, city of New Baltimore, Macomb County (CS 50072 - JN 52801A). The revised authorization term will be March 31, 2003, through June 7, 2005. The authorization amount remains unchanged at \$452,792.10. The contract term is June 8, 2001, through June 7, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Purpose/Business Case: This project has been established to extend the life of M-29 in the city of New Baltimore, Macomb County. There are 2.26 miles of cold-milling and resurfacing on this project. Weather limitations, failed mixtures, and unforeseen deterioration of the trunkline sewer have resulted in a delay of the project. The revision will allow for the consultant to inspect the removal and replacement of 3200 tons of failed hot mix asphalt, which was not part of the original work. In addition to the inspection, the consultant will now have to attend many meetings due to the added work and will provide additional testing services. Also, the contractor has chosen to expedite the project in order to meet the current progress schedule completion date; therefore, premium overtime is necessary for the consultant. MDOT is in the process of recovering the additional costs from the contractor.

Benefit: Will ensure a smoother ride for motorists and will eliminate potholes. It will also provide a safer ride for the everyday driver.

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 the 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 a rehabilitation project.

Zip Code: 48047.

10. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z14/R1) under Contract (2002-0164) between MDOT and Williams & Works will provide for the addition of construction zone traffic control and pavement marking plans to the project work in Kent County (CS 41025 & 41027 - JN 79062D) and will increase the authorization amount by \$27,526.95. The original authorization (Z14) provides for Capital Preventative Maintenance/Capital Scheduled Maintenance structure design, preparing contract plans, details and bid items quantities, and solutions to any unique problems that may arise during the design of the project for a total cost of \$79,427.25. The term of the authorization remains unchanged, April 5, 2004, through May 24, 2005. The revised authorization amount will be \$106,954.20. The contract term is May 24, 2002, through May 24, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose /Business Case: To add substructure repair to the existing design for the following structures: S03-3, S03-4, S04, and S05 for Control Section 41026 and S03 of 41132.

Benefit: Creates another stepping stone to our 2008 structure condition goals by improving the structure ratings and extending the life of the structure.

Funding Sources: 100% State Restricted Trunkline Funds

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

Risk Assessment: If this project is not approved, the existing condition of the structures will continue to deteriorate. This continued deterioration will result in decreased safety and increased user delay.

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: 49504.

11. HIGHWAYS – IDS University Research Services

Authorization (Z6) under Contract (2003-0063) between MDOT and Michigan Technological University will provide for research services to be performed for the development of a new test method for evaluating the moisture damage potential of hot mix asphalt. The authorization will be in effect from date of award through two years. The authorization amount will be \$278,262.19. 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: The purpose of this research project is to develop test methods and criteria to be implemented in MDOT specifications for assessing moisture susceptibility damage in hot mix asphalt (HMA). Moisture susceptibility of HMA is a concern for the MDOT because its effects can lead to premature pavement distress. The deliverables for this project will improve on MDOT's existing methods of detecting HMA that is susceptible to moisture damage.

Benefit: The current specifications, AASHTO T-283, used to identify HMA that is susceptible to moisture damage have been found in national studies to be inadequate. This study will provide for the development of new standards for MDOT and improve MDOT's ability to identify HMA that is susceptible to moisture damage. This will translate into improved HMA durability and longer service life of Michigan roads.

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 deterioration of HMA due to the detrimental influences of moisture is called stripping. Stripping produces a loss of strength through the weakening of the bond between the asphalt cement and the aggregate. This loss of strength can be sudden and catastrophic when the asphalt peels off the aggregate, the cohesion mixture is lost, and distresses such as rutting and shoving in the wheel path develop rapidly. This research will develop criteria and procedures for safeguarding against moisture susceptibility.

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: 49931.

12. HIGHWAYS - IDS Design Consultant Services

Authorization (Z14) under Contract (2003-0073) between MDOT and Great Lakes Engineering Group, LLC, will provide for detailed beam end inspections and repair recommendations for bridges within the University Region. The work items include site inspection, engineering analysis of findings, and report preparation. This authorization will be in effect from the date of award through November 20, 2005. The authorization amount will be \$162,096.21. The contract term is November 20, 2002, through November 20, 2005. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization will provide for detailed beam end inspections and repair recommendations for bridges within the University Region. The work items include site inspection, engineering analysis of findings, and report preparation.

Benefit: The benefit of completing this project would be to obtain the information needed to design corrective measures for these beam ends to ensure the safety of the motoring public.

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

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

Risk Assessment: The risk of not having the proposed work completed would be further deterioration of the bridge beam ends which could require emergency repairs to be performed or load restrictions to be placed on the structures.

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 for bridge inspection of existing bridges within the University Region.

Zip Code: 49201.

13. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z17) under Contract (2003-0321) between MDOT and Tyme Engineering, Inc., will provide for full construction engineering services for the reconstruction of M-39 from Lafayette Street to Porter Street in Lincoln Park, Wayne County (CS 82192 - JN 53168A). This authorization will be in effect from the date of award through June 5, 2006. The authorization amount will be \$252,983.70. The contract term is June 5, 2003, through June 5, 2006. Source of Funds: 81.85% Federal Highway Administration Funds, 16.15% State Restricted Trunkline Funds, and 2% City of Lincoln Park funds.

Purpose/Business Case: This project is for full construction engineering services for the reconstruction of M-39 from Lafayette Street to Porter Street. The consultant will provide all necessary management, inspection, and testing of all parts of this project, which includes reconstruction of existing pavement, curb, and gutter, as well as the installation of new storm sewer and pavement markings.

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

Funding Source: 81.85% Federal Highway Administration Funds, 16.15% State Restricted Trunkline Funds, and 2% City of Lincoln Park 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 inspection project on an existing roadway.

Zip Code: 48101.

14. HIGHWAYS - IDS Design Consultant Services

Authorization (Z38) under Contract (2003-0520) between MDOT and URS Corporation Great Lakes will provide for the load rating of approximately 140 existing highway bridges statewide (CS 84900 - JN 800490). The work items include determining the overload classification and modeling each bridge using the latest software (Virtis). This authorization will be in effect from the date of award through September 10, 2006. The authorization amount will be \$222,166.06. The contract term is September 10, 2003, through September 10, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization (Z38) provides for the load rating of approximately 140 existing highway bridges statewide, as required by federal regulation. The work items include determining the overload classification and modeling each bridge using the latest software (Virtis). In addition, the load rating is needed by MDOT's Real Estate Support Area to issue overload permits. The use of Virtis will facilitate future automated evaluation of overload permits and the placement of proposed deck overlays.

Benefit: This project will assist MDOT in maintaining compliance with federal regulations, and will establish a database of modeled bridges that when completed, will facilitate fast and accurate evaluation of unusual overload permits.

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 risk of not authorizing this project is that it will place MDOT in a position of non-compliance with federal regulations and threaten federal funding. Not doing this work would also cause future overload permit evaluations to be done in a less timely, less efficient, less accurate, and more costly manner.

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 new project to be performed on existing structures.

Zip Code: Statewide.

15. HIGHWAYS - IDS Design Consultant Services

Authorization (Z7) under Contract (2003-0603) between MDOT and DLZ Michigan, Inc., will provide for design of the rehabilitation of bridges S29 on I-696 under Hayes Road, S30 on I-696 under Wagner Drive, S41 on I-696 under Arsenal Avenue, and S42 on I-696 under Campbell Road in Macomb County (CS 50061 - JN 72616D). The work items include deep overlay, railing repairs, deck replacement, substructure repairs, and approach work. This authorization will be in effect from the date of award through September 3, 2006. The authorization amount will be \$305,293.22. The contract term is September 3, 2003, through September 3, 2006. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization will provide for design of the rehabilitation of bridges (S29) I-696 under Hayes Road, (S30) I-696 under Wagner Drive, (S41) I-696 under Arsenal Avenue and (S42) I-696 under Campbell Road in Macomb County. The need to work on these bridges is the result of increasing traffic volumes and poor bridge conditions. It is anticipated that traffic volumes on I-696 will continue to grow as commercial and residential development expands within Macomb County.

Benefit: The improvement of these bridges will result in bringing the shoulders, bridge decks, and approaches up to current MDOT standards. The proposed rehabilitation work will upgrade these bridges to good condition.

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

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

Risk Assessment: Poor bridge conditions can become a liability to MDOT. The bridge decks at these locations have cracks and spalls to exposed steel. These structures have considerable bituminous damage on the approaches and underside deficiencies that fall into the deck replacement option.

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 has been identified by the Region for rehabilitation.

Zip Code: 48047.

16. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z35) under Contract (2003-0604) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for construction engineering services to be performed on 1.056 miles of cold milling, resurfacing, concrete curb and gutter, minor widening repairs for a left-turn lane, and storm system improvements on M-36 from 326 feet west of the Pinckney village limit easterly to Park Street in the village of Pinckney, Putnam Township, Livingston County. (CS 47041 - JN 50717A). 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 September 3, 2006. The authorization amount will be \$148,116.61. The contract term is September 3, 2003, through September 3, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization will provide for construction engineering services to be performed on 1.056 miles of cold milling, resurfacing, concrete curb and gutter, minor widening repairs for a left-turn lane, and some storm system improvements on M-36 from 326 feet west of the Pinckney village limit, easterly to Park Street in the village of Pinckney, Putnam Township, Livingston County. (CS 47041 - JN 50717A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation, reporting, and finaling.

Benefit: This authorization will provide for the improvement of pavement surface and improvements to the storm system drainage. Maintenance expenditures along this section of roadway will be reduced. Traffic backups would decrease due to the widening of the left-turn lane.

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 loss of federal funds. A safer road will be provided to the motoring public with the pavement surface and drainage improvements.

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: 48843.

17. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5601) between MDOT and the Wisconsin Department of Transportation will provide for funding participation in the following improvements:

PART A

Removal and replacement of Michigan Structure B01 of 55011, which carries Highway US-41 over the Menominee River.

PART B

Reconstruction of the north approach known as the Bridge Street Causeway between the interstate bridge (Michigan Structure B01 of 55011) and the Escanaba & Lake Superior/Canadian National Railroad Bridge (Michigan Structure R01 of 55011).

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds (Michigan)	\$2,160,800	\$1,632,800	\$3,793,600
Wisconsin Funds (including Wisconsin			
Federal Highway Administration Funds)	\$2,701,000	\$ 0	\$2,701,000
State Restricted Trunkline Funds	<u>\$ 540,200</u>	<u>\$ 408,200</u>	<u>\$ 948,400</u>
Total Funds	<u>\$5,402,000</u>	<u>\$2,041,000</u>	<u>\$7,443,000</u>

BRT 55011 - 58381A; Menominee County

Local Letting

Purpose/Business Case: To replace the interstate bridge and approaches on federal aid system.

Benefit: Will provide safe and adequate access between Michigan and Wisconsin.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds; State Trunkline and Bridge Construction Funds.

Commitment Level: Portion of project within Michigan: 80% federal funds; 20% state funds. Portion of project within Wisconsin: 100% Wisconsin funds for Parts A and B; based on estimate.

Risk Assessment: Replacement of bridge necessitated at future date would have increased cost.

* Denotes a non-standard contract/amendment

Cost Reduction: Low bid by State of Wisconsin and concurrence by MDOT Superior Region.
New project Identification: Replacement of existing bridge and causeway.
Zip Code: 49858.

18. HIGHWAYS - Increase Amount, Revise Scope

Amendatory Contract (2004-0108/A1) between MDOT and Transcore ITS Michigan, P.C., will provide for utility staking assistance, supply MDOT with the needed spare parts and equipment for maintenance of the MITS infrastructure, and will increase the contract amount by \$598,443.03. The original contract provides for maintenance of all fielded Advanced Traffic Management System devices and communications equipment for the MITS Center in Detroit. The contract term remains unchanged, March 5, 2004, through December 31, 2004. The revised total contract amount will be \$1,730,634.86. 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 advance traveler information. External stakeholders include the Michigan Department of State Police and other public safety agencies, and CCTV feeds to the traffic reporting media. The proposed staking services and purchase of spare parts are necessary to ensure continued operation of the system.

Benefit: The benefit of adding this work to the scope is to provide protection to the infrastructure and to prevent unnecessary repairs due to damages caused by construction. Replacement parts are required for maintaining the equipment.

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

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

Risk Assessment: The risk of not completing the requested service is damage to the system from construction and permit projects. The risk of not providing for contractor purchase of replacement parts is extended equipment down-time due to unavailable hardware and slower procurement cycles.

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: Not a new project.

Zip Code: 48226.

19. HIGHWAYS - IDS Engineering Services

Contract (2004-0330) between MDOT and RS 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.

20. HIGHWAYS - IDS Engineering Services

Contract (2004-0334) between MDOT and Fishbeck, Thompson, Carr & Huber 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.

21. HIGHWAYS - IDS Real Estate Services
Contract (2004-0338) between MDOT and Adams & Associates Appraisal Co., LLC, 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.
22. HIGHWAYS- IDS Real Estate Services
Contract (2004-0340) between MDOT and Gerald Alcock 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.
23. HIGHWAYS - IDS Real Estate Services
Contract (2004-0342) between MDOT and Allen & Associates Appraisal Group, 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.
24. HIGHWAYS - IDS Real Estate Services
Contract (2004-0343) between MDOT and Charles W. Allen Real Estate, 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.
25. HIGHWAYS - IDS Real Estate Services
Contract (2004-0344) between MDOT and Appraisal Services, 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.

26. *HIGHWAYS - IDS Traffic and Safety Consultant Services

Contract (2004-0347) between MDOT and Keweenaw Technologies, LLC, will provide for a re-visit of unlocated crashes and identification of as many crashes as possible for calendar years 2002 and 2003. The contractor will locate crashes for a project to be returned to the Michigan State Police (MSP) to merge with their statewide crash database. The contract will be in effect from the date of award through sixty working days. The maximum contract amount will be \$77,385. Federal funds are being given to Michigan as an incentive award for achieving 85% seat belt usage, and must be used to improve safety on Michigan's roadways. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: This contract is for location of 104,575 vehicle crashes for calendar years 2002 and 2003. These crashes are not currently in the statewide database due to various errors that occurred on the crash reports (Form UD-10) completed by the investigating officers. This work consists of careful examination of the UD-10, correcting the errors if possible, and adding the located crash into the database. This work is essential to the accurate assessment of roadway features that may be modified to reduce or eliminate vehicle crashes on the state's roadways.

Benefit: The location of all vehicle crashes is essential to providing safe roadways to the traveling public. It allows engineers to identify roadway features that can be improved to reduce or eliminate crashes. The crash location database reveals which roadway segments or intersections need attention.

Funding Source: 100% Federal Highway Administration Funds. Federal funds are being given to Michigan as an incentive award for achieving 85% seat belt usage, and must be used to improve safety on Michigan's roadways.

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

Risk Assessment: By locating the 104,575 crashes and adding them to the crash database, MDOT will be able to identify the locations for needed improvements.

Cost Reduction: This contract is a lump sum for the work described. The contract was selected on the basis of the lowest of three bids.

New Project Identification: Not a new project.

Zip Code: Statewide; 49606.

27. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2004-5143) between MDOT and Shiawassee County will provide for funding participation in the following improvements:

Remonumentation of two government corners located along Highway M-21 between Delaney Road and Chestnut Street near the west city limit of Owosso, Michigan. Corner codes located in Township 7 North, Range 2 East, include I-7 and J-7; all are within the limits of Shiawassee County.

Estimated Funds:

State Restricted Trunkline Funds	<u>\$1,300</u>
Total Funds	<u>\$1,300</u>

BI04 76061 - 75196
Local Letting

Purpose/Business Case: To financially assist and invest in adequate survey control needed for future road projects.

Benefit: To provide necessary and accurate survey information for the design and construction of future road projects.

Funding Source: State Restricted Trunkline Funds.

Commitment Level: 100% state funds; based on established cost per government corner.

* Denotes a non-standard contract/amendment

Risk Assessment: Unable to establish survey control for future road projects.
Cost Reduction: Costs per government corner are negotiated based on needed service.
New Project Identification: Re-establishment and replacement of survey corners.
Zip Code: 48867.

28. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
Contract (2004-5153) between MDOT and the Lapeer County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program:

The removal and replacement of the structure B01 of 44-16-11, which carries Old State Road over Bottom Creek, Section 8, T9N, R11E, North Branch Township, Lapeer County, Michigan; the reconstruction of the approaches to the structure for approximately 188 feet westerly and 294 feet easterly of the structure.

Estimated Funds:

Federal Highway Administration Funds	\$149,000
State Restricted Trunkline Funds	\$ 27,900
Lapeer County Road Commission Funds	\$ <u>9,300</u>
Total Funds	<u>\$186,200</u>

BRO 44016 – 49680
Letting of 6/4/2004

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 Lapeer County Road Commission Funds.

Commitment Level: 80% federal funds, 15% state funds, 5% Lapeer County funds; based on estimate.

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

Cost Reduction: Low bid.

New Project Identification: Replacement of existing structure.

Zip Code: 48461.

29. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract Contract (2004-5166) between MDOT and the Eaton County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program:

The removal and replacement of the structure B01 of 23-14-10, which carries Lamie Highway over Lacey Creek, Sections 25 and 36, T3N, R6W, Vermontville Township, Eaton County, Michigan; the reconstruction of the approaches to the structure for approximately 611 feet westerly and 274 feet easterly of the structure.

Estimated Funds:

Federal Highway Administration Funds	\$315,800
State Restricted Trunkline Funds	\$ 59,200
Eaton County Road Commission Funds	\$ 19,700
Total Funds	<u>\$394,700</u>

BRO 23014 - 59700

Letting of 6/4/2004

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 Eaton County Road Commission Funds.

Commitment Level: 80% federal funds, 15% state funds, 5% Eaton County funds; based on estimate.

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

Cost Reduction: Low bid.

New Project Identification: Replacement of existing structure.

Zip Code: 49096.

30. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
 Contract (2004-5169) between MDOT and the Jackson County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program:

The removal and replacement of the structure B01 of 38-12-23, which carries Van Wert Road over the south branch of the Kalamazoo River, Section 18, T4S, R3W, Pulaski Township, Jackson County, Michigan; the reconstruction of the approaches to the structure for approximately 272 feet southerly and 278 feet northerly of the structure.

Estimated Funds:

Federal Highway Administration Funds	\$340,600
State Restricted Trunkline Funds	\$ 63,900
Jackson County Road Commission Funds	\$ <u>21,300</u>
Total Funds	<u>\$425,800</u>

BRO 38012 – 59712
 Letting of 6/4/2004

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 Jackson County Road Commission Funds.

Commitment Level: 80% federal funds, 15% state funds, 5% Jackson County funds; based on estimate.

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

Cost Reduction: Low bid.

New Project Identification: Replacement of existing structure.

Zip Code: 49241.

31. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2004-5170) between MDOT and the Manistee County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category F Funds:

Hot mix asphalt paving work along 28th Street from Highway US-31 to Nelson Street, including base crushing and shaping, sidewalk, sidewalk ramp, drainage structure, and restoration work.

Estimated Funds:

State Restricted Economic Development Funds	\$ 91,100
Manistee County Road Commission Funds	<u>\$ 40,900</u>
Total Funds	<u>\$132,000</u>

EDF 51566 - 77736
 Letting of 6/4/2004

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: State Transportation Economic Development Funds and Manistee County Road Commission Funds.

Commitment Level: 69% state funds up to \$125,000 and the balance by the Manistee County Road Commission; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 49660.

32. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Amendatory Contract (2004-5214) between MDOT and the Kent County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Build Michigan III Funds:

Construction of a new multi-lane roadway along 36th Street from Kraft Avenue to Thornapple River Drive, including concrete curb and gutter and concrete pavement work.

Estimated Funds:

ORIGINAL

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$ 4,635,993	\$ 0	\$ 4,635,993
State Restricted Trunkline Funds	\$ 5,700,000	\$ 0	\$ 5,700,000
Kent County Road Commission Funds	\$ 2,172,207	\$83,400	\$ 2,255,607
Total Funds	<u>\$12,508,200</u>	<u>\$83,400</u>	<u>\$12,591,600</u>

AMENDMENT

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$ 4,635,993	\$ 0	\$ 4,635,993
State Restricted Trunkline Funds	\$ 5,700,000	\$ 0	\$ 5,700,000
Kent County Road Commission Funds	\$ 2,172,207	\$(83,400)	\$ 2,172,207
Total Funds	<u>\$12,508,200</u>	<u>\$(83,400)</u>	<u>\$12,508,200</u>

TOTAL

Federal Highway Administration Funds	\$ 4,635,993
State Restricted Trunkline Funds	\$ 5,700,000
Kent County Road Commission Funds	\$ 2,172,207
Total Funds	<u>\$12,508,200</u>

HPP 41401 - 76967

Amendment

* Denotes a non-standard contract/amendment

The purpose of this amendment is to provide for the removal of the Part B portion of the project (ride quality and measurement work along 36th Street from Kraft Avenue to Thornapple River Drive) and the associated decrease in the estimated project cost. The cost of the ride quality pay item was inadvertently included in both Part A and Part B of the original contract.

Purpose/Business Case: To amend the original contract to delete Part B, which is 100% locally funded ride quality and measurement work.

Benefit: Will correct the description, estimated cost, and cost sharing of work to be performed.

Funding Source: Federal High Priority Project Program Funds, State Build Michigan III Funds, and Kent County Road Commission Funds.

Commitment Level: 80% federal funds up to \$4,635,933 and the balance by the state and the Kent County Road Commission, with state funds capped at \$5,700,000; based on estimate.

Risk Assessment: Without amendment, the contract will not accurately describe the type, estimated cost, and cost sharing of the proposed work to be done.

Cost Reduction: N/A (original contract was for low bid).

New Project Identification: N/A (original contract was to construct new roadway).

Zip Code: 49512.

33. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2004-5245) between MDOT and Newaygo County Road Commission will provide for participation in the construction under contract by the County of the following Transportation Enhancement improvements:

Watershed improvements to control soil erosion and sedimentation for Site N-32 at 12 Mile Road over McDuffee Creek and for Site N-47 at 18 Mile Road over Woody Creek, including culvert installation, paving, and water quality monitoring work.

Estimated Funds:

Federal Highway Administration Funds	\$ 69,641
Newaygo County Road Commission Funds	\$ <u>56,979</u>
Total Funds	<u>\$126,620</u>

STE 62900 - 46868

Local Letting

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

Benefit: Will reduce soil erosion and sedimentation to improve quality of water that results from roadway runoff.

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

Commitment Level: 55% federal funds up to \$69,641 and the balance by the Newaygo County Road Commission; based on estimate.

Risk Assessment: Contract required in order for the County to receive these federal funds.

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

New Project Identification: Improve existing roadway to address quality of water that results from roadway runoff and erosion.

Zip Code: 49349.

* Denotes a non-standard contract/amendment

34. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Amendatory Contract (2004-5248) 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 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.

PART C

Reconstruction work at the intersection of Hannan Road and Tyler Road to add a left-turn lane, passing lane, and right-turn deceleration lane.

Estimated Funds:

ORIGINAL

	<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>

AMENDMENT

	<u>PART A</u>	<u>PART B</u>	<u>PART C</u>	<u>TOTAL</u>
State Restricted Economic Development Funds	\$(210,000)	\$ 0	\$210,000	\$5,165,000
County of Wayne Funds	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Funds	<u>\$(210,000)</u>	<u>\$ 0</u>	<u>\$210,000</u>	<u>\$5,165,000</u>

TOTAL

	<u>PART A</u>	<u>PART B</u>	<u>PART C</u>	<u>TOTAL</u>
State Restricted Economic Development Funds	\$3,935,000	\$1,020,000	\$210,000	\$5,165,000
County of Wayne Funds	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Funds	<u>\$3,935,000</u>	<u>\$1,020,000</u>	<u>\$210,000</u>	<u>\$5,165,000</u>

EDA 82522 – 78881; Wayne County Amendment

The purpose of this amendment is to allow the Hannan Road and Tyler Road intersection work in Part A to be constructed at a later date. This work will be removed from Part A and covered under a new Part C.

Purpose/Business Case: To amend the original contract to allow specific intersection work to be performed at a later date and separately from other project work.

Benefit: Instead of waiting for all parts to be designed, construction will begin at different times for separate portions of the project as the design for each part becomes completed.

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

Commitment Level: 100% state funds up to \$4,955,000 for the total of Parts A and B and the balance, if any, by the County of Wayne; 100% state funds up to \$210,000 for Part C and the balance, if any, by the County of Wayne; based on estimate.

Risk Assessment: With amendment, the part of the project ready to be constructed will not be delayed since it will not have to wait for other portions of the project to become ready.

Cost Reduction: N/A (original contract was for low bid).

New Project Identification: N/A (original contract was to widen existing roadways).

Zip Code: 48111.

35. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2004-5261) between MDOT and the Village of Quincy will provide for funding participation in the construction of the following improvements utilizing Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

PART A

Rehabilitation work along South Main Street from approximately 250 feet south of Glenn Avenue northerly to Jefferson Street, including coldmilling, curb and gutter, aggregate base, hot mix asphalt surfacing, drainage improvement, permanent signing, traffic control, and pavement marking work.

PART B

Reconstruction work along Jefferson Street from South Main Street easterly to Fulton Street, including earth excavation, curb and gutter, aggregate base, hot mix asphalt surfacing, drainage improvement, watermain, pavement marking, and restoration work.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds being used in lieu of State Restricted Economic Development Funds	\$ 37,400	\$ 0	\$ 37,400
Federal Highway Administration Funds	\$149,400	\$ 0	\$149,400
Village of Quincy Funds	<u>\$ 46,700</u>	<u>\$153,000</u>	<u>\$199,700</u>
Total Funds	<u>\$233,500</u>	<u>\$153,000</u>	<u>\$386,500</u>

STL 12555 – 74020; Branch County
Letting of 6/4/2004

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: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: Federal Minimum Guarantee Funds, Federal Surface Transportation Program Funds, and Village of Quincy Funds.

* Denotes a non-standard contract/amendment
6/24/04

Commitment Level: 80% federal funds, 20% Village of Quincy funds for Part A; 100% Village of Quincy funds for Part B; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 49082.

36. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Amendatory Contract (2004-5262) between MDOT and the St. Clair County Road Commission will provide for funding participation in the following improvements:

Bituminous resurfacing and widening work at the intersection of Meisner Road and King Road that is to be used as part of the detour route for the Highway M-29 construction.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMEND</u>	<u>TOTAL</u>
State Restricted Trunkline Funds	\$ 0	\$ 93,050	\$ 93,050
St. Clair County Road Commission Funds	\$ 93,050	\$ 0	\$ 93,050
Total Funds	<u>\$ 93,050</u>	<u>\$ 93,050</u>	<u>\$186,100</u>

BI04 77052 - 50530

Amendment

The purpose of this amendment is to change the percentages of the state and local funding from 0 percent to 50 percent state funding and from 100 percent to 50 percent local funding in order to charge the County the original negotiated cost of the project. When the original contract (2003-5379) was written, it was thought that the project cost was \$93,050 and that the County Road Commission would pay 100 percent of that cost. Due to last minute changes in funding categories, the actual project cost is estimated at \$186,100. This amendment is intended to rectify this situation.

The total cost of work covered by the contract has increased by \$93,050. However, the total estimated cost for job 50530 remains unchanged.

Purpose/Business Case: To amend the original contract to change the percentages of the local and state participation from 100 percent local to 50 percent local and 50 percent state.

Benefit: To correct an error in the state and local percentage ratio of the original contract.

Funding Source: State Transportation Fund Bond Issue Funds and St. Clair County Road Commission Funds.

Commitment Level: 50 percent state funds; and 50 percent St. Clair County Road Commission Funds; based on estimate.

Risk Assessment: With amendment, the project can be funded with the correct percentage of state and local funds.

Cost Reduction: N/A (original contract was for low bid).

New Project Identification: N/A (original contract was for improvements to a detour route).

Zip Code: 48039.

37. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2004-5265) between MDOT and the City of Frankenmuth will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

The purchase and installation of decorative lighting along Weiss Street from Highway M-83 northerly to Heritage Park.

Estimated Funds:

Federal Highway Administration Funds	\$115,192.09
City of Frankenmuth Funds	<u>\$106,331.16</u>
Total Funds	<u>\$221,523.25</u>

STE 73040 – 78468; Saginaw County
 Local Letting

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

Benefit: Beautification of transportation system.

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

Commitment Level: 52 percent federal funds up to \$115,192.09 and the balance by the City of Frankenmuth; 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: 48734.

38. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2004-5269) between MDOT and the City of Pontiac will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Decorative lighting work along Saginaw Street from Water Street northerly to Lafayette Street.

Estimated Funds:

Federal Highway Administration Funds	\$260,883.00
City of Pontiac Funds	<u>\$ 65,220.75</u>
Total Funds	<u>\$326,103.75</u>

STE 63459 – 48913; Oakland County
 Local Letting

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

Benefit: Beautification of transportation system.

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

Commitment Level: 80 percent federal funds up to \$260,833 and the balance by the City of Pontiac; based on estimate.

Risk Assessment: Contract required in order for City to receive these federal funds.

* Denotes a non-standard contract/amendment

Cost Reduction: Low bid.
New Project Identification: New beautification of existing roadway.
Zip Code: 48342.

39. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2004-5294) between MDOT and the Grand Traverse County Road Commission will provide for participation in the construction under contract by the County of the following Transportation Enhancement improvements:

Non-motorized trail work along abandoned railroad right-of-way from Lautner Road to Highway M-72, from Highway M-72 to Carter Road, and along Bunker Hill Road from White Road northwesterly approximately 2700 feet to the abandoned railroad right-of-way.

Estimated Funds:

Federal Highway Administration Funds	\$ 628,000
Grand Traverse County Road Commission Funds	<u>\$ 157,000</u>
Total Funds	<u>\$ 785,000</u>

STE 28900 - 48939
Local Letting

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

Benefit: To provide pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and Grand Traverse County Road Commission Funds.

Commitment Level: 80 percent federal funds up to \$628,000 and the balance by the Grand Traverse County Road Commission; based on estimate.

Risk Assessment: Contract required in order for the County to receive these federal funds.

Cost Reduction: Low bid.

New Project Identification: New pedestrian and bicycle facilities.

Zip Code: 49610.

40. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2004-5303) between MDOT and the Road Commission for Oakland County will provide for participation in the construction under contract by the County of the following Transportation Enhancement improvements:

Landscaping work along Wyoming Road from Eight Mile Road (Highway M-102) northerly to Cloverdale Avenue.

Estimated Funds:

Federal Highway Administration Funds	\$31,570.00
Road Commission for Oakland County Funds	<u>\$10,523.33</u>
Total Funds	<u>\$42,093.33</u>

STE 63459 - 51000
Local Letting

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

Benefit: Beautification of transportation system.

Funding Source: Federal Transportation Enhancement Activities Funds and Road Commission for Oakland County Funds.

Commitment Level: 75 percent federal funds up to \$31,570 and the balance by the Road Commission for Oakland County; based on estimate.

Risk Assessment: Contract required in order for County to receive these federal funds.

Cost Reduction: Low bid.

New Project Identification: New beautification of existing roadway.

Zip Code: 48220.

41. MULTI-MODAL - Section 5311 Capital Program

Project Authorization Revision (Z6/R2) under Master Agreement (2002-0023) between MDOT and the Cadillac/Wexford Transit Authority (CWTA) will add a line item for garage tools and rename the line item for bus equipment to safety and training equipment. Both of these items (garage tools and safety and training equipment) were originally approved by the appropriate local rural task force, but were inadvertently put into one line item called miscellaneous bus equipment. The original authorization provides state matching funds to CWTA's FY 2003 Federal Section 5311 Nonurbanized Area Formula Capital Program grant. The term of the authorization remains unchanged, November 25, 2003, through November 24, 2006. The total authorization amount remains unchanged at \$150,750. 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 - \$120,600; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$30,150.

Purpose/Business Case: To provide for the addition of a line item for maintenance equipment and the renaming of the bus equipment line item to safety and training equipment.

Benefit: Will increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$120,600; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$30,150.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding this revision is that needed maintenance equipment will not be purchased.

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: 49601.

42. MULTI-MODAL – Section 5311(f)

Project Authorization Revision (Z9/R1) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership will add a line item for intermodal facility construction and shift funding between the line items. As the architectural and engineering costs for the intermodal facility were lower than anticipated, the additional funds will be used toward the intermodal facility construction costs. The original authorization provides state matching funds to the agency's FY 2001 and FY 2002 Federal Section 5311(f) Intercity Bus Program grant. The authorization term remains unchanged, June 2, 2003, through June 1, 2006. The authorization amount remains unchanged at \$905,224. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$724,179; FY 2003 State Restricted Comprehensive Transportation Funds - \$181,045.

Purpose/Business Case: To provide for intermodal facility construction and to move funds from architectural and engineering to assist with the facility construction.

Benefit: Will increase public safety through improved transportation infrastructure.

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

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not approving this revision are the loss of federal funds and the failure to complete the terminal construction, hindering connectivity between local and intercity services.

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

New Project Identification: This is a revision to an existing project to provide for a new intermodal facility.

Zip Code: 49503.

43. MULTI-MODAL - Time Extension

Amendatory Contract (2002-0630/A1) between MDOT and the Beaver Island Transportation Authority (BITA) will extend the contract term by one year to allow BITA sufficient time to complete the construction of an emergency ramp for the docks on Beaver Island. The agency has been unable to schedule construction of the emergency ramp due to the undertaking of other infrastructure improvements at the terminal. The original contract provides 90 percent state marine capital funds for support equipment and capital improvements to the Beaver Island ferry system. Project items include dock support equipment, vessel support equipment and system upgrades, terminal support equipment, and 5 percent contingency (including emergency repairs). The revised contract term will be September 13, 2002, through September 12, 2005. The total contract amount remains unchanged at \$250,945. Source of Funds: FY 2002 State Restricted Comprehensive Transportation Funds - \$225,850; BITA Funds - \$25,095.

Purpose/Business Case: To provide for the extension of the contract term by one year to complete capital improvements to the Beaver Island Ferry System.

Benefit: Will increase public safety through improved transportation infrastructure.

Funding Source: FY 2002 State Restricted Comprehensive Transportation Funds - \$225,850; BITA Funds - \$25,095.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not doing this is loss of ferry service, loss of ridership, and non-compliance with federal standards.

Cost Reduction: Grant amount is determined by MDOT based on cost estimates and is not negotiated.

New Project Identification: This is an amendment to an existing project.

Zip Code: 49782.

44. *MULTI-MODAL - Economic Development

Contract (2004-0339) between MDOT and Global Engine Asset Company, LLC (GEAC), will provide financial assistance in the form of a loan for the construction of a 2,470-foot railroad spur track and the installation of the necessary signalization and safety devices for the improvement of rail freight transportation and the promotion of economic development in the village of Dundee, Monroe County. This project will provide the Global Engine Manufacturing Alliance (GEMA), a joint venture of DaimlerChrysler AG, Hyundai Motor Company, and Mitsubishi Motors, with rail access into the newly built engine plant.

This project will facilitate the creation of 700 new jobs within the village of Dundee. The estimated total amount of the project will be \$1,059,422. MDOT will loan GEAC \$529,711 or up to 50 percent of the project costs. Provisions included in the contract permit the loan to be forgiven incrementally over a five-year period if GEAC meets its commitment to ship and/or receive 660 rail carloads of freight annually. MDOT will provide GEAC a three-year moratorium to allow sufficient time for production ramp-up to the level necessary to meet shipping commitment requirements. During this moratorium, GEAC will pay MDOT for the lost opportunity costs of the funds until full production is achieved. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$529,711; Global Engine Asset Company, LLC, Funds - \$529,711.

Purpose: Will provide financial assistance for the construction of a 2,470-foot rail spur and the provision of necessary signalization and safety device at the Global Engine Manufacturing Alliance (GEMA) engine plant. This project will provide rail service to the newly-built GEMA engine plant in Dundee.

Benefit: This project will provide GEMA with rail access into the newly-constructed engine plant. This project will bring additional money into the local economy for lodging, meals, and other costs during the construction phase. The long-term benefit will be the creation of 700 new jobs along with related economic spin-offs.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$529,711; Global Engine Asset Company, LLC, Funds - \$529,711.

Commitment Level: The contract is based on an estimate from the applicant and serving carrier. Work will be competitively bid by GEMA, and appropriate adjustments will be made.

Risk Assessment: Not performing this activity would result in increased truck traffic along area highways, higher shipping costs being passed on to the consumer, and the loss of new jobs with the potential loss of further additional jobs in the Monroe County area.

Cost Reduction: GEMA will award the project to the lowest bid.

New Project Identification: New construction project.

Zip Code: 48131.

45. *MULTI-MODAL (Aeronautics) - Increase Amount, Extend Term
 Amendatory Contract (2003-0124/A1) between MDOT and the Delta County Board of Commissioners will increase the contract amount by \$3,713 in order to allow for higher than anticipated construction bids and will extend the contract term by seventeen years in order 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 security enhancements at the Delta County Airport in Escanaba, Michigan. The revised contract term will be February 25, 2003, through February 24, 2023. The revised total contract amount will be \$85,301. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$81,098	\$3,348	\$84,446
State Restricted Aeronautics Funds	\$ 245	\$ 182	\$ 427
Delta County Funds	<u>\$ 245</u>	<u>\$ 183</u>	<u>\$ 428</u>
Total	<u>\$81,588</u>	<u>\$3,713</u>	<u>\$85,301</u>

Purpose/Business Case: The project includes security enhancements at the airport. This amendment will update the project costs to allow for higher than anticipated bids. The low bid was higher than the engineer's estimate. The time extension is needed in order to comply with a FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years.

Benefit: The amendment will allow the FAA to close the grant for this project, which is now pending.

Funding Source: FAA Funds - \$84,446; State Restricted Aeronautics Funds - \$427; Delta County Funds - \$428; Contract Total - \$85,301.

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

Risk Assessment: If the contract is not awarded, the local sponsor would have to proceed without federal and state participation. A delay could prompt a citation by the federal compliance inspector and affect the receipt of future grants.

Cost Reduction: All construction contracts are procured through federal procurement guidelines and awarded to the lowest bidder.

New Project Identification: This is an amendment to an existing contract.

Zip Code: 49829.

46. *MULTI-MODAL (Aeronautics) - Increase Services and Amount, Extend Term
 Amendatory Contract (2003-0354/A1) between MDOT and the Lenawee County Board of Commissioners will add the preparation of a memorandum of agreement between the Federal Aviation Administration (FAA) and the historical property owners to the project, will increase the contract amount by \$23,500, and will extend the contract term by seventeen years in order to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for a wildlife study and historical property recordation to determine compliance with a finding of no significant impact (FONSI) at the Lenawee County Airport in Adrian, Michigan. The revised contract term will be July 30, 2003, through July 29, 2023. The revised total contract amount will be \$61,500. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$34,200	\$21,150	\$55,350
State Restricted Aeronautics Funds	\$ 1,900	\$ 1,175	\$ 3,075
Lenawee County Funds	\$ 1,900	\$ 1,175	\$ 3,075
Total	<u>\$38,000</u>	<u>\$23,500</u>	<u>\$61,500</u>

Purpose/Business Case: The original contract includes a wildlife study and historical property recordation that was needed in order to analyze the factors related to the extension of runway 5. The amendment will cover the cost of preparing a memorandum of agreement between the FAA and the historical property owners. The time extension is needed in order to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years.

Benefit: The additional documentation will provide the basis for the decision whether or not to proceed with the runway extension project.

Funding Source: FAA Funds - \$55,350; State Restricted Aeronautics Funds - \$3,075; Lenawee County Funds - \$3,075; Contract Total - \$61,500.

Commitment Level: The contract is for a fixed cost.

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

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

New Project Identification: This is an amendment to an existing contract.

Zip Code: 49221.

47. *MULTI-MODAL (Aeronautics) - Increase Services and Amount
 Amendatory Contract (2004-0170/A1) between MDOT and Linden Airport Leasing, LLC, will add apron work to the project and will increase the contract amount by \$194,188. The original contract provides for the reconstruction of runway 9/27 at Price's Airport in Linden, Michigan. The term of the contract remains unchanged, April 20, 2004, through April 19, 2024. The revised total contract amount will be \$1,628,188. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
State Restricted Aeronautics Funds	\$1,290,600	\$174,769	\$1,465,369
Linden Airport Leasing, LLC, Funds	\$ 143,400	\$ 19,419	\$ 162,819
Total	<u>\$1,434,000</u>	<u>\$194,188</u>	<u>\$1,628,188</u>

Purpose/Business Case: The project is for the reconstruction of the primary runway (9/27). The amendment will change the scope to add apron work.

Benefit: The improvements will extend the life of the pavements and allow for more efficient aircraft operations.

Funding Source: State Restricted Aeronautics Funds - \$1,465,369; Linden Airport Leasing, LLC, Funds - \$162,819; Contract Total - \$1,628,188.

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is an amendment to an existing contract.

Zip Code: 48451.

48. MULTI-MODAL (Aeronautics) - Airport Crack Sealing

Contract (2004-0267) between MDOT and the Southwest Michigan Regional Airport Authority (SMRAA) will provide state grant funds for airport crack sealing at the Southwest Michigan Regional Airport in Benton Harbor, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$5,000; SMRAA Funds - \$5,000; Contract Total - \$10,000.

Purpose/Business Case: The project includes the routine sealing of cracks in airport pavements.

Benefit: As with all pavements, cracks routinely occur. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.

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

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 local government may not be able to afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is routine maintenance.

Zip Code: 49015.

49. MULTI-MODAL (Aeronautics) - Airport Crack Sealing

Contract (2004-0268) between MDOT and the Township of Davison will provide state grant funds for airport crack sealing at the Athelone Williams Memorial Airport in Davison, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$5,000; Township of Davison Funds - \$5,000; Contract Total - \$10,000.

Purpose/Business Case: The project includes the routine sealing of cracks in airport pavements.

Benefit: As with all pavements, cracks routinely occur. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.

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

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 local government may not be able to afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is routine maintenance.

Zip Code: 48423.

50. MULTI-MODAL (Aeronautics) - Airport Crack Sealing
Contract (2004-0269) between MDOT and the Jackson County Board of Commissioners will provide state grant funds for airport crack sealing at the Jackson County-Reynolds Field in Jackson, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$5,000; Jackson County Funds - \$5,000; Contract Total - \$10,000.

Purpose/Business Case: The project includes the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely occur in pavement. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.

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

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 local government may not be able to afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is routine maintenance.

Zip Code: 49202.

51. MULTI-MODAL (Aeronautics) - Airport Crack Sealing
Contract (2004-0270) between MDOT and the Kalamazoo County Board of Commissioners will provide state grant funds for airport crack sealing 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 - \$6,000; Kalamazoo County Funds - \$6,000; Contract Total - \$12,000.

Purpose/Business Case: The project includes the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely occur in pavement. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.

Funding Source: State Restricted Aeronautics Funds - \$6,000; Kalamazoo County Funds - \$6,000; Contract Total - \$12,000.

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 local government may not be able to afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is routine maintenance.

Zip Code: 49002.

52. *MULTI-MODAL (Aeronautics) - State Block Grant from FAA
Contract (2004-0325) between MDOT and the Federal Aviation Administration (FAA) is a grant contract issued under the State Block Grant Program authorized by the Federal Airport Improvement Program legislation. The block grant is issued to MDOT, and MDOT issues sub-grants to the local communities for airport development projects. Each of the sub-grants will be presented to the State Administrative Board for approval. The sub-grants will be used to fund 95 percent of a development project, with the remaining 5 percent coming from state and/or local funds. The amount of the block grant issued to MDOT is estimated at \$3,000,000. The grant will be in effect from the date of award through the completion date of the last sub-grant issued under the block grant or July 2014, whichever is later.

* Denotes a non-standard contract/amendment

Purpose/Business Case: The grant issued to MDOT through the State Block Grant Program provides the federal funding used for airport improvement projects at general aviation airports as determined by the state.

Benefit: Increased public safety through capital improvement projects and expanded airport security measures.

Funding Source: 100% FAA funds.

Commitment Level: MDOT will issue sub-grants to local community airports using an estimated 95% FAA funds and 5% state and/or local funds. The costs for each sub-grant will be based on cost estimates, fixed cost, or competitive bid.

Risk Assessment: This is a revenue grant.

Cost Reduction: The grant amount is not negotiable.

New Project Identification: This is not a new project.

Zip Code: 48909.

53. *MULTI-MODAL (Aeronautics) - State Block Grant from FAA

Contract (2004-0326) between MDOT and the Federal Aviation Administration (FAA) is a grant contract issued under the State Block Grant Program authorized by the Federal Airport Improvement Program legislation. The block grant is issued to MDOT, and MDOT issues sub-grants to the local communities for airport development projects. Each of the sub-grants will be presented to the Administrative Board for approval. The sub-grants will be used to fund 95 percent of a development project, with the remaining 5 percent coming from state and/or local funds. The amount of the block grant issued to MDOT is estimated at \$2,950,000. The grant will be in effect from the date of award through the completion date of the last sub grant issued under the block grant or July 2014, whichever is later.

Purpose/Business Case: The grant issued to MDOT through the State Block Grant Program provides the federal funding used for airport improvement projects at general aviation airports as determined by the state.

Benefit: Increased public safety through capital improvement projects and expanded airport security measures.

Funding Source: 100% FAA funds.

Commitment Level: MDOT will issue sub-grants to local community airports using an estimated 95% FAA funds and 5% state and/or local funds. The costs for each sub-grant will be based on cost estimates, fixed cost, or competitive bid.

Risk Assessment: This is a revenue grant.

Cost Reduction: The grant amount is not negotiable.

New Project Identification: This is not a new project.

Zip Code: 48909.

54. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2004-0328) between MDOT and the Livingston County Board of Commissioners will provide federal and state grant funds for the land acquisition costs of parcels 28, 33, and E57 as a result of a condemnation award at the Livingston County Airport in Howell, 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: FY 2004 FAA Funds (via block grant) - \$283,500; State Restricted Aeronautics Funds - \$15,750; Livingston County Funds - \$15,750; Contract Total - \$315,000.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

Purpose/Business Case: The project includes land acquisition costs for parcel 28 (Watters) and parcels 33 and E57 (Jachim) as a result of a court-awarded settlement.

Benefit: These funds will be used to comply with a settlement award that has been issued by the Livingston County Circuit Court. The property is needed for a future construction project.

Funding Source: FY 2004 FAA Funds (via block grant) - \$283,500; State Restricted Aeronautics Funds - \$15,750; Livingston County Funds - \$15,750; Contract Total - \$315,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the local government would not be able to afford the cost without federal and state participation.

Cost Reduction: This is a court ordered settlement resulting from a condemnation action.

New Project Identification: This is for an existing project.

Zip Code: 48855.

55. MULTI-MODAL (Aeronautics) - Environmental Assessment

Contract (2004-0329) between MDOT and the County of Oakland will provide federal and state grant funds for the preparation of an environmental assessment at the Oakland County International Airport in Pontiac, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FY 2004 FAA Funds (via block grant) - \$62,100; State Restricted Aeronautics Funds - \$3,450; Oakland County Funds - \$3,450; Contract Total - \$69,000.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

Purpose/Business Case: The environmental assessment will ensure that all environmental impacts are identified for the proposed improvements to the runway safety areas.

Benefit: After the environmental assessment is completed, improvements to the runway safety areas are planned to begin.

Funding Source: FY 2004 FAA Funds (via block grant) - \$62,100; State Restricted Aeronautics Funds - \$3,450; Oakland County Funds - \$3,450; Contract Total - \$69,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the airport improvements cannot be completed, and the benefits the airport and community would be lost.

Cost Reduction: All consultant contracts are reviewed by MDOT personnel for appropriateness and for any additional cost savings.

New Project Identification: A consultant will be procured to gather the environmental data.

Zip Code: 48327.

56. MULTI-MODAL (Aeronautics) - Environmental Testing and Documentation
Contract (2004-0331) between MDOT and the Gogebic County Board of Commissioners will provide federal and state grant funds for the environmental testing and documentation of an abandoned underground storage tank site at the Gogebic-Iron County Airport in Ironwood, 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: FY 2004 FAA Funds (via block grant) - \$6,300; State Restricted Aeronautics Funds - \$350; Gogebic County Funds - \$350; Contract Total - \$7,000.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

Purpose/Business Case: To allow for the environmental testing of an abandoned underground storage tank site, including abandonment documentation.

Benefit: The work will satisfy the Michigan Department of Environmental Quality requirements pursuant to the Michigan Natural Resources Environmental Protection Act.

Funding Source: FY 2004 FAA Funds (via block grant) - \$6,300; State Restricted Aeronautics Funds - \$350; Gogebic County Funds - \$350; Contract Total - \$7,000.

Commitment Level: The contract is for a fixed cost.

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

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

New Project Identification: The project is for an existing facility.

Zip Code: 49938.

57. MULTI-MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training
Contract (2004-0336) between MDOT and the Dickinson County Board of Commissioners will provide state grant funds for Aircraft Rescue Fire Fighting (ARFF) training at the Ford Airport in Iron Mountain, 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: 49801.

58. MULTI-MODAL (Aeronautics) - Analysis and Abatement Review

Contract (2004-0337) between MDOT and the Harbor/Petoskey Area Airport Authority will provide state grant funds for an airport instrument approach procedures analysis and an aircraft noise abatement program review at the Harbor Springs Municipal Airport in Harbor Springs, Michigan. The contract will be in effect from the date of award through twenty years. Source of Funds: State Restricted Aeronautics Funds - \$22,500; Harbor/Petoskey Area Airport Authority Funds - \$2,500; Contract Total - \$25,000.

Purpose/Business Case: The project includes an airport instrument approach procedures analysis and an aircraft noise abatement program review.

Benefit: The analysis of the instrument approach procedures and noise abatement review are being performed to determine options to minimize or avoid impacts on noise-sensitive areas east of the airport.

Funding Source: State Restricted Aeronautics Funds - \$22,500; Harbor/Petoskey Area Airport Authority Funds - \$2,500; Contract Total - \$25,000.

Commitment Level: The contract is for a fixed cost.

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

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

New Project Identification: The analysis and review are for an existing facility.

Zip Code: 49722.

59. MULTI-MODAL (Aeronautics) - Environmental Assessment

Contract (2004-0345) between MDOT and the City of Battle Creek will provide federal and state grant funds for the preparation of an environmental assessment at the W. K. Kellogg Airport in Battle Creek, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FY 2004 FAA Funds (via block grant) - \$123,300; State Restricted Aeronautics Funds - \$6,850; City of Battle Creek Funds - \$6,850; Contract Total - \$137,000.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

Purpose/Business Case: The project includes an environmental assessment for a parallel runway.

Benefit: The environmental assessment will provide documentation that will ensure that all environmental impacts of the proposed parallel runway improvements are identified.

Funding Source: FY 2004 FAA Funds (via block grant) - \$123,300; State Restricted Aeronautics Funds - \$6,850; City of Battle Creek Funds - \$6,850; Contract Total - \$137,000.

* Denotes a non-standard contract/amendment

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the environmental assessment would not be conducted, as the local government cannot afford the cost without federal and state participation.

Cost Reduction: All consultant contracts are reviewed by MDOT personnel for appropriateness and for any cost reductions.

New Project Identification: This is an environmental assessment for an existing facility.

Zip Code: 49015.

60. MULTI-MODAL (Aeronautics) - Construction of Taxistreets and Airport Layout Plan Update
Contract (2004-0346) between MDOT and the Oceana County Board of Commissioners will provide state grant funds for the construction of taxistreets and for an airport layout plan (ALP) update at the Oceana County Airport in Hart, Michigan. The contract will be in effect from the date of award through twenty years. Source of Funds: State Restricted Aeronautics Funds - \$99,000; Oceana County Funds - \$11,000; Contract Total - \$110,000.

Purpose/Business Case: The project includes the construction of taxistreets and an ALP update.

Benefit: The construction of the taxistreets will benefit the airport users with a safer and smoother surface. The ALP will be updated to meet current FAA standards and requirements.

Funding Source: State Restricted Aeronautics Funds - \$99,000; Oceana County Funds - \$11,000; Contract Total - \$110,000.

Commitment Level: The contract is for a fixed cost.

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

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

New Project Identification: The taxistreet construction will rehabilitate existing pavement. The ALP will update an existing document.

Zip Code: 49420.

61. MULTI-MODAL (Aeronautics) - Taxiway Construction and Drainage Improvements
Contract (2004-0350) between MDOT and the Ionia County Board of Commissioners will provide federal and state grant funds for taxiway construction and drainage improvements at the Ionia County Airport in Ionia, 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: FY 2004 FAA Funds (via block grant) - \$146,171; State Restricted Aeronautics Funds - \$8,120; Ionia County Funds - \$8,121; Contract Total - \$162,412.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

Purpose/Business Case: The project includes the construction of a taxiway and drainage improvements at the Ionia County Airport.

Benefit: The new taxiways and drainage improvements will give access to existing and proposed aircraft hangers.

* Denotes a non-standard contract/amendment

Funding Source: FY 2004 FAA Funds (via block grant) - \$146,171; State Restricted Aeronautics Funds - \$8,120; Ionia County Funds - \$8,121; Contract Total - \$162,412.

Commitment Level: The contract is for a fixed cost.

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

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

New Project Identification: This is a new project.

Zip Code: 48846.

62. MULTI-MODAL (Aeronautics) - Purchase Equipment and Paint Marking

Contract (2004-0351) between MDOT and the Mason County Board of Commissioners will provide federal and state grant funds for the purchase of snow removal equipment (SRE) and for the undertaking of runway paint marking at the Mason County Airport in Ludington, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FY 2004 FAA Funds (via block grant) - \$147,600; State Restricted Aeronautics Funds - \$8,200; Mason County Funds - \$8,200; Contract Total - \$164,000.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

Purpose/Business Case: The project includes the purchase of snow removal equipment and the undertaking of runway paint marking at the Mason County Airport.

Benefit: The SRE will provide the airport with the ability to remove snow efficiently and will allow the airport to remain open regardless of the season. Runway paint marking is a requirement of the FAA. Routine marking of the pavements is necessary for the markings to be clear.

Funding Source: FY 2004 FAA Funds (via block grant) - \$147,600; State Restricted Aeronautics Funds - \$8,200; Mason County Funds - \$8,200; Contract Total - \$164,000.

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The paint marking was bid through MDOT and awarded to the lowest bidder. The equipment was bid locally and reviewed by MDOT personnel for appropriateness and further cost reductions.

New Project Identification: The new equipment will replace existing worn-out equipment. The paint marking is routine maintenance.

Zip Code: 49431.

63. MULTI-MODAL (Aeronautics) - Rehabilitation of Runway and Lighting, New Taxistreets
Contract (2004-0352) between MDOT and the City of Clare will provide federal and state grant funds for the rehabilitation of runway 8/26 and associated lighting and for the construction of new taxistreets at the Clare Municipal Airport in Clare, 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: FY 2004 FAA Funds (via block grant) - \$349,744; State Restricted Aeronautics Funds - \$19,430; City of Clare Funds - \$19,430; Contract Total - \$388,604.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

Purpose/Business Case: The project includes the rehabilitation of runway 8/26 and associated lighting and the construction of new taxistreets at the Clare Municipal Airport.

Benefit: Runway 8/26 provides crosswind coverage for the airport. It is in very poor condition and needs to be rehabilitated. This project will address that need, which will benefit airport users by providing a safe and smooth surface for take-offs and landings when it is not possible to use the primary runway. In addition, the airport will benefit from the new taxistreets that are part of this project. There will be new space for hangars to be built that will provide a source of revenue for the airport.

Funding Source: FY 2004 FAA Funds (via block grant) - \$349,744; State Restricted Aeronautics Funds - \$19,430; City of Clare Funds - \$19,430; Contract Total - \$388,604.

Commitment Level: The contract is for a fixed cost.

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

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

New Project Identification: The project includes rehabilitation and new work. The percent of new work is 19%.

Zip Code: 48617.

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

Contract (2004-0354) between MDOT and the Huron County Board of Commissioners will provide federal and state grant funds for the rehabilitation of runway 3/21 at the Huron County Memorial Airport in Bad Axe, 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: FY 2004 FAA Funds (via block grant) - \$364,500; State Restricted Aeronautics Funds - \$20,250; Huron County Funds - \$20,250; Contract Total - \$405,000.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

Purpose/Business Case: The project includes the construction of the rehabilitation of runway 3/21 at the Huron County Memorial Airport.

Benefit: The rehabilitation will extend the useful life of the runway and will make the airport safer for pilots and other airport users.

Funding Source: FY 2004 FAA Funds (via block grant) - \$364,500; State Restricted Aeronautics Funds - \$20,250; Huron County Funds - \$20,250; Contract Total - \$405,000.

Commitment Level: The contract is for a fixed cost.

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

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

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

Zip Code: 48413.

65. MULTI-MODAL (Aeronautics) - Airport Crack Sealing

Contract (2004-0355) between MDOT and the Iron County Board of Commissioners will provide state grant funds for airport crack sealing at the Iron County Airport in Crystal Falls, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$5,000; Iron County Funds - \$5,000; Contract Total - \$10,000.

Purpose/Business Case: The project includes the routine sealing of cracks in airport pavements.

Benefit: As with all pavements, cracks routinely occur. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.

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

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 local government may not be able to afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is routine maintenance.

Zip Code: 49920.

66. MULTI-MODAL (Aeronautics) - Airport Crack Sealing
Contract (2004-0357) between MDOT and the Wayne County Airport Authority will provide state grant funds for airport crack sealing at the Willow Run Airport in Ypsilanti, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$5,000; Wayne County Airport Authority Funds - \$5,000; Contract Total - \$10,000.

Purpose/Business Case: The project includes the routine sealing of cracks in airport pavements.

Benefit: As with all pavements, cracks routinely occur. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.

Funding Source: State Restricted Aeronautics Funds - \$5,000; Wayne County Airport Authority Funds - \$5,000; Contract Total - \$10,000.

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 at this time without state participation.

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is routine maintenance.

Zip Code: 48242.

67. MULTI-MODAL (Aeronautics) - Airport Crack Sealing
Contract (2004-0359) between MDOT and the Hastings City/Barry County Airport Commission will provide state grant funds for airport crack sealing at the Hastings City/Barry County Airport in Hastings, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$10,000; Hastings City/Barry County Airport Commission Funds - \$10,000; Contract Total - \$20,000.

Purpose/Business Case: The project includes the routine sealing of cracks in airport pavements.

Benefit: As with all pavements, cracks routinely occur. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.

Funding Source: State Restricted Aeronautics Funds - \$10,000; Hastings City/Barry County Airport Commission Funds - \$10,000; Contract Total - \$20,000.

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 local government may not be able to afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is routine maintenance.

Zip Code: 49058.

68. MULTI-MODAL (Aeronautics) - Airport Crack Sealing
Contract (2004-0360) between MDOT and the Ionia County Board of Commissioners will provide state grant funds for airport crack sealing at the Ionia County Airport in Ionia, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$2,500; Ionia County Funds - \$2,500; Contract Total - \$5,000.

Purpose/Business Case: The project includes the routine sealing of cracks in airport pavements.

Benefit: As with all pavements, cracks routinely occur. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.

Funding Source: State Restricted Aeronautics Funds - \$2,500; Ionia County Funds - \$2,500; Contract Total - \$5,000.

* Denotes a non-standard contract/amendment

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 local government may not be able to afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is routine maintenance.

Zip Code: 48846.

69. MULTI-MODAL (Aeronautics) - Airport Crack Sealing

Contract (2004-0361) between MDOT and the Dickinson County Board of Commissioners will provide state grant funds for airport crack sealing at the Ford Airport in Iron Mountain, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$5,000; Dickinson County Funds - \$5,000; Contract Total - \$10,000.

Purpose/Business Case: The project includes the routine sealing of cracks in airport pavements.

Benefit: As with all pavements, cracks routinely occur. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.

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

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 local government may not be able to afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is routine maintenance.

Zip Code: 49801.

70. MULTI-MODAL (Aeronautics) - Airport Crack Sealing

Contract (2004-0362) between MDOT and Suburban Holdings, Inc., will provide state grant funds for airport crack sealing at the Toledo Suburban Airport in Lambertville, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$3,000; Suburban Holdings, Inc., Funds - \$3,000; Contract Total - \$6,000.

Purpose/Business Case: The project includes the routine sealing of cracks in airport pavements.

Benefit: As with all pavements, cracks routinely occur. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.

Funding Source: State Restricted Aeronautics Funds - \$3,000; Suburban Holdings, Inc., Funds - \$3,000; Contract Total - \$6,000.

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 local government may not be able to afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is routine maintenance.

Zip Code: 49267.

71. MULTI-MODAL (Aeronautics) - Airport Crack Sealing

Contract (2004-0363) between MDOT and the City of Marshall will provide state grant funds for airport crack sealing at Brooks Field in Marshall, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$1,500; City of Marshall Funds - \$1,500; Contract Total - \$3,000.

Purpose/Business Case: The project includes the routine sealing of cracks in airport pavements.

Benefit: As with all pavements, cracks routinely occur. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.

Funding Source: State Restricted Aeronautics Funds - \$1,500; City of Marshall Funds - \$1,500; Contract Total - \$3,000.

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 local government may not be able to afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is routine maintenance.

Zip Code: 49068.

72. MULTI-MODAL (Aeronautics) - Airport Crack Sealing

Contract (2004-0364) between MDOT and the Presque Isle County Board of Commissioners will provide state grant funds for airport crack sealing at the Leo E. Goetz County Airport in Onaway, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$6,000; Presque Isle County Funds - \$6,000; Contract Total - \$12,000.

Purpose/Business Case: The project includes the routine sealing of cracks in airport pavements.

Benefit: As with all pavements, cracks routinely occur. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.

Funding Source: State Restricted Aeronautics Funds - \$6,000; Presque Isle County Funds - \$6,000; Contract Total - \$12,000.

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 local government may not be able to afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is routine maintenance.

Zip Code: 49779.

73. MULTI-MODAL (Aeronautics) - Airport Crack Sealing

Contract (2004-0365) between MDOT and the Emmet County Board of Commissioners will provide state grant funds for airport crack sealing 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 - \$15,000; Emmet County Funds - \$15,000; Contract Total - \$30,000.

Purpose/Business Case: The project includes the routine sealing of cracks in airport pavements.

Benefit: As with all pavements, cracks routinely occur. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.

Funding Source: State Restricted Aeronautics Funds - \$15,000; Emmet County Funds - \$15,000; Contract Total - \$30,000.

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 local government may not be able to afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is routine maintenance.

Zip Code: 49769.

74. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z18) issued under Master Agreement (2003-0006) between MDOT and the Macatawa Area Coordinating Council (MACC) will provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. This authorization will provide for the coordination of efforts for the acquisition of traffic counts and other necessary items for the Highway Performance Monitoring System, which will include retaining a consultant to assist in acquiring traffic counts, on an as-needed basis. This authorization will be in effect from the date of award through September 30, 2004. The authorization amount will be \$25,657. The term of the Master Agreement is from October 1, 2002, through September 30, 2005. Source of Funds: 81.85% Federal Highway Administration Funds [Surface Transportation Program-Urban (STPU)] and 18.15% MACC 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 (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments to carry out transportation planning activities.

Benefit: Will provide for funding and for facilitation 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 MPOs. 81.85% Federal Highway Administration Funds (STPU) and 18.15% MACC Funds.

Commitment Level: The costs of these projects are based on the federally-approved Unified Work Program (UWP) for each 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 amount in the current UWP for each MPO 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 MPOs and the inability to spend millions of dollars for transportation planning activities throughout the state.

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

New Project Identification: These are on-going project agreements for transportation planning administrative grants.

Zip Code: 49424.

75. TRANSPORTATION PLANNING – Master Planning Agreements

Project Authorization (Z25) under Master Agreement (2003-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) provides for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. The authorization term is October 1, 2003, through September 30, 2004. The authorization amount is \$85,000. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Transit Administration Funds (Section 5313(b)) and 20% SEMCOG Funds.

Although this authorization was awarded with the effective date of October 1, 2003, as stated above, it was approved by the State Administrative Board (SAB) with an incorrect effective date of October 21, 2003. MDOT is requesting retroactive (SAB) approval of October 1, 2003, as the effective date for this authorization so MDOT can reimburse SEMCOG for costs incurred between October 1, 2003, and the SAB-approved effective date.

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 (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments for the carrying out of transportation planning activities.

Benefit: Will provide for funding and for facilitation 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 MPOs. 80% Federal Highway Administration Funds (5313(b)) and 20% SEMCOG Funds.

Commitment Level: The costs of these projects are based on the federally-approved Unified Work Program (UWP) for each 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 amount in the current UWP for each MPO, 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 MPOs and the inability to spend millions of dollars for transportation planning activities throughout the State.

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

New Project Identification: These are on-going projects for transportation planning administrative grants.

Zip Code: 48226.

76. TRANSPORTATION PLANNING – Master Planning Agreements

Project Authorization (Z29) under Master Agreement (2003-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) provides for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. The authorization term is October 1, 2003, through September 30, 2004. The authorization amount is \$43,000. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 100% Federal Highway Administration Funds (Safety Funds).

Although this authorization was awarded with the effective date of October 1, 2003, as stated above, it was approved by the State Administrative Board (SAB) with an incorrect effective date of May 4, 2004. MDOT is requesting retroactive (SAB) approval of October 1, 2003, as the effective date for this authorization so MDOT can reimburse SEMCOG for costs incurred between October 1, 2003, and the SAB-approved effective date.

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 (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments for the carrying out of transportation planning activities.

Benefit: Will provide for funding and for facilitation 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 MPOs. 100% Federal Highway Administration Funds (Safety Funds).

Commitment Level: The costs of these projects are based on the federally-approved Unified Work Program (UWP) for each 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 amount in the current UWP for each MPO, 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 MPOs and the inability to spend millions of dollars for transportation planning activities throughout the State.

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

New Project Identification: These are on-going projects for transportation planning administrative grants.

Zip Code: 48226.

77. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z35) issued under Master Agreement (2003-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for the oversight of Phase III of the National Scenic Byways funds distributed to the Woodward Heritage Team project. This authorization will be retroactively in effect from July 1, 2004, through June 30, 2005, in order to match SEMCOG's Fiscal Year 2005. The authorization amount will be \$670,000. The term of the master agreement is from October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Highway Administrations Funds and 20% SEMCOG 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 (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments for the carrying out of transportation planning activities.

Benefit: Will provide for funding and for facilitation 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 MPOs. 80% Federal Highway Administration Funds (State Planning and Research) and 20% SEMCOG Funds.

Commitment Level: The costs of these projects are based on the federally-approved Unified Work Program (UWP) for each 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 amount in the current UWP for each MPO, 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 MPOs and the inability to spend millions of dollars for transportation planning activities throughout the State.

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

New Project Identification: These are on-going projects for transportation planning administrative grants.

Zip Code: 49022.

78.-88. TRANSPORTATION PLANNING – Master Planning Agreements

The following Project Authorizations under Master Agreements between MDOT and the Metropolitan Planning Organizations (MPOs) and Regional Planning Organizations (RPOs) listed below provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. The authorization terms are October 1, 2003, through September 30, 2004. The authorization amounts are given below. The terms of the master agreements are October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Transit Administration Funds (Section 5303) and 20% MPO/RPO Funds.

Although these authorizations were awarded with the effective date of October 1, 2003, as stated above, they were approved by the State Administrative Board (SAB) with the incorrect effective dates listed below. MDOT is requesting retroactive (SAB) approval of October 1, 2003, as the effective date for these authorizations so MDOT can reimburse the MPOs and RPOs for costs incurred between October 1, 2003, and the SAB-approved effective dates.

* Denotes a non-standard contract/amendment

	<u>Agreement/Auth. #</u>	<u>MPO/RPO</u>	<u>Auth. Amount</u>	<u>SAB-approved Effective Date</u>
78.	2003-0001/Z5	Battle Creek Area Transp. Study	\$ 34,130.00	12/2/2003
79.	2003-0002/Z8	Bay County Board of Comm.	\$ 30,450.00	1/20/2004
80.	2003-0003/Z6	Genesee County Met. Plan. Comm.	\$111,405.00	12/16/2003
81.	2003-0004/Z12	Grand Valley Met. Council	\$180,751.25	1/20/2004
82.	2003-0005/Z8	Kalamazoo Area Transp. Study	\$127,704.00	12/3/2003
83.	2003-0006/Z14	Macatawa Area Coord. Council	\$ 31,751.25	1/20/2004
84.	2003-0007/Z2	Region 2 Planning Comm.	\$ 31,475.00	12/2/2003
85.	2003-0008/Z8	Saginaw Co. Met. Planning Comm.	\$ 46,563.75	4/6/2004
86.	2003-0010/Z7	Southwestern Michigan Comm.	\$ 29,588.00	12/2/2003
87.	2003-0011/Z5	Tri-County Reg. Planning Comm.	\$146,711.00	12/2/2003
88.	2003-0012/Z8	West MI Shoreline Regional Development Commission	\$ 37,739.00	1/20/2004

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 (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments for the carrying out of transportation planning activities.

Benefit: Will provide for funding and for facilitation 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 MPOs. 80% Federal Transit Administration Funds Section (5303) and 20% MPO/RPO Funds.

Commitment Level: The costs of these projects are based on the federally-approved Unified Work Program (UWP) for each 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 amount in the current UWP for each MPO, 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 MPOs and the inability to spend millions of dollars for transportation planning activities throughout the state.

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

New Project Identification: These are on-going projects for transportation planning administrative grants.

Zip Code: 48909.

89.-100. TRANSPORTATION PLANNING – Master Planning Agreements

The following Project Authorizations under Master Agreements between MDOT and the Metropolitan Planning Organizations (MPOs) and Regional Planning Organizations (RPOs) listed below provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. The authorization terms are October 1, 2003, through September 30, 2004. The authorization amounts are given below. The terms of the master agreements are October 1, 2002, through September 30, 2005. Source of Funds: 81.85% Federal Highway Administration Funds [(Metropolitan Planning Funds (PL112))] and 18.15% MPO/RPO Funds

Although these authorizations were awarded with the effective date of October 1, 2003, as stated above, they were approved by the State Administrative Board (SAB) with the incorrect effective dates listed below. MDOT is requesting retroactive (SAB) approval of October 1, 2003, as the effective date for these authorizations so MDOT can reimburse the MPOs and RPOs for costs incurred between October 1, 2003, and the SAB-approved effective dates.

	<u>Agreement/Auth.#</u>	<u>MPO/RPO</u>	<u>Auth. Amount</u>	<u>SAB-approved Effective Date</u>
89.	2003-0001/Z6	Battle Creek Area Transportation Study	\$162,532	12/2/2003
90.	2003-0002/Z7	Bay County Board of Commissioners	\$180,819	1/20/2004
91.	2003-0003/Z5	Genesee Co. Metropolitan Planning Commission	\$440,951	12/16/2003
92.	2003-0004/Z13	Grand Valley Metropolitan Council	\$422,262.67	1/20/2004
93.	2003-0005/Z7	Kalamazoo Area Transportation Study	\$314,755	12/2/2003
94.	2003-0006/Z15	Macatawa Area Coordinating Council	\$151,992.66	1/20/2004
95.	2003-0007/Z1	Region 2 Planning Comm.	\$168,853	12/2/2003
96.	2003-0008/Z9	Saginaw Co. Metropolitan Planning Commission	\$186,257.79	4/6/2004
97.	2003-0010/Z8	Southwestern Michigan Commission	\$136,102	12/2/2003
98.	2003-0010/Z9	Southwestern Michigan Commission	\$72,182	12/2/2003
99.	2003-0011/Z4	Tri-County Regional Planning Commission	\$338,920	12/2/2003
100.	2003-0012/Z7	West Michigan Shoreline Regional Development Commission	\$240,903	1/20/2004

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 (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments for the carrying out of transportation planning activities.

Benefit: Will provide for funding and for facilitation 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 MPOs. 81.85% Federal Highway Administration Funds (PL112) and 18.15% MPO/RPO Funds.

Commitment Level: The costs of these projects are based on the federally-approved Unified Work Program (UWP) for each 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 amount in the current UWP for each MPO, 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 MPOs and the inability to spend millions of dollars for transportation planning activities throughout the state.

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

New Project Identification: These are on-going projects for transportation planning administrative grants.

Zip Code: 48909.

101.-102. TRANSPORTATION PLANNING – Master Planning Agreements

The following Project Authorizations under Master Agreements between MDOT and the Metropolitan Planning Organizations (MPOs) and Regional Planning Organizations (RPOs) listed below provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. The authorization terms are October 1, 2003, through September 30, 2004. The authorization amounts are given below. The terms of the master agreements are October 1, 2002, through September 30, 2005. Source of Funds: 81.85% Federal Highway Administration Funds [(Surface Transportation Program-Urban (STPU))] and 18.15% MPO/RPO Funds.

Although these authorizations were awarded with the effective date of October 1, 2003, as stated above, they were approved by the State Administrative Board (SAB) with the incorrect effective dates listed below. MDOT is requesting retroactive (SAB) approval of October 1, 2003, as the effective date for these authorizations so MDOT can reimburse the MPOs and RPOs for costs incurred between October 1, 2003, and the SAB-approved effective dates.

	<u>Agreement/Auth.#</u>	<u>MPO/RPO</u>	<u>Auth. Amount</u>	<u>SAB-approved Effective Date</u>
101.	2003-0004/Z15	Grand Valley Metropolitan Council	\$170,609	2/3/2004
102.	2003-0004/Z16	Grand Valley Metropolitan Council	\$61,102	3/2/2004

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 (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments for the carrying out of transportation planning activities.

Benefit: Will provide for funding and for facilitation 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 MPOs. 81.85% Federal Highway Administration Funds (STP) and 18.15% MPO/RPO Funds.

Commitment Level: The costs of these projects are based on the federally-approved Unified Work Program (UWP) for each 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 amount in the current UWP for each MPO, 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 MPOs and the inability to spend millions of dollars for transportation planning activities throughout the state.

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

New Project Identification: These are on-going projects for transportation planning administrative grants.

Zip Code: 49503.

103.-109. TRANSPORTATION PLANNING – Master Planning Agreements

The following Project Authorizations under Master Agreements between MDOT and the Metropolitan Planning Organizations (MPOs) and Regional Planning Organizations (RPOs) listed below provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. The authorization terms are October 1, 2003, through September 30, 2004. The authorization amounts are given below. The terms of the master agreements are October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Highway Administration Funds [(State Planning and Research (SPR))] and 20% MPO/RPO Funds.

Although these authorizations were awarded with the effective date of October 1, 2003, as stated above, they were approved by the State Administrative Board (SAB) with the incorrect effective dates listed below. MDOT is requesting retroactive (SAB) approval of October 1, 2003, as the effective date for these authorizations so MDOT can reimburse the MPOs and RPOs for costs incurred between October 1, 2003, and the SAB-approved effective dates.

	<u>Agreement/Auth.#</u>	<u>MPO/RPO</u>	<u>Auth. Amount</u>	<u>SAB-approved Effective Date</u>
103.	2003-0004/Z18	Grand Valley Metropolitan Council	\$100,000	6/1/2004
104.	2003-0009/Z28	Southeast Michigan Council of Governments	\$304,421	10/21/2003
105.	2003-0017/Z8	Northeast Michigan Council of Governments	\$47,000	2/17/2004
106.	2003-0017/Z10	Northeast Michigan Council of Governments	\$42,500	6/1/2004
107.	2003-0021/Z8	Southwestern Michigan Commission (Region)	\$33,353.82	6/15/2004
108.	2003-0023/Z7	West Michigan Regional Planning Commission	\$49,495	1/20/2004
109.	2003-0024/Z7	West Michigan Shoreline Regional Development Comm.	\$73,069	2/3/2004

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 (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments for the carrying out of transportation planning activities.

Benefit: Will provide for funding and for facilitation 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 MPOs. 80% Federal Highway Administration Funds (SPR) and 20% MPO/RPO Funds.

Commitment Level: The costs of these projects are based on the federally-approved Unified Work Program (UWP) for each 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 amount in the current UWP for each MPO, 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 MPOs and the inability to spend millions of dollars for transportation planning activities throughout the state.

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

* Denotes a non-standard contract/amendment

New Project Identification: These are on-going projects for transportation planning administrative grants.
Zip Code: 48909.

110.-113. TRANSPORTATION PLANNING – Master Planning Agreements

The following Project Authorizations under Master Agreements between MDOT and the Metropolitan Planning Organizations (MPOs) and Regional Planning Organizations (RPOs) listed below provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. The authorization terms are October 1, 2003, through September 30, 2004. The authorization amounts are given below. The terms of the master agreements are October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Highway Administration Funds [Congestion Mitigation/Air Quality (CMAQ)] and 20% MPO/RPO Funds.

Although these authorizations were awarded with the effective date of October 1, 2003, as stated above, they were approved by the State Administrative Board (SAB) with the incorrect effective dates listed below. MDOT is requesting retroactive (SAB) approval of October 1, 2003, as the effective date for these authorizations so MDOT can reimburse the MPOs and RPOs for costs incurred between October 1, 2003, and the SAB-approved effective dates.

	<u>Agreement/Auth.#</u>	<u>MPO/RPO</u>	<u>Auth. Amount</u>	<u>SAB-approved Effective Date</u>
110.	2003-0004/Z14	Grand Valley Metro Council	\$87,866.25	1/20/2004
111.	2003-0006/Z13	Macatawa Area Coordinating Council	\$31,250.00	1/20/2004
112.	2003-0009/Z23	Southeast Michigan Council of Governments	\$142,285.00	10/21/2003
113.	2003-0012/Z9	West MI Shoreline Regional Development Commission	\$115,625.00	1/20/2004

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 (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments for the carrying out of transportation planning activities.

Benefit: Will provide for funding and for facilitation 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 MPOs. 80% Federal Highway Administration Funds (CMAQ) and 20% MPO/RPO Funds.

Commitment Level: The costs of these projects are based on the federally-approved Unified Work Program (UWP) for each 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 amount in the current UWP for each MPO, 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 MPOs and the inability to spend millions of dollars for transportation planning activities throughout the state.

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

New Project Identification: These are on-going projects for transportation planning administrative grants.
Zip Code: 48909.

114.-139. TRANSPORTATION PLANNING – Master Planning Agreements

The following Project Authorizations under Master Agreements between MDOT and the Metropolitan Planning Organizations (MPOs) and Regional Planning Organizations (RPOs) listed below provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. The authorization terms are October 1, 2003, through September 30, 2004. The authorization amounts are given below. The terms of the master agreements are October 1, 2002, through September 30, 2005. Source of Funds: 100% State Restricted Michigan Transportation Funds.

Although these authorizations were awarded with the effective date of October 1, 2003, as stated above, they were approved by the State Administrative Board (SAB) with the incorrect effective dates listed below. MDOT is requesting retroactive (SAB) approval of October 1, 2003, as the effective date for these authorizations so MDOT can reimburse the MPOs and RPOs for costs incurred between October 1, 2003, and the SAB-approved effective dates.

	<u>Agreement/Auth.#</u>	<u>MPO/RPO</u>	<u>Auth. Amount</u>	<u>SAB-approved Effective Date</u>
114.	2003-0009/Z22	Southeast Michigan Council of Governments	\$135,680	10/7/2003
115.	2003-0013/Z4	Central U.P. Planning & Develop. Reg. Commission	\$40,471	10/7/2003
116.	2003-0013/Z5	Central U.P. Planning & Develop. Reg. Commission	\$39,000	11/18/2003
117.	2003-0014/Z4	East Central Michigan Planning & Development Reg. Comm.	\$115,995	10/7/2003
118.	2003-0014/Z5	East Central Michigan Planning & Development Reg. Comm.	\$39,000	12/16/2003
119.	2003-0015/Z3	Eastern U.P. Regional Planning & Develop. Comm.	\$36,000	11/18/2003
120.	2003-0016/Z3	G-L-S Region V Planning & Develop. Commission	\$39,423	10/7/2003
121.	2003-0016/Z4	G-L-S Region V Planning & Develop. Commission	\$34,000	11/18/2003
122.	2003-0017/Z6	Northeast Michigan Council of Governments	\$37,916	10/7/2003
123.	2003-0017/Z7	Northeast Michigan Council of Governments	\$40,000	11/18/2003
124.	2003-0018/Z5	Northwest Michigan Council of Governments	\$61,316	2/3/2004
125.	2003-0018/Z6	Northwest Michigan Council of Governments	\$37,000	2/3/2004
126.	2003-0019/Z3	Region 2 Planning Commission	\$37,940	10/7/2003
127.	2003-0019/Z4	Region 2 Planning Commission	\$38,000	11/18/2003
128.	2003-0020/Z3	Southcentral Michigan Planning Council	\$53,162	10/7/2003
129.	2003-0020/Z4	Southcentral Michigan Planning Council	\$34,000	1/20/2004

* Denotes a non-standard contract/amendment
6/24/04

130.	2003-0021/Z5	Southwestern Michigan Comm. (Region)	\$37,030	10/7/2003
131.	2003-0021/Z6	Southwestern Michigan Comm. (Region)	\$38,700	11/18/2003
132.	2003-0022/Z3	Tri-County Regional Planning Commission	\$33,786	10/7/2003
133.	2003-0022/Z4	Tri-County Regional Planning Commission	\$40,100	11/18/2003
134.	2003-0023/Z5	West Michigan Regional Planning Commission	\$82,467	10/7/2003
135.	2003-0023/Z6	West Michigan Regional Planning Commission	\$37,000	11/18/2003
136.	2003-0024/Z5	West Michigan Shoreline Regional Development	\$39,762	10/7/2003
137.	2003-0024/Z8	West Michigan Shoreline Regional Development	\$38,000	11/18/2003
138.	2003-0025/Z4	Western U.P. Planning & Develop. Reg. Commission	\$34,867	10/7/2003
139.	2003-0025/Z5	Western U.P. Planning & Develop. Reg. Commission	\$38,000	11/18/2003

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 (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments for the carrying out of transportation planning activities.

Benefit: Will provide for funding and for facilitation 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 MPOs. 100% State Restricted Michigan Transportation Funds.

Commitment Level: The costs of these projects are based on the federally-approved Unified Work Program (UWP) for each 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 amount in the current UWP for each MPO, 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 MPOs and the inability to spend millions of dollars for transportation planning activities throughout the state.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO.

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

New Project Identification: These are on-going projects for transportation planning administrative grants.

Zip Code: 48909.

140.-141. TRANSPORTATION PLANNING – Master Planning Agreements

The following Project Authorizations under Master Agreements between MDOT and the Metropolitan Planning Organizations (MPOs) and Regional Planning Organizations (RPOs) listed below provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. The authorization terms are October 1, 2003, through September 30, 2004. The authorization amounts are given below. The terms of the master agreements are October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Highway Administration Funds (Scenic Byways) and 20% MPO/RPO Funds

Although these authorizations were awarded with the effective date of October 1, 2003, as stated above, they were approved by the State Administrative Board (SAB) with the incorrect effective dates listed below. MDOT is requesting retroactive (SAB) approval of October 1, 2003, as the effective date for these authorizations so MDOT can reimburse the MPOs and RPOs for costs incurred between October 1, 2003, and the SAB-approved effective dates.

	<u>Agreement/Auth.#</u>	<u>MPO/RPO</u>	<u>Auth. Amount</u>	<u>SAB-approved Effective Date</u>
140.	2003-0009/Z26	Southeast Michigan Council of Governments	\$670,000	10/21/2003
141.	2003-0018/Z7	Northwest Michigan Council of Governments	\$41,250	2/3/2004

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 (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments for the carrying out of transportation planning activities.

Benefit: Will provide for funding and for facilitation 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 MPOs. 80% Federal Highway Administration Funds (Scenic Byways) and 20% State Restricted Trunkline Funds.

Commitment Level: The costs of these projects are based on the federally-approved Unified Work Program (UWP) for each 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 amount in the current UWP for each MPO, 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 MPOs and the inability to spend millions of dollars for transportation planning activities throughout the state.

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

New Project Identification: These are on-going projects for transportation planning administrative grants.

Zip Code: 48909.

142. TRANSPORTATION PLANNING – Time Extension

Amendatory Contract (2004-0050/A1) between MDOT and Progressive AE will extend the contract term by eight months to provide sufficient time for the consultant to complete the project. The extension is needed for the finalization of the environmental clearance process for US-131 in St. Joseph County. The public hearing is scheduled for November 2004. The original contract provides for the undertaking of an access management plan for US-131 from the south Schoolcraft village limits in Kalamazoo County to the Indiana stateline. This study effort is a component of the environmental clearance process currently underway along the US-131 corridor in St. Joseph County. The revised contract term will be December 16, 2003, through May 30, 2005. The total contract amount remains unchanged at \$68,186. Source of Funds: Federal Highway Administration Funds - \$54,548.80; State Restricted Trunkline Funds - \$13,637.20.

Purpose/Business Case: The purpose of this project is to complete the early preliminary engineering (EPE) phase of this project. The access management plan is part of the EPE phase. This project is in the MDOT 5 Year Road and Bridge Plan.

Benefit: The project will provide for a reduction in the number of crashes and the preservation of capacity and will protect the public investment in the roadway.

Funding Source: Federal Highway Administration Funds - \$54,548.80; State Restricted Trunkline Funds - \$13,637.20.

Commitment Level: This is an actual cost plus fixed fee contract.

Risk Assessment: The risk is that the corridor will not be preserved through local initiatives.

Cost Reduction: There has not been a cost reduction.

New Project Identification: This project is associated with the MDOT improve/expand program.

Zip Code: 49087.

Funding Source:

50717A		
Village of Pinckney		8.02 %
State Restricted Trunkline Funds		91.98 %
76797A		
Federal Highway Administration Funds		56.77 %
Village of Pinckney		24.30 %
State Restricted Trunkline Funds		18.93 %

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

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

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

New Project Identification: Rehabilitation and enhancement.

Zip Code: 48169

144.	LETTING OF JUNE 04, 2004	ENG. EST.	LOW BID
	PROPOSAL 0406031	\$ 560,332.22	\$ 496,942.59
	PROJECT STT 44011-55787		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 01, 2005		
	COMPLETION DATE - SEPTEMBER 17, 2005		-11.31 %

Wetland mitigation on M-24 (Oakwood Road) from I-75 to I-69 in Brandon Township, Oakland County.

7.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Fisher Contracting Company			
V.I.L. Construction, Inc.			
John Carlo, Inc.	\$ 496,942.59	Same	1 **
B & V Construction, Inc.			
Angelo Iafrate Construction Company			
Dan's Excavating, Inc.	\$ 550,879.52	Same	2
Bourdow Trucking Company			
Stein Construction Co., Inc.			
Nationwide Fence & Supply Company			
Peake Contracting, Inc.	\$ 657,558.00	Same	3
Tri-Valley Landscaping, Inc.	\$ 665,552.00	Same	4
Zito Construction Co.	\$ 744,202.00	Same	5
The Oakland Excavating Company			
Six-S, Inc.			
Ron Bretz Excavating, Inc.			
Genoak Construction Company			
D & R Earthmoving, LLC			
Marlette Excavating Company	\$ 1,243,511.58	Same	8
L.J. Construction, Inc.	\$ 766,837.00	Same	6
3-S Construction, Inc.	\$ 993,830.50	Same	7

8 Bidders

Purpose/Business Case: Wetland Mitigation funds transportation projects that create wetlands to replace those impacted by related projects. These related projects may have been constructed previously or are to be constructed in the future.

Benefit: Adherence to existing Federal and State environmental laws, regulations and guidelines.

Funding Source:

55787A

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: Loss of federal funds and inability to award and construct related projects.

Cost Reduction: Cost savings would be those realized on the related project that impacted the wetlands.

New Project Identification: Replacement of wetlands.

Zip Code: 48462

145.	LETTING OF JUNE 04, 2004	ENG. EST.	LOW BID
	PROPOSAL 0406046	\$ 475,111.85	\$ 455,882.46
	PROJECT STH 08032-76007		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - AUGUST 02, 2004		
	COMPLETION DATE - MAY 31, 2005		-4.05 %

0.34 mi of widening for a center left turn lane, culvert extension and guardrail replacement on M-37 at Parmalee Road in Thornapple Township, Barry County.

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 586,605.77	Same	10
Milbocker and Sons, Inc.	\$ 492,801.31	Same	4
Nagel Construction, Inc.	\$ 512,601.90	Same	7
Mead Bros. Excavating, Inc.	\$ 530,216.37	Same	9
Kalin Construction Co., Inc.	\$ 472,893.08	Same	3
Wyoming Excavators, Inc.			
Stein Construction Co., Inc.	\$ 456,122.46	\$ 455,882.46	1 **
Nashville Construction Company	\$ 519,588.27	Same	8
C & D Hughes, Inc.	\$ 465,618.81	Same	2
Geocon, Inc.			
Brenner Excavating, Inc.	\$ 512,093.76	Same	6
Northern Construction Services, Co			
Diversco Construction Company	\$ 508,781.33	Same	5
Davis Construction, Inc.			
Cadwell Brothers Construction			

10 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:

76007A

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

Funding Source:

59881A	
City of Dearborn	1.10 %
Detroit Edison	0.13 %
City of Detroit	13.23 %
Federal Highway Administration Funds	71.31 %
SBC Communications	0.10 %
State Restricted Trunkline Funds	14.13 %

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: 48226

147.	LETTING OF JUNE 04, 2004	ENG. EST.	LOW BID
	PROPOSAL 0406048	\$ 254,082.56	\$ 245,379.60
	PROJECT STH 46061-74522		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 30, 2004		-3.43 %

0.34 mi of intersection improvements, slope grading, hot mix asphalt surfacing, micro surfacing with overband crack fill pavement marking and signing on US-223 west of Onsted Highway to east of Stoddard Road in Rome Township, Lenawee County.

	BIDDER	AS-READ	AS-CHECKED	
Michigan Paving & Materials Co.				
Bailey Excavating, Inc.	\$	269,453.59	Same	2
Barrett Paving Materials, Inc.				
Nashville Construction Company	\$	321,175.26	Same	3
C & D Hughes, Inc.	\$	245,379.60	Same	1 **
Brady Sand & Gravel, Inc.	\$	337,441.86	Same	4
Slusarski Excavating & Paving, Inc.				

4 Bidders

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

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

Funding Source:

74522A	
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.

150. LETTING OF JUNE 04, 2004
 PROPOSAL 0406067
 PROJECT BI04 76061-75196
 LOCAL AGRMT. 04-5127
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 21, 2004

ENG. EST. LOW BID
 \$ 1,278,566.64 \$ 1,151,664.35

% OVER/UNDER EST.
 -9.93 %

0.77 mi of hot mix asphalt cold milling and resurfacing, hot mix asphalt reconstruction, minor widening, curb and gutter, storm sewer work and new traffic signal on M-21 from west of Delaney Road to Chestnut Street in the city of Owosso, Owosso Township, Shiawassee County.

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company			
Kamminga & Roodvoets, Inc.	\$ 1,496,193.94	Same	6
A. J. Rehmus & Son, Inc.			
Rieth-Riley Construction Co., Inc.			
Milbocker and Sons, Inc.			
Fisher Contracting Company			
Lois Kay Contracting Co.			
L & L Construction Co., Inc.			
Champagne and Marx Excavating, Inc.	\$ 1,270,547.90	Same	4
Rohde Brothers Excavating, Inc.			
C & D Hughes, Inc.	\$ 1,232,810.64	Same	3
Zito Construction Co.	\$ 1,487,925.36	Same	5
Cadwell Brothers Construction	\$ 1,225,399.93	Same	2
Ron Bretz Excavating, Inc.	\$ 1,151,664.35	Same	1 **
Genoak Construction Company	\$ 1,503,633.22	Same	7
Young's Environmental Cleanup, Inc.			

7 Bidders

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

Purpose/Business Case: 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:

75196A

City of Owosso	11.94 %
State Restricted Trunkline Funds	88.06 %

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: 48867

153. LETTING OF JUNE 04, 2004
 PROPOSAL 0406080
 PROJECT M 03023-78595
 LOCAL AGRMT.
 START DATE - SEPTEMBER 20, 2004
 COMPLETION DATE - OCTOBER 22, 2004

ENG. EST.
 \$ 174,217.06

LOW BID
 \$ 170,492.00

% OVER/UNDER EST.
 -2.14 %

0.91 mi of hot mix asphalt cold milling and resurfacing on M-89/M-40 from B01 of 03023 at the Kalamazoo River (M-89) northwesterly to Sherman Street in the city of Allegan, Allegan Township, Allegan County.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.			
Michigan Paving & Materials Co.	\$ 170,492.00	Same	1 **
Aggregate Industries-Central Region			

1 Bidder

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:

78595A

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: 49010

154. LETTING OF JUNE 04, 2004
 PROPOSAL 0406084
 PROJECT NH 50015-59677
 LOCAL AGRMT.
 START DATE - AUGUST 01, 2004
 COMPLETION DATE - SEPTEMBER 30, 2004

ENG. EST. \$ 563,372.49
 LOW BID \$ 422,589.74
 % OVER/UNDER EST. -24.99 %

Wetland creation on M-53 between 33 Mile Road and 34 Mile Road in the township of Bruce, Macomb County.

12.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Fisher Contracting Company			
V.I.L. Construction, Inc.	\$ 562,719.68	Same	5
Mead Bros. Excavating, Inc.			
John Carlo, Inc.	\$ 532,381.90	Same	3
B & V Construction, Inc.			
Angelo Iafrate Construction Company	\$ 689,705.33	Same	7
Dan's Excavating, Inc.	\$ 422,589.74	Same	1 **
Nationwide Fence & Supply Company			
ABC Paving Company			
Peake Contracting, Inc.			
Pamar Enterprises, Inc.			
Tri-Valley Landscaping, Inc.	\$ 652,900.22	Same	6
Zito Construction Co.			
Boddy Construction Company, Inc.	\$ 528,190.91	Same	2
Ron Bretz Excavating, Inc.			
D & R Earthmoving, LLC			
L.J. Construction, Inc.	\$ 540,164.40	Same	4

7 Bidders

Purpose/Business Case: Wetland Mitigation funds transportation projects that create wetlands to replace those impacted by related projects. These related projects may have been constructed previously or are to be constructed in the future.

Benefit: Adherence to existing Federal and State environmental laws, regulations and guidelines.

Funding Source:

59677A

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: Loss of federal funds and inability to award and construct related projects.

Cost Reduction: Cost savings would be those realized on the related project that impacted the wetlands.

New Project Identification: Replacement of wetlands.

Zip Code: 48065

156. LETTING OF JUNE 04, 2004
 PROPOSAL 0406086
 PROJECT BHT 52055-78472
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 15, 2004

ENG. EST. \$ 235,667.00
 LOW BID \$ 332,856.00
 % OVER/UNDER EST. 41.24 %

Expansion joint replacement, resealing construction joints, minor repairs and crack sealing on 5 structures, M-553 over the Canadian National Railroad, M-94 over the Canadian National/Wisconsin Central Railroad, US-41/M-28 over the Peshekee River, US-41/M-28 over the Middle Branch of the Escanaba River, US-41 over the Carp River in the city of Ishpeming, in AuTrain, Michigamme, Humboldt, Ely and Sands Townships, Alger and Marquette Counties.

BIDDER	AS-READ	AS-CHECKED	
A. Lindberg & Sons, Inc.			
J. Slagter & Son Construction Co.			
Midwest Bridge Company	\$ 416,535.00	Same	5
Lunda Construction Company	\$ 332,856.00	Same	1 **
Snowden, Inc.	\$ 365,897.00	Same	3
Hebert Construction Company	\$ 344,189.18	Same	2
Zenith Tech, Inc.	\$ 366,385.00	Same	4

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:

78472A

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

157. LETTING OF JUNE 04, 2004
 PROPOSAL 0406091
 PROJECT ANH 82112-74997-2
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 13, 2004

ENG. EST.
 \$ 617,312.55

LOW BID
\$ 557,555.78

% OVER/UNDER EST.
 -9.68 %

11.260 mi of concrete pavement repair, spall repair, transverse joint and crack sealing, transverse and longitudinal concrete joint sealing, crack sealing and minor spall repair on M-10 (Lodge Freeway) from Meyers Road to I-75 and M-102 (8 Mile Road) to Meyers Road in the city of Detroit, Wayne County.

A 2004 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Kelcris Corporation Snowden, Inc.	\$ 567,977.29	Same	2
Causie Contracting, Inc. Florence Cement Company	\$ 757,196.25	Same	3
Scodeller Construction, Inc.	\$ 557,555.78	Same	1 **

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:

74997A	
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: 48202

158. LETTING OF JUNE 11, 2004
 PROPOSAL 0406232
 PROJECT M 47065-M60401
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 01, 2004

ENG. EST. LOW BID
 \$ 1,252,757.34 \$ 1,255,019.90

% OVER/UNDER EST.
 0.18 %

1.15 mi of concrete pavement repair, hot mix asphalt cold milling and resurfacing on eastbound I-96, Ramp J, Ramp K, Ramp N, and Ramp O of the I-96/US-23 interchange and bridge deck patching, scarifying, substructure repair, and joint replacement on S13 of 47065, S03 and S05 of 47064, in Brighton Township, Livingston County.

BIDDER	AS-READ	AS-CHECKED	
Kelcris Corporation	\$ 1,328,567.58	Same	2
Ajax Paving Industries, Inc.	\$ 1,453,828.65	Same	4
Snowden, Inc.	\$ 1,760,586.05	Same	5
Causie Contracting, Inc.	\$ 1,255,019.90	Same	1 **
Florence Cement Company			
Walter Toebe Construction Co.			
Six-S, Inc.	\$ 1,386,030.32	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:

M60401

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: 48116

LOCAL PROJECTS

159. LETTING OF JUNE 04, 2004 ENG. EST. LOW BID
 PROPOSAL 0406001 \$ 2,447,246.85 \$ 2,303,135.15
 PROJECT EDCF 63544-79118
 LOCAL AGRMT. 04-5195 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JULY 15, 2005 -5.89 %

0.84 mi of concrete pavement reconstruction,
 drainage improvements, grading, signing, pavement markings,
 restoration, lighting and signal work on Novi Road at 10
 Mile Road, Oakland County.

8.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Tony Angelo Cement Construction Co.			
Ajax Paving Industries, Inc.			
John Carlo, Inc.	\$ 2,308,639.54	Same	2
Florence Cement Company			
Angelo Iafrate Construction Company	\$ 2,467,097.69	Same	3
Dan's Excavating, Inc.	\$ 2,303,135.15	Same	1 **
Pamar Enterprises, Inc.			
Six-S, Inc.	\$ 2,507,549.64	Same	4
Cadillac Asphalt, LLC.			

4 Bidders

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

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

Funding Source:

79118A	
Oakland County	20.00 %
Federal Highway Administration Funds	80.00 %

Zip Code: 48375

161. LETTING OF JUNE 04, 2004
 PROPOSAL 0406003
 PROJECT STU 50458-75473
 LOCAL AGRMT. 04-5187
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 15, 2004

ENG. EST. LOW BID
 \$ 1,464,648.80 \$ 1,558,898.65

% OVER/UNDER EST.
 6.44 %

Reconstruct concrete pavement with integral curb and drainage improvements on 11 Mile Road from Harper Avenue to Little Mack Avenue, in the city of St. Clair Shores, Macomb County.

8.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Tony Angelo Cement Construction Co.			
John Carlo, Inc.	\$ 1,723,756.76	Same	5
Florence Cement Company	\$ 1,558,898.65	Same	1 **
Angelo Iafrate Construction Company	\$ 1,736,971.95	Same	6
Dan's Excavating, Inc.	\$ 1,635,323.05	Same	2
Pamar Enterprises, Inc.	\$ 1,721,532.01	Same	4
Six-S, Inc.	\$ 1,686,865.63	Same	3
Ron Bretz Excavating, Inc.	\$ 1,738,432.90	Same	7

7 Bidders

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

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

Source of Funds:

75473A
 Federal Highway Administration Funds 75.78 %
 City of St. Clair Shores 24.22 %

Zip Code: 48081

163. LETTING OF JUNE 04, 2004
 PROPOSAL 0406006
 PROJECT STU 82457-56175
 LOCAL AGRMT. 04-5136
 START DATE - 10 days after award
 COMPLETION DATE - 70 working days

ENG. EST.
 \$ 922,165.05

LOW BID
\$ 728,686.23

% OVER/UNDER EST.
 -20.98 %

1.54 km of milling bituminous surface, bituminous resurfacing with pavement rehabilitation, concrete pavement replacement, bridge approach and superstructure reconstruction, concrete pavement repair, concrete curb cap repair, adjusting of drainage structures, guardrail and pavement markings on Beech-Daly Road from Schoolcraft Road to Five Mile Road, Wayne County.

8.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Peter A. Basile Sons, Inc.			
Ajax Paving Industries, Inc.	\$ 728,686.23	Same	1 **
Barrett Paving Materials, Inc.	\$ 832,543.93	Same	3
Cadillac Asphalt, LLC.	\$ 763,492.98	Same	2

3 Bidders

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

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

Source of Funds:

56175A
 Wayne County 18.15 %
 Federal Highway Administration Funds 81.85 %

Zip Code: 48239

165. LETTING OF JUNE 04, 2004
 PROPOSAL 0406009
 PROJECT CMG 50458-59145
 LOCAL AGRMT. 04-5162
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 01, 2005

ENG. EST.
 \$ 624,125.65

LOW BID
\$ 549,669.69

% OVER/UNDER EST.
 -11.93 %

Traffic signal modernization at 21 locations on
 Metropolitan Parkway from Ryan Road to Crocker
 Boulevard, Macomb County.

BIDDER	AS-READ	AS-CHECKED	
Posen Construction, Inc.	\$ 684,024.00	Same	6
Trans Tech Electric, Inc.			
Motor City Electric Utilities Co.	\$ 576,495.96	Same	2
Metropolitan Power & Lighting, Inc.	\$ 549,669.69	Same	1 **
John R. Howell, Inc.	\$ 663,590.00	Same	5
Rauhorn Electric, Inc.	\$ 586,960.59	Same	3
Transformer Inspection Retrofill	\$ 611,836.25	Same	4

6 Bidders

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

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

Source of Funds:

59145A
 Federal Highway Administration Funds 100 %
Zip Code: 48036 & 48045

167. LETTING OF JUNE 04, 2004
 PROPOSAL 0406011
 PROJECT STU 70401-56387, ETC
 LOCAL AGRMT. 04-5179
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 17, 2004

ENG. EST.
 \$ 605,910.45

LOW BID
\$ 540,422.17

% OVER/UNDER EST.
 -10.81 %

0.44 mi of road reconstruction, including drainage structures, storm sewer, subbase, aggregate base, hot mix asphalt paving, and shoulder placement on Fillmore Street from east of 40th Avenue to west of 42nd Street along with widening lanes from 10 ft to 12 ft on Fillmore Street at Ransom Street and from Kenowa Avenue to 8th Avenue, Ottawa County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 637,223.21	Same	11
Milbocker and Sons, Inc.	\$ 603,959.31	Same	8
Dykema Excavators, Inc.	\$ 616,322.31	Same	10
Nagel Construction, Inc.	\$ 571,264.70	Same	2
Wadel Stabilization, Inc.	\$ 584,275.11	Same	3
Wyoming Excavators, Inc.	\$ 599,913.28	Same	7
Nashville Construction Company	\$ 587,563.31	Same	4
C & D Hughes, Inc.	\$ 594,905.81	Same	6
Geocon, Inc.	\$ 540,422.17	Same	1 **
Brenner Excavating, Inc.	\$ 590,266.58	Same	5
Diversco Construction Company			
Schippers Excavating, Inc.	\$ 615,225.36	Same	9
Prince Bridge & Marine, LTD			
Bernie Johnson Trucking, Inc.			

11 Bidders

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

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

Source of Funds:

56387A		
Ottawa County	18.15 %	
Federal Highway Administration Funds	81.85 %	
74850A		
Ottawa County	18.15 %	
Federal Highway Administration Funds	81.85 %	
Zip Code: 49426		

Purpose/Business Case: The project is for the safety improvements along Beckley Road, 6 Mile Road, and M-66 in city of Battle Creek. These improvements are needed to improve safety for the motoring public in this area. There is a Federal Safety Project associated with this project. The M funds (State Trunkline Funds) will allow trunkline signals to be improved at the same time local signals are improved.

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

Funding Source:

73598A

City of Battle Creek	16.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	4.00 %

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 for the STP safety must be returned to the Federal government for use in another Federal aid project and the Michigan trunkline system would not be upgraded for safety.

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

New Project Identification: Traffic signal modernization and safety improvements.

Zip Code: 49016

171. LETTING OF JUNE 04, 2004
 PROPOSAL 0406017
 PROJECT DOG 37050-77375
 LOCAL AGRMT. 04-5213
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 29, 2004

ENG. EST. LOW BID
 \$ 1,993,131.50 \$ 1,612,190.44
 % OVER/UNDER EST.
 -19.11 %

5.0 mi of roadway grading and replacement of one bridge, including earthwork, subbase, aggregate base, hot mix asphalt approaches, drainage, precast three-sided culvert, steel piling, cofferdams, structural concrete, slope restoration and maintaining traffic on Baseline Road from Littlefield Road to Vandecar Road and from Lincoln Road to Mission Road, including the bridge over John Neff Drain in Nottawa, Deerfield, Isabella and Union Townships, Isabella County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
L. W. Lamb, Inc.			
Rieth-Riley Construction Co., Inc.	\$ 1,846,653.20	Same	3
Milbocker and Sons, Inc.			
Fisher Contracting Company	\$ 1,866,526.92	Same	4
Mead Bros. Excavating, Inc.			
M & M Excavating Co., Inc.	\$ 1,612,190.44	Same	1 **
Wadel Stabilization, Inc.			
Hardman Construction, Inc.			
Rohde Brothers Excavating, Inc.			
Walter Toebe Construction Co.			
E.T. MacKenzie Company			
Davis Construction, Inc.			
Anlaan Corporation			
Prince Bridge & Marine, LTD			
CJ's Excavating Septic Service, Inc.			
Bernie Johnson Trucking, Inc.	\$ 1,674,177.73	Same	2
Porath Contractors, Inc.			
Crawford Contracting, Inc.			
L.J. Construction, Inc.	\$ 1,920,773.35	Same	5
3-S Construction, Inc.			
J.E. Kloote Contracting, Inc.			

5 Bidders

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

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

Source of Funds:

77375A

Federal Highway Administration Funds 100 %

Zip Code: 48858

175. LETTING OF JUNE 04, 2004
 PROPOSAL 0406021
 PROJECT STUL 76421-76842
 LOCAL AGRMT. 04-5161
 START DATE - 10 days after award
 COMPLETION DATE - 25 working days

ENG. EST. \$ 224,921.85
 LOW BID \$ 216,251.91
 % OVER/UNDER EST. -3.85 %

0.24 mile reconstruct pavement, curb and gutter, watermain and drainage improvements on King Street, in the city of Corunna, Shiawassee County.

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company			
Eastlund Concrete Construction, Inc.	\$ 228,739.46	Same	2
A. J. Rehmus & Son, Inc.			
Rieth-Riley Construction Co., Inc.			
Ace Asphalt & Paving Co. Inc.			
Lois Kay Contracting Co.			
L & L Construction Co., Inc.			
Champagne and Marx Excavating, Inc.	\$ 246,325.95	Same	5
C & D Hughes, Inc.	\$ 216,251.91	Same	1 **
Zito Construction Co.	\$ 295,487.75	Same	7
Cadwell Brothers Construction	\$ 232,640.13	Same	4
Ron Bretz Excavating, Inc.	\$ 666,666.00	Same	8
Genoak Construction Company			
Young's Environmental Cleanup, Inc.	\$ 228,776.40	Same	3
L.J. Construction, Inc.	\$ 263,993.63	Same	6
CRS/Shaw Contracting Co.			

8 Bidders

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

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

Source of Funds:

76842A
 City of Corunna 19.58 %
 Federal Highway Administration Funds 80.42 %

Zip Code: 48817

176. LETTING OF JUNE 04, 2004
 PROPOSAL 0406022
 PROJECT STUL 58416-75512
 LOCAL AGRMT. 04-5155
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 31, 2004

ENG. EST. LOW BID
 \$ 505,195.50 \$ 539,140.90

% OVER/UNDER EST.
 6.72 %

0.20 mi of reconstruction of concrete and hot mix asphalt road, install aggregate base, geotextile fabric and underdrains, replacement of bridge expansion joints, and minor deck repairs, on Roessler Street from Front Street to Elm Avenue, in the city of Monroe, Monroe County.

BIDDER	AS-READ	AS-CHECKED	
Eastlund Concrete Construction, Inc.			
Tony Angelo Cement Construction Co.			
Peter A. Basile Sons, Inc.	\$ 539,140.90	Same	1 **
Ajax Paving Industries, Inc.			
John Carlo, Inc.			
Florence Cement Company	\$ 593,037.70	Same	3
Angelo Iafrate Construction Company	\$ 559,635.66	Same	2
Walter Toebe Construction Co.			
Six-S, Inc.	\$ 443,209.78	Same	WD

4 Bidders

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

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

Source of Funds:

75512A
 Federal Highway Administration Funds 81.85 %
 City of Monroe 18.15 %

Zip Code: 48162

181. LETTING OF JUNE 04, 2004
 PROPOSAL 0406028
 PROJECT EDDF 78555-58026
 LOCAL AGRMT. 04-5206
 START DATE - 10 days after award
 COMPLETION DATE - 50 working days

ENG. EST.	LOW BID
\$ 770,341.00	\$ 769,408.10
	% OVER/UNDER EST.
	-0.12 %

4.70 mi of rehabilitation including hot mix asphalt base crushing and shaping, aggregate base conditioning, hot mix asphalt surfacing, aggregate shoulders, drainage improvements, intersection improvements, and guardrail on Featherstone Road from Shimmel Road westerly to M-66 in Sherman Township, St. Joseph County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 769,408.10	Same	1 **
Aggregate Industries-Central Region			

1 Bidder

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 21st Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

58026A	
Federal Highway Administration Funds	60.00 %
State Restricted Trunkline Funds	40.00 %

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: Resurfacing.

Zip Code: 49032

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 21st Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

76691A		
Chippewa County		15.00 %
Federal Highway Administration Funds		65.00 %
State Restricted Trunkline Funds		20.00 %

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

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

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

New Project Identification: Resurfacing.

Zip Code: 49780

187.	LETTING OF JUNE 04, 2004	ENG. EST.	LOW BID
	PROPOSAL 0406053	\$ 746,917.00	\$ 647,403.48
	PROJECT BRO 74023-53449		
	LOCAL AGRMT. 04-5175		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 01, 2005		-13.32 %

Replace bridge and approaches on Church Road
at Black River, in Washington Township, Sanilac County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 888,009.10	Same	4
J. Slagter & Son Construction Co.			
S. L. & H. Contractors, Inc.	\$ 647,403.48	Same	1 **
Milbocker and Sons, Inc.	\$ 760,627.54	Same	2
C. R. Hunt Construction Co.			
McDowell Construction, L.L.C.			
Gerace Construction Company, Inc.			
Posen Construction, Inc.	\$ 832,840.98	Same	3
Walter Toebe Construction Co.			
Davis Construction, Inc.			
Prince Bridge & Marine, LTD			
J.E. Kloote Contracting, Inc.			

4 Bidders

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

Purpose/Business Case: The 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:

53449A

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

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

Risk Assessment: State 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.

New Project Identification: Bridge replacement.

Zip Code: 48419

188.	LETTING OF JUNE 04, 2004	ENG. EST.	LOW BID
	PROPOSAL 0406054	\$ 613,791.07	\$ 587,985.25
	PROJECT EDDF 80555-76518		
	LOCAL AGRMT. 04-5231		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 15, 2004		-4.20 %

1.59 mi of rehabilitation including roadway grading, aggregate base, hot mix asphalt base crushing and shaping, aggregate shoulders, hot mix asphalt surfacing, and drainage improvements on County Road 681 (58th Street) from the north village limits of Bangor northerly to County Road 380 in Arlington, Bangor, Columbia and Geneva Township, Van Buren County.

BIDDER	AS-READ	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 788,691.51	Same	2
Peters Construction Co.	\$ 830,390.99	Same	3
Michigan Paving & Materials Co.			
Consumers Asphalt Company			
Kalin Construction Co., Inc.			
Geocon, Inc.			
Brenner Excavating, Inc.	\$ 587,985.25	Same	1 **
Northern Construction Services, Co.			

3 Bidders

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

Purpose/Business Case: 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 21st Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

76518A
 Van Buren County 20.00 %
 Federal Highway Administration Funds 40.00 %
 State Restricted Trunkline Funds 40.00 %

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: 49013

189. LETTING OF JUNE 04, 2004 ENG. EST. LOW BID
 PROPOSAL 0406055 \$ 541,532.00 \$ 445,914.59
 PROJECT BRO 32003-59706
 LOCAL AGRMT. 04-5174 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 01, 2004 -17.66 %

Bridge replacement and related approach work on B01 of 32-03-15, Gagetown Road at Pigeon River, Huron County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
J. Slagter & Son Construction Co.			
S. L. & H. Contractors, Inc.	\$ 445,914.59	Same	1 **
C. R. Hunt Construction Co.	\$ 454,246.25	Same	2
McDowell Construction, L.L.C.			
Gerace Construction Company, Inc.	\$ 569,907.98	Same	4
Walter Toebe Construction Co.			
Davis Construction, Inc.			
Prince Bridge & Marine, LTD			
Heystek Contracting Inc.	\$ 483,124.25	Same	3
3-S Construction, Inc.			
J.E. Kloote Contracting, Inc.			

4 Bidders

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

Purpose/Business Case: The 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:

59706A
 Huron County 5.00 %
 Federal Highway Administration Funds 80.00 %
 State Restricted Trunkline Funds 15.00 %

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

Risk Assessment: State 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.

New Project Identification: Bridge replacement.

Zip Code: 48754

190.	LETTING OF JUNE 04, 2004	ENG. EST.	LOW BID
	PROPOSAL 0406056	\$ 115,729.38	\$ 134,558.49
	PROJECT EDDF 74555-77752		
	LOCAL AGRMT. 04-5233		% OVER/UNDER EST.
	START DATE - JULY 06, 2004		
	COMPLETION DATE - OCTOBER 01, 2004		16.27 %

0.49 mi of road resurfacing, including trenching, cold milling, hot mix asphalt paving, curb and gutter, and aggregate shoulders on Main Street from M-46 to north village limits of Carsonville, in the village of Carsonville, Sanilac County.

BIDDER		AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company	\$	136,045.12	Same	2
Lois Kay Contracting Co.	\$	134,558.49	Same	1 **
Pyramid Paving & Contracting	\$	179,092.04	Same	3
L.J. Construction, Inc.				
Pro-Line Asphalt Paving Corp.				

3 Bidders

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

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

Funding Source:

77752A		
Village of Carsonville	20.00 %	
Federal Highway Administration Funds	80.00 %	

Zip Code: 48419

Source of Funds:

77756A
Baraga County 20.00 %
Federal Highway Administration Funds 80.00 %

Zip Code: 49946

194. LETTING OF JUNE 04, 2004 ENG. EST. LOW BID
PROPOSAL 0406060 \$ 187,225.00 \$ 168,119.50
PROJECT BRO 44016-49680
LOCAL AGRMT. 04-5153 % OVER/UNDER EST.
START DATE - 10 days after award
COMPLETION DATE - AUGUST 12, 2004 -10.20 %

Bridge removal and replacement and related approach work on
Old State Road over Bottom Creek, in North Branch Township,
Lapeer County.

BIDDER	AS-READ	AS-CHECKED	
E. C. Korneffel Co.			
Fisher Contracting Company			
John Carlo, Inc.	\$ 265,243.62	Same	9
C. R. Hunt Construction Co.	\$ 188,766.00	Same	3
McDowell Construction , L.L.C.			
Rohde Brothers Excavating, Inc.	\$ 207,498.00	Same	8
Gerace Construction Company, Inc.			
Walter Toebe Construction Co.			
Nationwide Fence & Supply Company	\$ 190,774.96	Same	5
Davis Construction, Inc.			
Manigg Enterprises, Inc.	\$ 206,610.20	Same	7
Anlaan Corporation			
Zito Construction Co.	\$ 200,707.00	Same	6
Ron Bretz Excavating, Inc.	\$ 189,598.51	Same	4
Genoak Construction Company			
Heystek Contracting Inc.			
Marlette Excavating Company	\$ 168,119.50	Same	1 **
L.J. Construction, Inc.	\$ 185,318.00	Same	2

9 Bidders

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

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

49680A
Lapeer County 5.00 %
Federal Highway Administration Funds 80.00 %
State Restricted Trunkline Funds 15.00 %

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

197. LETTING OF JUNE 04, 2004
 PROPOSAL 0406063
 PROJECT EDDF 81555-75634
 LOCAL AGRMT. 04-5240
 START DATE - SEPTEMBER 13, 2004
 COMPLETION DATE - OCTOBER 22, 2004

ENG. EST. LOW BID
 \$ 773,416.70 \$ 708,414.50

% OVER/UNDER EST.
 -8.40 %

2.87 mi of road resurfacing, including shoulder widening, aggregate base conditioning, hot mix asphalt paving, paved shoulders, aggregate shoulders, joint repair, and guardrail on Carpenter Road from north of US-23 to north of Judd Road, in York Township, Washtenaw County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 744,813.20	Same	2
Barrett Paving Materials, Inc.	\$ 708,414.50	Same	1 **
ABC Paving Company			
Cadillac Asphalt, LLC.	\$ 749,790.68	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 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 21st Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

75634A

Washtenaw County	2.00 %
Federal Highway Administration Funds	48.00 %
State Restricted Trunkline Funds	50.00 %

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

Risk Assessment: 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: 48160

198. LETTING OF JUNE 04, 2004
 PROPOSAL 0406071
 PROJECT STH 73609-73985
 LOCAL AGRMT. 04-5178
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 30, 2004

ENG. EST.
 \$ 293,996.50

LOW BID
\$ 283,641.42

% OVER/UNDER EST.
 -3.52 %

Reconstructing and widening for left turn lanes, curb and gutter, drainage improvements, and traffic signal installation on Sheridan Road at Washington Road intersection, Saginaw County.

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company			
A. J. Rehmus & Son, Inc.	\$ 348,032.30	Same	8
Lee Wood Contracting, Inc.			
Fisher Contracting Company			
Lois Kay Contracting Co.	\$ 316,715.38	Same	4
Bourdow Trucking Company	\$ 318,123.15	Same	5
Champagne and Marx Excavating, Inc.	\$ 295,958.13	Same	3
Rohde Brothers Excavating, Inc.	\$ 345,932.00	Same	7
Manigg Enterprises, Inc.	\$ 327,882.23	Same	6
Pyramid Paving & Contracting			
Ron Bretz Excavating, Inc.	\$ 283,641.42	Same	1 **
Crawford Contracting, Inc.			
CRS/Shaw Contracting Co.			
3-S Construction, Inc.	\$ 287,386.61	Same	2

8 Bidders

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

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

Source of Funds:

73985A

Saginaw County	20.00 %
Federal Highway Administration Funds	80.00 %

Zip Code: 48601

199. LETTING OF JUNE 04, 2004
 PROPOSAL 0406073
 PROJECT BRO 23014-59700
 LOCAL AGRMT. 04-5166
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 01, 2004

ENG. EST.
 \$ 394,640.79
 LOW BID
 \$ 342,945.00
 % OVER/UNDER EST.
 -13.10 %

Remove existing structure B01 of 23-14-10, and construct a prestressed concrete box beam bridge and related approach work, along with remove existing structure B02 of 23-14-10 and install culvert, on Lamie Highway over Lacey Creek River, Eaton County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
J. Slagter & Son Construction Co.			
S. L. & H. Contractors, Inc.	\$ 391,584.85	Same	6
Milbocker and Sons, Inc.	\$ 353,732.06	Same	2
Mead Bros. Excavating, Inc.			
Gerace Construction Company, Inc.	\$ 430,974.18	Same	8
Walter Toebe Construction Co.			
E.T. MacKenzie Company	\$ 342,945.00	Same	1 **
Miller Development, Inc.			
Davis Construction, Inc.	\$ 371,147.24	Same	3
Anlaan Corporation	\$ 424,390.20	Same	7
Prince Bridge & Marine, LTD			
Quantum Construction Company, Inc.	\$ 379,611.70	Same	5
J.E. Kloote Contracting, Inc.	\$ 377,963.50	Same	4

8 Bidders

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

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

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

Funding Source:

59700A

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

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

Risk Assessment: State 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.

New Project Identification: Bridge replacement.

Zip Code: 49096

200. LETTING OF JUNE 04, 2004
 PROPOSAL 0406074
 PROJECT STU 50458-75474
 LOCAL AGRMT. 04-5215
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 15, 2004

ENG. EST.
 \$ 639,204.25

LOW BID
 \$ **672,096.21**

% OVER/UNDER EST.
 5.15 %

1.5 mi of cold milling pavement and resurface hot mix asphalt, drainage structure reconstruction and permanent pavement markings on Main Street from Hooker Road to M-29, in the city of New Baltimore, Macomb County.

8.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 732,678.76	Same	5
John Carlo, Inc.	\$ 697,843.24	Same	4
Ace Asphalt & Paving Co. Inc.	\$ 672,096.21	Same	1 **
Florence Cement Company			
Dan's Excavating, Inc.			
Barrett Paving Materials, Inc.			
ABC Paving Company			
Peake Contracting, Inc.	\$ 679,999.80	Same	3
Pamar Enterprises, Inc.			
Ron Bretz Excavating, Inc.	\$ 675,640.66	Same	2

5 Bidders

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

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

Source of Funds:

75474A

Federal Highway Administration Funds 43.77 %
 City of New Baltimore 56.23 %

Zip Code: 48047

Source of Funds:

78543A
Federal Highway Administration Funds 78.06 %
City of Marlette 21.94 %

Zip Code: 48453

203. LETTING OF JUNE 04, 2004 ENG. EST. LOW BID
PROPOSAL 0406077 \$ 166,424.15 \$ **125,283.00**
PROJECT STU 33403-74637
LOCAL AGRMT. 04-5079 % OVER/UNDER EST.
START DATE - 10 days after award
COMPLETION DATE - AUGUST 02, 2004 -24.72 %

0.49 mi of hot mix asphalt resurfacing with spot concrete curb and gutter removal and replacement, on Burcham Drive from Timberlane Street to Hagadorn Road, in the city of East Lansing, Ingham County.

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 125,283.00	Same	1 **
Michigan Paving & Materials Co.	\$ 133,216.00	Same	3
Aggregate Industries-Central Region	\$ 128,731.13	Same	2

3 Bidders

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

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

Source of Funds:

74637A
City of East Lansing 18.15 %
Federal Highway Administration Funds 81.85 %

Zip Code: 48823

204. LETTING OF JUNE 04, 2004
 PROPOSAL 0406078
 PROJECT STE 63082-72584, ETC
 LOCAL AGRMT. 04-5234
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 01, 2005

ENG. EST.
 \$ 761,527.00

LOW BID
 \$ 614,400.00

% OVER/UNDER EST.
 -19.32 %

Landscaping including the planting of one-hundred-fifty trees on M-10 (Northwestern Highway) from I-696 to 14 Mile Road, in the cities of Southfield and Farmington Hills, Oakland County.

BIDDER	AS-READ	AS-CHECKED	
DeAngelis Landscape, Inc.	\$ 614,400.00	Same	1 **
Marine City Nursery Company	\$ 650,189.35	Same	3
Tri-Valley Landscaping, Inc.	\$ 659,104.81	Same	4
Anderson-Fischer & Associates, Inc.	\$ 686,725.00	Same	5
WH Canon, Inc.	\$ 413,686.48	Same	REJ
Crimboli Nursery, Inc.			
Abbott Construction, Inc.	\$ 621,204.20	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: This project is for landscaping improvements along M-10 in the city of Farmington Hills. These improvements are needed for mitigation purposes for trees that were removed in previous projects. There is a Transportation Enhancement Project for landscaping improvements associated with this project. The project also was selected to be performed because of previous agreements with the city.

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

Funding Source:

72584A		
City of Farmington Hills	20.00 %	
Federal Highway Administration Funds	60.00 %	
State Restricted Trunkline Funds	20.00 %	
79510A		
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: If this project is not awarded, the Federal funds for the STP enhancement must be returned to the Federal government for use in another Federal aid project and the Michigan trunkline system would not be enhanced.

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

New Project Identification: Landscape improvements in conjunction with a transportation enhancement project.

Zip Code: 48334

205. LETTING OF JUNE 04, 2004
 PROPOSAL 0406079
 PROJECT STU 25450-56185
 LOCAL AGRMT. 04-5254
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 20, 2004

ENG. EST.
 \$ 750,137.50

LOW BID
 \$ 515,145.08

% OVER/UNDER EST.
 -31.33 %

Realignment and reconstruction of Silver Lake Road from Leroy Street to East Street, including the construction of a railroad crossing, in the city of Fenton, Genesee County.

7.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company			
Fisher Contracting Company			
Champagne and Marx Excavating, Inc.	\$ 659,812.22	Same	6
Rohde Brothers Excavating, Inc.			
Pamar Enterprises, Inc.			
Zito Construction Co.	\$ 562,007.04	Same	4
Ron Bretz Excavating, Inc.	\$ 529,176.69	Same	2
Genoak Construction Company	\$ 530,678.56	Same	3
Cadillac Asphalt, LLC.	\$ 515,145.08	Same	1 **
Young's Environmental Cleanup, Inc.			
L.J. Construction, Inc.	\$ 659,773.29	Same	5

6 Bidders

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

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

Source of Funds:

56185A

Federal Highway Administration Funds 57.22 %
 City of Fenton 42.78 %

Zip Code: 48430

206. LETTING OF JUNE 04, 2004
 PROPOSAL 0406087
 PROJECT BRO 38012-59712
 LOCAL AGRMT. 04-5169
 START DATE - JULY 19, 2004
 COMPLETION DATE - 60 working days

ENG. EST.
 \$ 425,772.00

LOW BID
 \$ 389,442.68

% OVER/UNDER EST.
 -8.53 %

Remove existing structure, construction of a prestressed concrete box beam bridge and related approach work on Van Wert Road over South Branch of the Kalamazoo River, in Pulaski Township, Jackson County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
E. C. Korneffel Co.			
J. Slagter & Son Construction Co.			
S. L. & H. Contractors, Inc.	\$ 463,466.78	Same	4
Milbocker and Sons, Inc.	\$ 434,144.73	Same	2
Mead Bros. Excavating, Inc.	\$ 542,507.51	Same	6
Walter Toebe Construction Co.	\$ 594,918.74	Same	8
E.T. MacKenzie Company	\$ 389,442.68	Same	1 **
Davis Construction, Inc.	\$ 543,615.84	Same	7
Anlaan Corporation	\$ 492,715.28	Same	5
Prince Bridge & Marine, LTD			
J.E. Kloote Contracting, Inc.	\$ 436,457.13	Same	3

8 Bidders

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

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

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

Funding Source:

59712A

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

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

Risk Assessment: State 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.

New Project Identification: Bridge replacement.

Zip Code: 49241

208. LETTING OF JUNE 04, 2004
 PROPOSAL 0406089
 PROJECT STU 58461-56283
 LOCAL AGRMT. 04-5267
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 17, 2004

ENG. EST.	LOW BID
\$ 826,436.40	\$ 739,154.29
	% OVER/UNDER EST.
	-10.56 %

Crush and shape, drainage, widen and hot mix asphalt overlay, on Jackman Road from Smith Road to Sterns Road, Monroe County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Ajax Paving Industries, Inc.			
Angelo Iafrate Construction Company			
Barrett Paving Materials, Inc.			
C & D Hughes, Inc.	\$ 778,666.50	Same	2
Brady Sand & Gravel, Inc.	\$ 739,154.29	Same	1 **
Gerken Paving, Inc.			
Cadillac Asphalt, LLC.			

2 Bidders

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

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

Source of Funds:

56283A	
Federal Highway Administration Funds	81.85 %
Monroe County Funds	18.15 %

Zip Code: 48182

Purpose/Business Case: The purpose of this contract is to preserve and improve the infrastructure at various airports. Construction will consist of assessment of work to be done at each site, filling of nonworking cracks, and sealing of working cracks.

Benefit: Airport sponsors and all users will benefit as a result of sealing and filling of cracks in the pavements. These treatments will prevent water from penetrating the pavement into the sub-base materials, extending the life span of the pavements by slowing the deterioration process, and improve ride quality and safety.

Funding Source:

79644A

Various Airports (Private and Local Governmental funding)	50 %
State Restricted Aeronautics Funds	50 %

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 project is not developed, the airports pavements condition will continue to decline. Eventually, airport pavements will fail and need to be replaced at a much higher cost.

Cost Reduction: Treatment of pavements will result in reduced costs by extending the life span of the pavement.

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

Zip Code: 48906; state-wide.

EXTRAS

213. **Extra 2004 - 39**

Control Section/Job Number: 33014-45594-2 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: E.T. MacKenzie Company
4248 W. Saginaw Highway
Grand Ledge, MI 48837

Designed By: Consultant

Engineer's Estimate: \$9,207,076.81

Description of Project:

2.42 mi of hot mix asphalt reconstruction, combined sewer overflow separation, watermain, and streetscaping on the Capitol Loop (Allegan Street, Ottawa Street, Walnut Street and Pine Street) from Martin Luther King, Jr. Boulevard to Capitol Avenue, Larch Street and Cedar Street from I-496 to Michigan Avenue, and Capitol Avenue from Ottawa Street to Allegan Street, in the city of Lansing, Ingham County.

Administrative Board Approval Date:	February 3, 2004	
Contract Date:	February 27, 2004	
Original Contract Amount:	\$8,870,749.60	
Total of Overruns/Changes (Approved to Date):	\$0.00	0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>167,238.00</u>	<u>+1.89%</u>
Revised Total	<u>\$9,037,987.60</u>	+ 1.89%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$8,870,749.60.

Approval of this extra will place the authorized status of the contract 1.89% or \$167,238.00 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 1 r. 1

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

CM 1		
DIT/LSB Communications System Alteration	167,238.000 Dlr @ \$1.00/Dlr	<u>\$167,238.00</u>
Total		<u>\$167,238.00</u>

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

The contractor was directed to protect, relocate or alter the Michigan Department of Information Technology and Legislative Service Bureau's communication systems to prevent possible damage during the construction of the Capitol Loop Reconstruction project. This portion of the Capitol Loop project was originally scheduled to be done by the Department of Information Technology, under a separate contract, funded by MDOT.

However, due to unforeseeable delays in the contracting process, the relocation of the lines could not be accomplished in a timely manner. This would have resulted in substantial delays to the construction project at considerable cost to the Department. The contractor was able to perform the necessary relocation and was thus able to keep the project on schedule.

Section 103.4 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

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

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

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 39.44%; City of Lansing, 50.46%; State Restricted Trunkline, 10.10%

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

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

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

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

Zip Code: 48933, 48915

214. **Extra 2004 - 40**

Control Section/Job Number: 64555-72957A Local Agency Project

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

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

Contractor: Hallack Contracting, Inc.
4223 W. Polk Rd.
Hart, MI 49420

Designed By: Consultant
Engineer's Estimate: \$405,452.55

Description of Project:

0.3 mi of road reconstruction including earthwork, subbase, aggregate base, hot mix asphalt paving, precast concrete box culvert, guardrail, pavement marking, and turf establishment on 192nd Avenue from 1500 feet south of Gale Road to Gale Road in Newfield Township, Oceana County.

Administrative Board Approval Date:

July 1, 2003

Contract Date:

July 9, 2003

Original Contract Amount:

\$351,307.43

Total of Overruns/Changes (Approved to Date):

12,596.83

+ 3.59%

Total of Extras/Adjustments (Approved to Date):

36,232.34

+ 10.31%

THIS REQUEST

26,460.00

+7.53%

Revised Total

\$426,596.60

+ 21.43%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.90% over the original budget for an **Authorized to Date Amount** of \$400,136.60.

Approval of this extra will place the authorized status of the contract 21.43% or \$75,289.17 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 6 r. 4

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

CM 6

Steel Sheet Piling, Temp

936.000 Sft @ \$14.00/Sft

\$13,104.00

Steel Sheet Piling, Temp

954.000 Sft @ \$14.00/Sft

13,356.00

Total

\$26,460.00

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

In CM2, steel sheet piling was authorized to stabilize unsuitable soils encountered near the base of the box culvert excavation. Oceana County authorized work and payment that was in conflict with the Standard Specifications for Construction. This extra is to pay the contractor for the difference between what is allowed by the Standard Specifications for Construction and what was authorized by Oceana County. This extra is funded with 100 percent Oceana County funds.

Section 103.4 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its June 24, 2004 meeting, and are now recommended for approval by the State Administrative Board on July 6, 2004.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.
Funding Source: FHWA, 74%; State Restricted Trunkline, 26%
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
New Project Identification: This is an existing project already under contract.
Zip Code: 49421

215. **Extra 2004 - 41**

Control Section/Job Number: 82052-45694A MDOT Project

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

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

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

Designed By: MDOT
Engineer's Estimate: \$8,235,571.63

Description of Project:

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

Administrative Board Approval Date:	April 1, 2003	
Contract Date:	April 10, 2003	
Original Contract Amount:	\$8,538,261.80	
Total of Overruns/Changes (Approved to Date):	(656,051.25)	- 7.68%
Total of Extras/Adjustments (Approved to Date):	1,751,492.44	+ 20.51%
THIS REQUEST	<u>501,796.85</u>	<u>+ 5.88%</u>
Revised Total	<u>\$10,135,499.84</u>	+ 18.71%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.83% over the original budget for an **Authorized to Date Amount** of \$9,633,702.99.

Approval of this extra will place the authorized status of the contract 18.71% or \$1,597,238.04 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2003-58	1 r 4, 2 r 2, 3 r 1, 4 r 2	\$1,159,495.64	10/07/03
2003-64	5 r 4, 6 r 6, 7 r 7	\$591,996.80	11/04/03

Contract Modification Number(s): 11 r.1, 13 r.5, 18 r.1, 19 r.4, 20 r.4, 23 r.2, 26 r.4

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

CM 11

Barrier Wall Backfill	650.000 Cyd @ \$45.00/Cyd	\$29,250.00
Structure Remove, Portion US-12 & Rouge Bridge Median	1.000 LS @ \$55,500.00/LS	55,500.00
Structure Remove, Portion US-12 Outside	1.000 LS @ \$20,500.00/LS	20,500.00
Structure Remove, Portion X03	1.000 LS @ \$13,000.00/LS	13,000.00
Structure/Foundation Excavation	1,200.000 Cyd @ \$35.00/Cyd	42,000.00
Concrete Barrier Wall, Modified	340.000 Ft @ \$140.00/Ft	47,600.00
Concrete Barrier Wall, Mod, Single Face	60.000 Ft @ \$200.00/Ft	12,000.00
Single Face Wall, Special	301.000 Ft @ \$140.00/Ft	<u>42,140.00</u>
Total		<u>\$261,990.00</u>

CM 13

Shoulder, CI II – Modified	49.080 Ton @ \$74.65/Ton	\$3,663.82
Conc Barrier Wall – Special	1,400.000 Ft @ \$60.00/Ft	84,000.00
Glare Screen – Special	1,400.000 Ft @ \$15.00/Ft	21,000.00
Pavt Mrkg, Pura, Left Turn Arrow	8.000 Ea @ \$57.75/Ea	462.00
Pavt Mrkg, Pura, Right Turn Arrow	4.000 Ea @ \$57.75/Ea	<u>231.00</u>
Total		<u>\$109,356.82</u>

CM 18

Water Service, Long (I-D from CM 7)	70.000 Ft @ \$26.00/Ft	\$1,820.00
Water Service, Long (I-D from CM 7)	70.000 Ft @ \$26.00/Ft	1,820.00
Dr Structure, Cleaning I-D from CM 1)	68.000 Ea @ \$130.00/Ea	<u>8,840.00</u>
Total		<u>\$12,480.00</u>

CM 19

Sewer Bulkhead, 12 inch (I-D from CM 1)	31.000 Ea @ \$265.00/Ea	<u>\$8,215.00</u>
Total		<u>\$8,215.00</u>

CM 20

Sewer, CI B, 15 inch, Tr Det B (I-D from	248.500 Ft @ \$75.00/Ft	\$18,637.50
Sewer, CI B, 18 inch, Tr Det B CM 7)	159.500 Ft @ \$90.00/Ft	<u>14,355.00</u>
Total		<u>\$32,992.50</u>

CM 23

Guard Rail, Rub Rail, 2" x 2"	350.000 Ft @ \$13.00/Ft	\$4,550.00
Sidewalk, Conc Special	31,666.210 Dlr @ \$1.00/Dlr	31,666.21
Guardrail Post, Culv	50.000 Ea @ \$50.00/Ea	2,500.00
Lane Tie, Epoxy Anchored	670.000 Ea @ \$12.00/Ea	8,040.00
Sign, Type I, Erect, Salv	2.000 Ea @ \$300.00/Ea	600.00
Total		<u>\$47,356.21</u>

CM 26

Strain Pole Fdn, Uncased, Type ST-2	9,360.780 Dlr @ \$1.00/Dlr	\$9,360.78
Butterfly Valve Installation	18,706.790 Dlr @ \$1.00/Dlr	18,706.79
Post Hole Through Conc for Steel Post	15.000 Ea @ \$89.25/Ea	1,338.75
Total		<u>\$29,406.32</u>

Grand Total**\$501,796.85****Reason(s) for Extra(s)/Adjustment(s):****CM 11**

One of the objectives of this project was to increase the underclearance at the US-12 bridges over US-24 (Telegraph Rd.) and an adjacent railroad structure to meet FHWA requirements. Once work began, it was discovered that the pier footings interfered with the planned grade lowering. All extras in this CM deal with the revisions to the pier footings, piers, and crashwalls brought about by this discovery. The prices were negotiated with the contractor and were fair when compared to similar work items in this and similar projects.

CM 13

This job milled away the old bituminous surface and replaced it with new asphalt to the same elevation. For this reason there was no quantity of materials to raise the height of the shoulder. However, in places the existing aggregate shoulder had settled. This situation created a drop off and a low elevation of the shoulder when compared to the guardrail. The engineer directed the contractor to place shoulder gravel in these areas to rectify this grade problem. The contractor provided materials and placed them where required along the length of the bituminous overlay. The extra Shoulder, CI II – Modified was created to compensate the contractor for the materials, placement, compaction and traffic control. The price was negotiated with the contractor and compares favorably to force account-type records.

The original design called for a standard barrier wall between the two roadways. However, with the design changes to superelevation and grade there was a difference in roadway elevations between the northbound and southbound pavements in several areas. To correct this problem a variable height barrier wall was installed. The extras Conc Barrier Wall – Special and Glare Screen – Special were created to compensate the contractor for this work. There is a corresponding \$46,200 reduction of the items Conc Barrier, Double Face, Type A and Glare Screen, Conc in this CM. The price was negotiated with the contractor and when compared to similar projects was fair.

CM 18

Three extras: Water Service, Long; Water Service, Long (City of Dearborn only); Dr Structure, Cleaning were established in earlier contract modifications approved by the Administrative Board (i.e., Extra 2003 Item Nos. 58 & 64), but have exceeded the 15 percent allowable increase in this contract modification.

CM 19

One extra: Sewer Bulkhead, 12 inch was established in an earlier contract modification approved by the Administrative Board (Extra 2003 Item No. 58), but has exceeded the 15 percent allowable increase in this contract modification.

CM 20

Two extras: Sewer, CI B, 15 inch, Tr Det B; Sewer, CI B, 18 inch, Tr Det B were established in earlier contract modifications approved by the Administrative Board (Extra 2003 Item No. 64), but have exceeded the 15 percent allowable increase in this contract modification.

CM 23

The roadway is separated from the sidewalk by a guardrail system. The sidewalk faces the steel posts that support the guardrail system. To better protect pedestrians and cyclists, a rub-rail was needed on the sidewalk side of the guardrail and was inadvertently left off the plans. The extra Guard Rail, Rub Rail, 2" x 2" was created to compensate the contractor for materials and labor related to the installation of this item. The price was negotiated with the contractor and was fair when compared to the material invoice and the labor involved.

Guardrail is required to protect the public from the substructures of the many bridges that cross US-24 (Telegraph Rd.) In this area, the amount of utilities that run in the right-of-way precluded the driving of guardrail posts. To protect the public, a special sidewalk was designed and built that would allow the guardrail posts to be fastened to the concrete and still redirect an errant vehicle. The extras Sidewalk, Conc – Special and Guardrail Post, Culvert were created to compensate the contractor for removal of the existing sidewalk, excavation for the special sidewalk, installation of the sidewalk, installation of the special guardrail posts, and traffic control. The price of this item was determined using force account records.

The item Lane Tie, Epoxy Anchored was inadvertently left off the plans. These ties are used to tie the new pavement to the existing concrete cross streets. This extra pays the contractor for the ties and their installation. The price was negotiated with the contractor and compares favorably with MDOT's average unit price (AUP) guide.

The extra Sign, Type I, Erect, Salv was used to compensate the contractor for moving an existing sign to a new location. This work was inadvertently left off the plans. The price was negotiated with the contractor and compares favorably with MDOT's AUP guide.

CM 26

The plans show an overhead sign structure, but the sign foundation was omitted from the bid items. The extra Strain Pole Fdn, Uncased, Type ST-2 was created to compensate the contractor for the creation of two foundations. The price of this item was determined using force account records.

The butterfly valve was in the plans, but was not ready at the time the work was scheduled. A temporary sleeve was created and work progressed. The contractor was required to come back and remobilize to install the valve at a later date. The extra Butterfly Valve Installation was created to compensate the contractor for this work. The price of this item was determined using force account records.

The job was staged so the concrete in the island areas was poured before the signs were installed. When staged this way, the concrete must be cored to allow sign installation. The concrete coring was inadvertently left off the plans. The extra Post Hole Through Conc for Steel Post was created to compensate the contractor for coring the concrete. The price was negotiated with the contractor and compares favorably with MDOT's AUP guide.

Section 103.4 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

Section 109.07 - Force Account Work – of the 2003 Standard Specifications for 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, and equipment hours worked and the “Rental Rate Blue Book for Construction.”

These Extras were recommended for approval by the State Transportation Commission at its June 24, 2004 meeting, and are now recommended for approval by the State Administrative Board on July 6, 2004.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.
Funding Source: FHWA, 79.6%; State Restricted Trunkline, 16.1%; City of Dearborn, 3.6%; City of Dearborn Heights, 0.7%.
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
New Project Identification: This is an existing project already under contract.
Zip Code: 48124

216. **Extra 2004 - 42**

Control Section/Job Number: 63544-47917A 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: Tony Angelo Cement Construction Company
 46850 Grand River Avenue
 Novi, MI 48374-1327

Designed By: Local Agency
 Engineer's Estimate: \$8,112,422.00

Description of Project:

Approximately 2.4 km of concrete reconstruction including concrete curb and gutter, drainage work, and miscellaneous construction on Orchard Lake Road from 10 Mile Road to I-696 in Oakland County.

Administrative Board Approval Date:	February 6, 2001	
Contract Date:	February 26, 2001	
Original Contract Amount:	\$6,877,910.25	
Total of Overruns/Changes (Approved to Date):	123,365.68	+ 1.79%
Total of Extras/Adjustments (Approved to Date):	850,529.75	+ 12.37%
THIS REQUEST	<u>295,313.59</u>	+ 4.29%
Revised Total	<u>\$8,147,119.27</u>	+ 18.45%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.16% over the original budget for an **Authorized to Date Amount** of \$7,851,805.68.

Approval of this extra will place the authorized status of the contract 18.45% or \$1,269,209.02 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2001-58	3 r 1	\$610,074.73	09/04/01

Contract Modification Number(s): 17 r.10, 18 r.7, 19 r.2

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

CM 17

Traffic Control	12,000.000 dlr @ \$1.00/dlr	\$12,000.00
Flag Control	1.000 LS @ \$1,750.00/LS	1,750.00
Mobilization	1.000 LS @ \$3,750.00/LS	3,750.00
150mm Concrete Apron	180.140 m2 @ \$74.81/m2	13,476.27
Adjust Drainage Structure	2.000 ea @ \$750.00/ea	1,500.00
Hydrant Adjust	2.000 ea @ \$1,750.00/ea	3,500.00
Sawcut & Pavement Removal	1.000 LS @ \$3,500.00/LS	3,500.00
21AA Aggregate	178.130 t @ \$25.90/t	4,613.57
Lane Ties Epoxy Coated	226.000 ea @ \$15.20/ea	3,435.20
Misc, 250mm coner pavt.	204.200 m2 @ \$93.52/m2	19,096.78
Earth Excavation	230.000 m3 @ \$24.58/m3	5,653.40
100mm Concrete Sidewalk	183.020 m2 @ \$62.97/m2	11,524.77
Total		<u>\$83,799.99</u>

CM 18

150mm Edge Drain	65.000 m @ \$65.00/m	\$4,225.00
Mowing, grading, fine grading	17,095.410 m2 @ \$1.136/m2	19,420.39
Mowing, Grading, Fine Grading in Median	9,660.410 m2 @ \$2.12/m2	20,480.07
Sod	26,755.820 m2 @ \$4.76/m2	127,357.70
Topsoil	519.900 m3 @ \$51.99/m3	27,029.60
Curb and Gutter, Conc, Det B2	75.000 m @ \$82.98/m	6,223.50
Total		<u>\$204,736.26</u>

CM 19

Mulch Blanket	1,505.020 m2 @ \$4.25/m2	\$6,396.34
Seed Mixture, TUF	38.100 kg @ \$10.00/kg	381.00
Total		<u>\$6,777.34</u>

Grand Total

\$295,313.59

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

CM 17

Almost all of the extras on this contract modification (Traffic Control, Flag Control, Mobilization, Adjust Drainage Structure, Sawcut & Pavement Removal, 21AA Aggregate, Lane Ties Epoxy Coated, Misc, 250mm concr pavt., Earth Excavation and 100mm Concrete Sidewalk) were created to compensate the contractor for creation of a new turnaround and turn lane. The turnaround and turn lane were required to provide access for residences; however, they were not in the original plans. The cost of most of these items was reasonable based on the small amount of work and limited access available to the contractor. The cost of the Traffic Control extra was documented through actual costs. The Flag Control item was reasonable based on six to eight weeks of work. The mobilization item is reasonable based on the contractor's cost to mobilize the equipment needed to complete the repairs and extra work.

The median in this location is fairly narrow and in the turnaround areas many sets of tire tracks were noted extending behind the curb-line. The item 150mm Concrete Apron was added to compensate the contractor for pouring concrete aprons in these areas. The cost of this item was reasonable based on the small amount of concrete placed at numerous locations.

The City of Farmington Hills required that the hydrants be adjusted to follow City standards. The item Hydrant Adjust, was created to compensate the contractor for adjusting already-placed hydrants. The price was reasonable based on the singular nature of each adjustment and the miscellaneous parts needed to make the repairs.

CM 18

The extras 150mm Edge Drain and Curb and Gutter Conc, Det B2 were created to compensate the contractor for creation of a new turnaround and turn lane. The turnaround and turn lane were required to provide access for residences; however, they were not in the original plans. The cost of most of these items was reasonable based on the small amount of work and limited access available to the contractor.

The site restoration for this job did not survive the first winter because of poor weather conditions. The engineer decided to redo most of the items related to site restoration. The items Mowing, grading, fine grading; Mowing, Grading, Fine Grading in Median; Sod; and Topsoil were created to accomplish this second restoration. The cost of each of these items was reasonable based on the difficulty of the working conditions which require working around existing sprinklers, plantings and traffic. Cost for these items was paid for with 100 percent Oakland County funds.

CM 19

The site restoration for this job did not survive the first winter because of poor weather conditions. The engineer decided to redo most of the items related to site restoration. The items Mulch Blanket and Seed Mixture, TUF were created to accomplish this second restoration. The cost of each of these items was reasonable based on the difficulty of the working conditions which require working around existing sprinklers, plantings and traffic. Costs for these items were paid for with 100 percent Oakland County funds.

Section 103.4 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its June 24, 2004 meeting, and is now recommended for approval by the State Administrative Board on July 6, 2004.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.
Funding Source: State Restricted Trunkline, 76.2%; Oakland County, 23.8%
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
New Project Identification: This is an existing project already under contract.
Zip Code: 48336

217. **Extra 2004 - 43**

Control Section/Job Number: 82062-47064A MDOT Project

State Administrative Board - Contract modification 20 has an extra that exceeds the \$100,000 Ad Board limit for reviewing extras and this project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Walsh Construction Company of Illinois
 Fisher Building, Suite 466
 3011 West Grand Boulevard
 Detroit, MI 48202

Designed By: Consultant
 Engineer's Estimate: \$10,795,560.81

Description of Project:

3.1 km of road reconstruction, watermain and storm sewer replacement, streetscape improvements, traffic signal upgrading, and deck patching and joint replacement on a bridge structure (S33) on US-12 (Michigan Avenue) from Firestone to I-94 in the city of Dearborn, Wayne County.

Administrative Board Approval Date:	May 20, 2003	
Contract Date:	June 25, 2003	
Original Contract Amount:	\$10,027,126.66	
Total of Overruns/Changes (Approved to Date):	401,681.35	4.01%
Total of Extras/Adjustments (Approved to Date):	357,999.21	+ 3.57%
THIS REQUEST	<u>\$286,478.68</u>	<u>+2.86%</u>
Revised Total	<u>\$11,073,285.90</u>	+ 10.44%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.58% over the original budget for an **Authorized to Date Amount** of \$10,786,807.22.

Approval of this extra will place the authorized status of the contract 10.44% or \$1,046,159.24 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 20 r 1

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

CM 20		
Acceleration Costs, 2004	172,445.000 dlr @ \$1.00/dlr	\$172,445.00
Project Added Overhead, 2004	76,961.190 dlr @ \$1.00/dlr	76,961.19
Delay Cost, 2003	37,072.490 dlr @ \$1.00/dlr	<u>37,072.49</u>
Total		<u>\$286,478.68</u>

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

CM 20

This project was broken into several stages and stretched over the 2003 and 2004 construction seasons. Stage 1 and 2 were scheduled for completion during the 2003 construction season. However, for stage 2 to begin the Ameritech conduit along the entire length of the project had to be removed before work on the watermain could begin. The watermain installation was the controlling work operation in the progress schedule and Ameritech could not remove the conduit in time for stage 2 to be completed during the 2003 construction season. The extra Delay Cost, 2003 was created to compensate the contractor for costs incurred due to the delay in the project schedule. Cost for this item was negotiated with the contractor and was based on force account methodology.

In the original contract, the contractor was not allowed to perform work from March 29, 2004, until May 29, 2004, to accommodate a City of Dearborn Memorial Day Parade. This changed when the City of Dearborn changed their parade route due to the delays on this project in 2003. The contractor then submitted a revised project schedule that would allow them to work during this time period and accelerate the rest of the project schedule so the project would still meet the original completion date. This schedule was reviewed by the engineer and FHWA, and it was determined that meeting the original completion date was imperative due to projects scheduled for the 2005 construction season, which are adjacent to this one. The extra item Acceleration Costs, 2004 was created to compensate the contractor for overtime for additional roadway and underground crews working to meet the original contract completion date. Documents supporting these costs are in the project files. The extra item Project Added Overhead, 2004 was added to compensate the contractor for direct project overhead costs for the contractor's project engineer, superintendent, clerk, field office, utilities and sanitary facilities from March 29, 2004, until May 29, 2004. Cost for this item was negotiated with the contractor and based on force account methodology.

Section 103.4 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

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

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

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 69.88%; State Restricted Trunkline, 14.59%; Detroit Edison, 1.59%; City of Dearborn, 13.73%; Ameritech, 0.21%

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

Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
New Project Identification: This is an existing project already under contract.
Zip Code: 48126

218. **Extra 2004 - 44**

Control Section/Job Number: 25132-51608A 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: MDOT
 Engineer's Estimate: \$9,141,670.41

Description of Project:

Rehabilitation of 21 bridges including overlays, beam end repair, pin and hanger replacement, thrie beam retrofit, painting, substructure, pier and abutment repair, railing and joint repairs on I-75, I-69, and I-475 in the city of Flint, Flint Township, Genesee County.

Administrative Board Approval Date:	February 3, 2004	
Contract Date:	March 2, 2004	
Original Contract Amount:	\$8,726,549.71	
Total of Overruns/Changes (Approved to Date):	7,097.94	+ 0.08%
Total of Extras/Adjustments (Approved to Date):	2,057.50	+ 0.02%
THIS REQUEST	<u>103,000.00</u>	<u>+ 1.18%</u>
Revised Total	<u>\$8,838,705.15</u>	+ 1.28%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.10% over the original budget for an **Authorized to Date Amount** of \$8,735,705.15.

Approval of this extra will place the authorized status of the contract 1.28% or \$112,155.44 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 3 r 6

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

CM 3		
Structures, Rehabilitation, Rem Portions (S10-7 of 25132 part 2)	1.000 LS @ \$103,000.00/LS	<u>\$103,000.00</u>
Total		<u>\$103,000.00</u>

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

After construction began, it was discovered that the deck of S10-7 of 25132 had separated from the bridge beams. For the bridge deck to act the way it was designed, the concrete deck must be structurally attached to the bridge beams. The extra, Structures, Rehabilitation, Rem Portions (S10-7 of 25132 part 2) was created to compensate the contractor for removing the separated section of bridge deck. Prices were negotiated with the contractor and are fair when compared to past and current projects.

Section 103.4 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

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

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.
Funding Source: FHWA, 80%; State Restricted Trunkline, 20%
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
New Project Identification: This is an existing project already under contract.
Zip Code: 48503

219. **Extra Number 2004 - 45**

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

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):	(229,171.53)	- 4.10%
Total of Extras/Adjustments (Approved to Date):	478,522.86	8.55%
THIS REQUEST	<u>126,007.23</u>	+ 2.25%
Revised Total	<u>\$5,970,720.56</u>	+ 6.70%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.45% over the original budget for an **Authorized to Date Amount** of \$5,844,713.33.

Approval of this extra will place the authorized status of the contract 6.70% or \$375,358.56 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-12	5 r 14	\$344,492.21	04/06/04

Contract Modification Number(s): 6 r.3, 9 r.7, 13, 14 r.1, 15, 16

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

CM 6		
PLD Line Extension	1.000 LS @ 71,967.00/LS	<u>\$71,967.00</u>
Total		<u>\$71,967.00</u>
CM 9		
Tree, Rem, 451 to 900 mm	1.000 ea @ \$2,400.00/ea	<u>\$2,400.00</u>
Total		<u>\$2,400.00</u>
CM 13		
Conduit Encased, 12, 125mm	64.070 m @ \$362.25/m	<u>\$23,209.36</u>
Total		<u>\$23,209.36</u>
CM 14		
Mh, Elec, Three Way, Modification	1.000 ea @ \$1,653.75/ea	<u>\$1,653.75</u>
Total		<u>\$1,653.75</u>
CM 15		
PLD Line Extension – Extras	1.000 LS @ \$22,277.12/LS	<u>\$22,277.12</u>
Total		<u>\$22,277.12</u>

CM 16		
Subgrade Undercutting, Type II	144.000 m3 @ \$31.25/m3	<u>\$4,500.00</u>
Total		<u>\$4,500.00</u>
Grand Total		<u>\$126,007.23</u>

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

CM 6

This work is within the project limits and was requested by the Detroit Public Lighting Department (PLD). This work was funded with 100% PLD money.

CM 9

This tree stood in the way of excavation and construction of the proposed wing wall and footing of the S-13 structure. This removal was inadvertently left off the plans. The extra Tree, Rem, 451 to 900 mm was created to compensate the contractor for removal of the tree. The price was negotiated with the contractor and is fair when compared with MDOT's average unit prices (AUP)

CM 13

One extra: Conduit Encased, 12, 125mm was established in an earlier contract modification and increased in this contract modification.

CM 14

This extra Mh, Elec, Three Way Modified is actually an adjustment. The item is actually an additional cost of the item Mh, Elec, Three Way, which had to be relocated and slightly modified from the typical PLD structure. The cost was negotiated with the contractor and is reasonable when compared to the construction of similar structures in the area.

CM 15

The extra PLD Line Extension – Extras was created to compensate the contractor for additional work done beyond the request in CM 6. As in CM 6, this work was funded with 100% PLD money.

CM 16

Wet conditions were discovered on the eastbound right lane of West Grand Boulevard. The extra Subgrade Undercutting, Type II was created to compensate the contractor for removal of this saturated material. The cost was negotiated with the contractor and is fair when compared to AUP for small volumes of removal.

Section 103.4 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its June 24, 2004 meeting, and are now recommended for approval by the State Administrative Board on July 6, 2004.

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

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 90%; State Restricted Trunkline, 10%

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

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

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

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

Zip Code: 48216

OVERRUNS

220. **Overrun 2004 - 29**

Control Section/Job Number: 62609-59922 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: CJ's Excavating Septic Service, Inc.
9051 E. 48 1/2 Road
Cadillac, MI 49601

Designed By: Local Agency
Engineer's Estimate: \$844,302.80

Description of Project:

2.03 mi of asphalt pavement reconstruction, including base crushing and shaping, aggregate shoulders, hot mix asphalt paving, culverts, concrete curb and gutter, and slope restoration on Baldwin Avenue from M-82 northerly to 56th Street in Garfield Township, Newaygo County.

Administrative Board Approval Date:	December 17, 2002	
Contract Date:	January 22, 2003	
Original Contract Amount:	\$777,377.49	
Total of Overruns/Changes (Approved to Date):	77,737.75	10.00%
Total of Extras/Adjustments (Approved to Date):	-850.00	-0.11%
THIS REQUEST	<u>\$42,605.76</u>	<u>+5.48%</u>
Revised Total	<u>\$896,871.00</u>	15.37%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.89% over the original budget for an **Authorized to Date Amount** of \$854,265.24.

Approval of this overrun will place the authorized status of the contract 15.37% or \$119,493.51 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:

Backfill, Swamp	8053.418 Cyd @ \$3.04/Cyd	\$24,482.39
Excavation, Peat	6041.123 Cyd @ \$3.00/Cyd	<u>18,123.37</u>
Total		<u>\$42,605.76</u>

Reason(s) for Overrun(s):

After the project had begun it was discovered that the peat excavation exceeded the limits shown on the plans. If peat is not removed, the pavement will settle more than allowed and the roadway will not reach its proposed service life. The swamp backfill was used to fill behind the excavation.

This Overrun was recommended for approval by the State Transportation Commission at its June 24, 2004 meeting, and is now recommended for approval by the State Administrative Board on July 6, 2004.

Both of these items exist in the original contract; prices were calculated using contract bid prices.

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%; Newaygo 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 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: 49412, 49337

221. **Overrun 2004 - 30**

Control Section/Job Number: 63031-45714 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: John Carlo, Inc.
Riverridge Corporate Centre
45000 River Ridge Drive, Suite 200
Clinton Twp., MI 48038

Designed By: MDOT
Engineer's Estimate: \$26,379,839.86

Description of Project:

2.97 km of concrete roadway reconstruction on US-24 from Long Lake Road northerly to Square Lake Road, 7.55 km of concrete pavement repair on US-24 from 12 Mile Road northerly to Long Lake Road, 2.67 km of concrete roadway reconstruction on US-24 southbound from Square Lake Road northerly to Old Telegraph Road, and structure replacement on US-24 under Orchard Lake Road, in the cities of Southfield and Pontiac, the village of Franklin, and Bloomfield Township, Oakland County.

Administrative Board Approval Date:	March 21, 2000	
Contract Date:	April 13, 2000	
Original Contract Amount:	\$19,891,817.73	
Total of Overruns/Changes (Approved to Date):	2,974,897.11	+ 14.96%
Total of Extras/Adjustments (Approved to Date):	1,033,247.75	+ 5.19%
THIS REQUEST	<u>1,667.44</u>	+ <u>0.01%</u>
Revised Total	<u>\$23,901,630.03</u>	+ 20.16%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 20.15% over the original budget for an **Authorized to Date Amount** of \$23,899,962.59.

Approval of this overrun will place the authorized status of the contract 20.16% or \$4,009,812.30 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board:

Item Number	Amount	SAB Date
5-5	\$900,085.00	06/05/2001
5-6	\$85,630.34	05/06/2003

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

Pavement Repair, Reinforced Concrete	32.221 m2 @ \$51.75/m2	<u>\$1,667.44</u>
Total		<u>\$1,667.44</u>

Reason(s) for Overrun(s):

This additional sum is requested due to an inadvertent error by the Construction and Technology Support Area’s Construction Contracts Unit. Through a miscalculation, we did not ask for enough of an increase at the May 2003 Administrative Board Meeting. The following is the reason stated for the overrun at the May meeting and is also appropriate for this request.

“The Pavement Repair, Reinforce Concrete item was underestimated by the design engineer.” This item is extremely hard to estimate since most of the area to be repaired is covered until the asphalt overlay is removed.

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, 81.85%; State Restricted Trunkline, 18.15%

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

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

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

Zip Codes: 48025, 48301, 48302, 48341

222. **Overrun 2004 - 31**

Control Section/Job Number: 82400-60584 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: Ajax Paving Industries, Inc.
P.O. Box 71307
Madison Heights, MI 48071

Designed By: Local Agency
Engineer's Estimate: \$1,018,850.00

Description of Project:

4.62 km of cold milling, bituminous resurfacing, concrete curb, sidewalk, driveway approaches, drainage structures, and pavement markings on Plymouth from Manor to Grand River, Puritan from Southfield to Greenfield, and Shafer from Chicago to Jefferies in the city of Detroit, Wayne County.

Administrative Board Approval Date:	December 17, 2002	
Contract Date:	March 31, 2003	
Original Contract Amount:	\$1,005,066.85	
Total of Overruns/Changes (Approved to Date):	100,506.69	10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+0.00%
THIS REQUEST	<u>\$401,265.39</u>	<u>+39.92%</u>
Revised Total	<u>\$1,506,838.93</u>	49.92%

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 \$1,105,573.54.

Approval of this overrun will place the authorized status of the contract 49.92% or \$501,772.08 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:

Conditioning Existing Pavement	1816.699 t @ \$105.24/t	\$191,189.41
Curb, Conc, Detail CD	1741.500 m @ \$44.00/m	76,626.00
Sidewalk Ramps – Modified	1466.620 m2 @ \$30.00/m2	43,998.60
Sidewalk, Rem	4078.650 m2 @ \$10.00/m2	40,786.50
Curb, Rem	1741.490 m @ \$12.00/m	20,897.88
Granular Material, CI II	555.340 m3 @ \$50.00/m3	<u>27,767.00</u>
Total		<u>\$401,265.39</u>

Reason(s) for Overrun(s):

It is not possible to predict the condition of an underlying pavement before the overlay is removed. Once the overlay was removed on this project, it was discovered that the underlying pavement was in much worse condition than predicted during the design phase. This increased the amount of Conditioning Existing Pavement required on this project.

Once the work began, it was determined that the existing curb was in much worse shape than determined during scoping. In addition, the grade under the curb and gutter required correction to ensure that proper drainage was maintained. This increased the items Curb, Conc, Detail CD, Curb, Rem, and Granular Material, CI II. When curb work is done, an area behind the curb is required for proper forming. Additional quantities of sidewalk removal were required.

The item Sidewalk Ramps – Modified was inadvertently left out of this portion of the contract. Modified items are available in another portion of the contract and can be used in this job by creating a modified original. Since the item is bid in the contract, a modified original is considered as an increase/decrease of an original item.

The above bid items are in the current contract and their prices were calculated using the original bid prices.

This Overrun was recommended for approval by the State Transportation Commission at its June 24, 2004 meeting, and is now recommended for approval by the State Administrative Board on July 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, 81.07%; City of Detroit, 18.93%

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: 48228, 48235, 48227

223. **Overrun 2004 - 32**

Control Section/Job Number: 33403-55962 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Michigan Paving & Materials Co.
P.O. Box 787
Belleville, MI 48111-0787

Designed By: Local Agency
Engineer's Estimate: \$499,171.50

Description of Project:

4.35 mi of resurfacing, including trenching, grading, aggregate base, paved shoulders, hot mix asphalt paving, drainage improvements, pavement markings and slope restoration on Williamston Road from Howell Road to the I-96 eastbound ramp in Wheatfield Township, Ingham County.

Administrative Board Approval Date:	July 1, 2003	
Contract Date:	August 4, 2003	
Original Contract Amount:	\$616,956.68	
Total of Overruns/Changes (Approved to Date):	61,695.67	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	17,120.00	+ 2.77%
THIS REQUEST	<u>26,421.17</u>	+ <u>4.28%</u>
Revised Total	<u>\$722,193.52</u>	+ 17.05%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.77% over the original budget for an **Authorized to Date Amount** of \$695,772.35.

Approval of this overrun will place the authorized status of the contract 17.05% or \$105,236.84 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	620.412 Ton @ \$28.08/Ton	\$17,421.17
Machine Grading, Modified, Type 1	30.000 Sta @ \$300.00/Sta	<u>9,000.00</u>
Total		<u>\$26,421.17</u>

Reason(s) for Overrun(s):

The item HMA, 13A was estimated using the cross sections from previous plans. When construction began, it was discovered that the existing crown did not match with the previous plans and more bituminous was needed to match the proposed typical cross section. Additional Machine Grading, Modified, Type I was also needed to meet the width of the shoulders shown on the typical cross sections.

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%; Ingham 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 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: 48895

224. **Overrun 2004 - 33**

Control Section/Job Number: 18032-49721-4 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: Miller Development, Inc.
2700 N. Wyman Rd.
Weidman, MI 48893

Designed By: Consultant
Engineer's Estimate: \$165,912.55

Description of Project:

1.189 km of concrete pathway construction and streetscape on US-127 BR from Mostetler Road to County Farm Road, and from Fairlane Street to Townline Lake Road in the city of Harrison, Clare County.

Administrative Board Approval Date:	August 5, 2004	
Contract Date:	August 13, 2003	
Original Contract Amount:	\$156,463.70	
Total of Overruns/Changes (Approved to Date):	15,646.37	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	5,339.20	+ 3.41%
THIS REQUEST	<u>53,127.70</u>	+ <u>33.96%</u>
Revised Total	<u>\$230,576.97</u>	+ 47.37%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.41% over the original budget for an **Authorized to Date Amount** of \$177,449.27.

Approval of this overrun will place the authorized status of the contract 47.37% or \$74,113.27 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:

Slope Restoration	2618.144 m2 @ \$4.25/m2	\$11,127.11
Sidewalk, Conc, 100 mm	931.908 m2 @ \$44.00/m2	41,003.95
Stamped Concrete Courtyard, 100 mm	9.583 m2 @ \$104.00/m2	<u>996.64</u>
Total		<u>\$53,127.70</u>

Reason(s) for Overrun(s):

This is an enhancement project. The job was scoped and designed to expend all of the available grant funds using the available costs of individual items. When the job went to Specs and Estimates, the prices used were more up-to-date and the bid came in below both those estimated by the project manager and those estimated by Specs and Estimates. For this reason, and within the scope of the project, items were increased to expend all available grant funds.

All 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 June 24, 2004 meeting, and is now recommended for approval by the State Administrative Board on July 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%; State Restricted Trunkline, 18.15%

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

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

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

Zip Codes: 48625

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

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: June 30, 2004 – North Central Conference Room,
4th Floor, Treasury Building, 3:30 PM
State Administrative Board Meeting: July 6, 2004 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

CONTRACTS

1. ***HIGHWAYS - Revise Scope, Increase Amount**
Amendatory Contract (2000-0060/A4) between MDOT and HNTB Michigan, Inc., will provide for the addition and deletion of services for the Ambassador Gateway Project due to the complete revision of the original design from the 1999 concept as developed by MDOT and the Detroit International Bridge Company and will increase the contract amount by \$3,662,852.71. This amendment will address long-term congestion mitigation issues and provide direct access improvements between the Ambassador Bridge and freeways I-75 and I-96. The original contract provides for the design of I-75 and I-96 from West Grand Boulevard to the Conrail Overpass (Ambassador Bridge/Gateway Project) in Wayne County. The contract term remains unchanged, April 12, 2000, through December 31, 2005. The revised total contract amount will be \$16,503,894.90. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: Addition and deletion of services for the Ambassador Gateway Project are required due to the complete revision of the original design from the 1999 concept as developed by MDOT and the Detroit International Bridge Company (DIBC). Additional services include new right-of-way plans, new roadway plans for the mainline, ramps, service drives and local roads, a new drainage system, design of new bridges, including a cable-stay pedestrian bridge, new retaining walls and soundwalls, relocation of Detroit Public Lighting facilities, and revised construction staging. Deleted services include some right-of-way tasks, design tasks for the originally proposed DIBC plaza areas, and design of previously proposed bridges.

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 includes 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: (1) improvement of direct access between the Ambassador Bridge and the state trunkline system, including Clark and Fort Streets (M-85) and I-75 and I-96; (2) accommodation of a potential future second span of the Bridge; and (3) accommodation of access to a proposed welcome center at the U.S. entrance to the Bridge, to be developed as a separate project.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.
Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the design does not continue, construction cannot be undertaken, and the proposed Gateway project, which includes a direct connection between the Ambassador Bridge and I-75/I-96, cannot be completed, which would result in failure to meet one of the original project objectives. Also, there would be adverse impact on and potential indefinite delay of the Ambassador Bridge plaza expansion projects funded by the U.S. General Services Administration (a \$25 million project) and by the DIBC (an approximately \$30 million project), as well as 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.

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: 48209.

2. *HIGHWAYS – Settlement of Lawsuit

Contract (2004-0378) between MDOT and Payne & Dolan, Inc., will provide for Payne & Dolan, Inc., to repave certain portions of five projects in the North, Superior, and Bay Regions. In order to settle litigation that may be brought by the State of Michigan, Payne & Dolan, Inc., has agreed to perform this remedial work. The pavement has deteriorated to such an extent that remedial work must be performed. The contract will be in effect from the date of award through May 15, 2005. Payne & Dolan, Inc., will bear the entire cost of the remedial work, approximately \$1,200,000; there will be no cost to MDOT.

Purpose/Business Case: This contract is for the repavement of certain portions of five projects in the North, Superior, and Bay Regions for resolution of outstanding claims by MDOT. All work will be performed by November 15, 2004. MDOT investigated several projects built by Payne & Dolan and found five of the projects to be deteriorating and below MDOT standards.

Benefit: This contract is a settlement agreement made between MDOT and Payne & Dolan, Inc., for services to bring the pavement in question to within MDOT standards.

Funding Source: All work will be performed at no cost to MDOT.

Commitment Level: This contract is entered into as a settlement at no cost to MDOT and will bring the pavement to within standards.

Risk Assessment: Not approving this contract would result in portions of the pavement in the projects being substandard, increasing safety risks to the traveling public and maintenance costs.

Cost Reduction: All work will be performed at no cost to MDOT.

New Project Identification: No, this is part of a settlement agreement between MDOT and Payne & Dolan, Inc.

Zip Code: 49606.

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