

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: April 26, 2006 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: May 2, 2006 – Lake Ontario Room,
3rd Floor, Michigan Library and Historical Center, 11:00 AM

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SUBCONTRACTS

1.	Acme Tree Service	3-year Subcontract	
	4074 Apple Avenue	Low Bid:	\$ 84,035
	Muskegon, MI 49442	Optional Year:	\$ 10,000

Description of Work: Tree Removal and Stump Grinding Services

Retroactive approval is requested for maintenance services subcontracted in FY 2002 through FY 2005 by the Muskegon County Road Commission for tree removal, limb removal, stump grinding, and restoration work in Muskegon County. This work was completed by Acme Tree Service for the Muskegon County Road Commission but through oversight, the subcontract paperwork was not submitted for State Administrative Board approval. Approval is now being sought to correct this error. The project was advertised, and two bids were received. The lowest bidder was selected. The contract term was October 1, 2002, through September 30, 2005. The optional year was from October 1, 2005, through September 30, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To retroactively provide for tree removal, limb removal, and restoration work that was performed in Muskegon County.

Benefit: Prevents damage from trees that are too close to the road.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: Removal of these trees will decrease the threat of trees falling in the road.

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

Selection: Low bid.

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

Zip Code: 49442.

* Denotes a non-standard contract/amendment

2. **Pyramid Paving Co.** **Low Bid:** **\$578,466.40**
1415 West Center Road
Essexville, MI 48732

Description of Work: Detour Route for M-24 Project

Approval is requested to authorize the Lapeer County Road Commission to award a subcontract for the construction of a detour route for the M-24 project between Pratt Road and I-69 in Lapeer County. Work includes road widening, asphalt paving, aggregate shoulder, and extensive repair work at the completion of the road detour. The project was advertised, and five bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through November 30, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide a detour route for the M-24 project.

Benefit: The total cost for all detour related activities is estimated to be \$1.8 million. If M-24 is not detoured, the project will require the addition of temporary sheet piling, which is estimated to cost over \$5 million.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The detour route is needed to provide a safer route for motorists.

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

Selection: Low bid.

New Project Identification: Construction of a new temporary detour route.

Zip Code: 48732.

3. **Airport Lighting, LLC** **Low Bid** **\$80,082**
PO Box 210
Luther, MI 49656

Description of Work: Installation of Temporary Traffic Signals on the M-24 Detour Route

Approval is requested to authorize the Lapeer County Road Commission to award a subcontract for the installation of temporary traffic signals at five intersections along the detour route for the M-24 project between Pratt Road and I-69 in Lapeer County. The subcontract includes materials, installation, and initial operation of the temporary traffic signals. The project was advertised, and four bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through November 30, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide temporary traffic signals for the M-24 detour route.

Benefit: The total cost for all detour related activities is estimated to be \$1.8 million. If M-24 is not detoured, the project will require the addition of temporary sheet piling, which is estimated to cost over \$5 million.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The temporary traffic signals are needed to provide a safer route for motorists.

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

Selection: Low bid.

New Project Identification: Construction of new temporary traffic signals.

Zip Code: 49656.

* Denotes a non-standard contract/amendment

CONTRACTS

4. HIGHWAYS (Real Estate) – Resolution “A” (Easement – Wetland Mitigation Banking Site)
Tract 882, Control Sections 11016, 11112, Job Numbers 27309B, 27310B, Parcel 395, Part A, Parcel 395A, Part A, Parcel 398, Part A, Parcel 400, Part A, Parcel 401, Part A, Parcel 403, Part A, Parcel 403A, Part A, Parcel 403B, Part A

The subject tract is located in the township of Benton, Berrien County, Michigan, and contains approximately 114.47 acres. MDOT is proposing to convey an easement to the Michigan Department of Environmental Quality (MDEQ). The easement is required for MDOT and MDEQ to enter into a wetland mitigation banking site agreement on the subject property. Administrative Rules for wetland banking under Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended, require permanent easement protection on all proposed wetland mitigation bank sites. No money will be exchanged in the conveying of this easement. This transaction was approved by Dave Wresinski, Division Administrator, Project Planning Division. The property was not offered to the local municipalities because it is an easement. The property has been declared excess by the Bureau of Highways – Development.

\$0

Purpose/Business Case: MDOT is proposing to convey an easement to MDEQ on a parcel of land used for wetland mitigation banking. The easement is required for MDOT and MDEQ to enter into a wetland mitigation banking site agreement on the subject property. Administrative Rules for wetland banking under Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended, require permanent easement protection on all proposed wetland mitigation bank sites.

Benefit: By conveying the easement on the subject property, MDOT will be able to construct a wetland banking site that will be used for existing and future road projects. In addition, MDOT will place over 114.47 acres of new wetlands on the ground in advance of anticipated impacts.

Funding Source: No money will be exchanged in the conveying of this easement. The purpose of the easement is to provide permanent protection of the created wetlands.

Commitment Level: N/A.

Risk Assessment: If MDOT is unable to convey this easement to the MDEQ, MDOT will not be able to create a wetland bank site at this location. This will result in MDOT’s non-compliance with a MDEQ permit on a project that has already been constructed. In addition, not conveying the easement will result in a delay of MDOT’s entire wetland banking program.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49022.

5. HIGHWAYS (Real Estate) – Resolution “B” (Relinquishment of Easement)
Tract 918, Control Section 04032, Parcel 9, Part A, Parcel 10PV, Part A

The subject tract is located in the city of Alpena, Alpena County, Michigan, and contains approximately 1.08 acres. The easement rights previously granted to MDOT are no longer required for highway purposes. The relinquishment was requested by Vista Properties Corporation, the current underlying fee owner. The relinquishment processing fee of \$500 has been received by MDOT. The relinquishment was approved by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on March 28, 2006. The property was not offered to the local municipalities because MDOT does not own the underlying fee. The property has been declared excess by the Bureau of Highways – Development.

\$500

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

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

Funding Source: N/A - revenue generating.

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

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

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

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49902.

6. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z1/R1) under Contract (2003-0291) between MDOT and HNTB Michigan, Inc., will extend the authorization term by one year at no additional cost. The additional time is needed because the construction contractor was granted additional time due to a delay in acquiring the required Coast Guard permit. The original authorization provides for full construction engineering services to be performed on I-75 over Rouge River in the city of Detroit, Wayne County (CS 82194 - JN 59318A). The revised authorization term will be November 25, 2003, through May 9, 2007. The authorization amount remains unchanged at \$888,800. The contract term is May 9, 2003, through May 9, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: Will extend the authorization term by one year. MDOT did not get a permit in place with the Coast Guard during the design phase to allow for the painting of the bridge as part of the construction project. The painting has been delayed until the Coast Guard issues a permit, which will be based on projected times of low travel on the river. There are only a few times per year when these permits are granted.

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

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

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

Risk Assessment: Not authorizing this amendment could result in the loss of federal participation on this and subsequent highway construction projects.

* Denotes a non-standard contract/amendment

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
Selection: N/A for revision; qualifications-based for original authorization.
New Project Identification: This is not a new project.
Zip Code: 48226.

7. HIGHWAYS - Cost Participation for Local Agency Maintenance Contract
Retroactive Amendatory Contract (2004-5194) between MDOT and the City of Port Huron will provide for funding participation in the following:

Police, fire, ambulance, and other emergency services for the Blue Water Bridge Plaza and the Michigan portion of the Blue Water Bridge

The purpose of this amendment is to retroactively extend the expiration date of the original contract from September 30, 2003, until the contract is terminated by either MDOT or the City.

Estimated Funds:

State Restricted Trunkline Funds (Blue Water Bridge Toll Receipts)	<u>\$200,000</u> annually
Total Funds	<u>\$200,000</u> annually

77111; St. Clair County
No Letting

Purpose/Business Case: To amend original contract to retroactively extend expiration date.
Benefit: To provide for emergency services for the Blue Water Bridge and Plaza.
Funding Source: Blue Water Bridge toll receipts.
Commitment Level: 100% State Restricted Trunkline Funds.
Risk Assessment: With amendment, MDOT can pay City for services performed since September 30, 2003, and can continue to pay for services in the future.
Cost Reduction: Cost fixed at \$200,000 per year.
Selection: N/A.
New Project Identification: N/A.
Zip Code: 48060.

8. HIGHWAYS - IDS Engineering Services
Authorization (Z4) under Contract (2005-0084) between MDOT and U. P. Engineers and Architects, Inc., will provide for design services to be performed for M-35 from the east branch of the Escanaba River to the middle branch of the Escanaba River in Forsyth Township, Marquette County (CS 52032 - JN 80141C). The services will include design surveys, road design, storm sewer design, landscape architecture design, traffic control, pavement marking plans, signing plans, and subsurface geotechnical borings. The authorization will be in effect from the date of award through March 3, 2008. The authorization amount will be \$148,400. The contract term is March 3, 2005, through March 3, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services to be performed for M-35 from the east branch of the Escanaba River to the middle branch of the Escanaba River in Forsyth Township, Marquette County. The services will include design surveys, road design, storm sewer design, landscape architecture design, traffic control, pavement marking plans, signing plans, and subsurface geotechnical borings. This roadway is currently rated very poorly in the following areas: surface condition, ride quality, shoulder condition, base condition, and drainage.

Benefit: Will improve safety and extend the service life of this roadway, in accordance with MDOT's Five-Year Plan. The project will also restore Pine Street (M-35) in Gwinn to match its original architect-designed landscape. The proposed project will allow MDOT to utilize federal enhancement dollars awarded for the historical restoration of Pine Street (M-35) as a separate project.

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: Without the proposed project, safety cannot be improved and the service life of the roadway cannot be extended; the roadway will continue to deteriorate. Also, the opportunity to utilize the federal enhancement dollars awarded for the historical restoration of Pine Street (M-35) would be lost without the proposed project.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49841.

9. HIGHWAYS - IDS Engineering Services

Authorization (Z16) under Contract (2005-0483) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for design services to be performed as a result of project changes and a value engineering study. The original project was for road design services on M-1 (Woodward Avenue) from Quarton Road through the Wide Track Loop, Oakland County (CS 63051, 63151, 63201 - JN 55659C). The work items include design for replacement of the existing storm sewer and water main, traffic signal design, and traffic signing plans. The authorization will be in effect from the date of award through October 4, 2008. The authorization amount will be \$139,522.85. The contract term is October 4, 2005, through October 4, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: Will provide for design services to be performed as a result of a value engineering study. The work items include design for replacement of the existing storm sewer and water main, traffic signal design, and traffic signing plans. These work items were not part of the original design scope. The original design was issued under Authorization (Z12) under Contract (2003-0343) and provided for road design services on M-1 (Woodward Avenue) from Quarton Road through the Wide Track Loop, Oakland County. The scope for the original design changed over the course of the design work, changing the project from a short-term patch and overlay project to a long-term rehabilitation project. A value engineering study was then performed by a separate outside consultant, and these additional work items are recommendations to improve the existing design based on current standards and field conditions.

Benefit: During the course of the original design work on this project, the project changed from a short-term patch and overlay project to a long-term rehabilitation project. Replacing the aging watermain and sewer will provide for a long-term life span that will match the life span of the new roadway. The original intent of the project would have placed a short-term roadway solution over watermain and sewer that would have been expected to require replacement within the same time frame. The traffic signal design and the traffic signing plans are expected to increase the safety of traveling in the area.

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

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

Risk Assessment: The initial design will not address critical items that have been identified by the value engineering process.

* Denotes a non-standard contract/amendment

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
Selection: N/A for this authorization; qualifications-based for the original authorization.
New Project Identification: This is not a new project.
Zip Code: 48342.

10. HIGHWAYS - Cost Participation for Preliminary and Construction Engineering
 Contract (2005-5532) between MDOT and the Midland County Road Commission will provide for funding participation in the following:

Construction engineering activities for interchange improvements on the entrance ramp connecting Waldo Road to westbound Highway US-10.

Estimated Funds:

Federal Highway Administration Funds	\$22,200
State Restricted Trunkline Funds	\$ 5,600
Midland County Road Commission Funds	<u>\$ 0</u>
Total Funds	<u>\$27,800</u>

STH 56044 - 84178
 Local CE

Purpose/Business Case: Midland County Road Commission to perform construction engineering work for MDOT'S intersection safety improvement project.
Benefit: The County is performing construction at the intersection of Waldo and Wheeler Roads adjacent to the project. Having the County perform this work will allow local agency and MDOT construction to occur together, which will result in less interruption to traffic.
Funding Source: Federal Highway Administration Funds, State Trunkline, and Bridge Construction Funds.
Commitment Level: 80% federal, 20% state for construction engineering, estimated at \$27,800, not to exceed 10% of physical construction cost.
Risk Assessment: Additional disruption of traffic at same locations within a short period of time.
Cost Reduction: Construction engineering costs not to exceed 10% of MDOT construction costs.
Selection: N/A.
New Project Identification: Improvement of existing intersection and interchange.
Zip Code: 48642.

11. HIGHWAYS - IDS Engineering Services
 Authorization (Z2) under Contract (2006-0099) between MDOT and Capital Consultants, Inc., will provide for design services to be performed for roadway rehabilitation and realignment on the I-94 business loop (BL) from I-194 east to Elm Street, north on Elm Street to Michigan Avenue, Calhoun County (CS 13121 - JN 73807C). The work items include preparing required plans, typical cross-sections, maintaining traffic plans, pavement marking plans, permanent signing plans, and right-of-way plans; performing surveys and subsurface utility engineering investigations; and solving any problems that may arise during the design of this project. The authorization will be effect from the date of award through January 17, 2009. The authorization amount will be \$440,294.76. The contract term is January 18, 2006, through January 17, 2009. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services to be performed for roadway rehabilitation and realignment on the I-94BL from I-194 east to Elm Street, north on Elm Street to Michigan Avenue, Calhoun County.

Benefit: This service will improve the pavement condition and the safety of the roadway. This project will also provide traffic with a more efficient, direct route through the business district of Battle Creek.

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49016.

12. HIGHWAYS - IDS Engineering Services

Authorization (Z13) under Contract (2006-0129) between MDOT and URS Corporation Great Lakes will provide for design services to be performed for roadway rehabilitation work on M-40/M-89 from the Allegan west city limits northerly to 124th Avenue, Allegan County (CS 03072 - JN 74852C). The work items include preparing required plans, typical cross-sections, maintaining traffic plans, pavement marking plans, permanent signing plans, and structural plans; performing surveys and geotechnical investigations; and solving any problems that may arise during the design of this project. The authorization will be effect from the date of award through February 13, 2009. The authorization amount will be \$308,276.95. The contract term is February 14, 2006, through February 13, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services to be performed for roadway rehabilitation on M-40/M-89 from the Allegan west city limits northerly to 124th Avenue, Allegan County.

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

Funding Source: 100% State Restricted Trunkline Funds.

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49010.

13. *HIGHWAYS - Design Engineering Services

Contract (2006-0189) between MDOT and Tetra Tech of Michigan, P.C., will provide for the performance of roadway rehabilitation design services for a patch and overlay job for eight miles on both northbound and southbound US-24 (Telegraph Road) from 8 Mile Road to West Quarton Road in Allegan County (CS 63031 - IN 80916C 849 8C). The work items include roadway design surveys, maintaining traffic plans, pavement marking plans, permanent signing plans, and structural plans; performing surveys and geotechnical investigations; and solving any problems that may arise during the design of this project. The authorization will be effect from the date of award through June 30, 2008. The contract amount will be \$2,082,310.88. 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: To provide for the performance of roadway rehabilitation design services for a patch and overlay job on US-24 (Telegraph Road) from 8 Mile Road to West Quarton Road in Oakland County. This project is currently in the MDOT Five Year Plan and will extend the pavement life for ten to fifteen years. This section of roadway carries 75,000 vehicles per day as a major corridor between I-696 and I-75. Currently, the pavement distress consists of severe cracking and spalling of all kinds, as well as curb and gutter failures.

Benefit: Will protect the investment already made by extending the service life and improve safety, serviceability, and the aesthetic appeal of the corridor.

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 US-24 is not rehabilitated, the annual maintenance costs will continue to increase. Further deterioration of the roadway will decrease safety and serviceability. The eventual complete failure of the roadway will result in the loss of the original investment, require a full reconstruction, and be cost prohibitive.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48034.

14. HIGHWAYS - IDS Engineering Services

Contract (2006-0290) between MDOT and Camp, Dresser and McKee 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.

15. HIGHWAYS - IDS Engineering Services

Contract (2006-0296) between MDOT and Alfred Benesch & Company 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.

16. HIGHWAYS - IDS Engineering Services

Contract (2006-0308) between MDOT and Hamilton Anderson Associates will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

17. HIGHWAYS - IDS Engineering Services
 Contract (2006-0329) between MDOT and Kimley-Horn of Michigan, 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.
18. HIGHWAYS - IDS Engineering Services
 Contract (2006-0349) between MDOT and Fishbeck, Thompson, Carr & Huber, 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.
19. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2006-5031) between MDOT and the Mackinac County Road Commission will provide for participation in the following improvements:

Culvert replacement and guardrail elimination work at Three Mile Road over Taylor Creek.

Estimated Funds:

Federal Highway Administration Funds	\$66,100
Mackinac County Road Commission Funds	<u>\$16,500</u>
Total Funds	<u>\$82,600</u>

STH 49609 - 80606
 Local Force Account

Purpose/Business Case: To flatten side slopes to improve roadside safety.

Benefit: Increased safety.

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

Commitment Level: 80% federal up to \$200,000 and balance by Mackinac County Road Commission.

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.

Selection: N/A.

New Project Identification: Improvement of existing roadway and roadside.

Zip Code: 49774.

* Denotes a non-standard contract/amendment

20. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2006-5133) between MDOT and the Gogebic County Road Commission will provide for participation in the following improvements:

Hot mix asphalt surfacing work along Black River Road from 3.4 miles north of Six Mile Road northerly approximately 0.75 miles, including base crushing and shaping, shoulder, and culvert replacement work.

Estimated Funds:

Federal Highway Administration Funds	\$73,800
Gogebic County Road Commission Funds	<u>\$18,400</u>
Total Funds	<u>\$92,200</u>

STL 27027 - 86846
 Local Force Account

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

Benefit: Will improve and extend the life of the roadway.

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

Commitment Level: 80% federal, 20% Gogebic County Road Commission.

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.

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49938.

21. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2006-5134) between MDOT and the Mackinac County Road Commission will provide for participation in the following improvements:

Reconstruction work at Krause Road approximately four miles north of Hiawatha Trail, including chip seal, vertical curve improvement, and restoration work.

Estimated Funds:

Federal Highway Administration Funds	\$74,500
Mackinac County Road Commission Funds	<u>\$18,600</u>
Total Funds	<u>\$93,100</u>

STH 49609 - 80605
 Local Force Account

Purpose/Business Case: To flatten vertical curve to improve sight distance.

Benefit: Increased safety.

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

Commitment Level: 80% federal up to \$200,000 and balance by Mackinac County Road Commission.

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

* Denotes a non-standard contract/amendment

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.

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49827.

22. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Amendatory Contract (2006-5139) between MDOT and the Genesee County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category C Funds:

Reconstruction and widening work at the intersection of Perry Road and Belsay Road, including left-turn lane construction and traffic signal installation work.

The purpose of this amendment is to replace the Federal Surface Transportation Funds and Federal Minimum Guarantee Funds with State Transportation Economic Development Category C Funds to accommodate the availability and make effective use of these funds.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds (TED)	\$ 654,560	\$(654,560)	\$ 0
Federal Highway Administration Funds	\$ 279,120	\$(279,120)	\$ 0
State Restricted TED Funds	\$ 0	\$ 933,680	\$ 933,680
Genesee County Road Commission Funds	\$ 233,420	\$ 0	\$ 233,420
Total Funds	<u>\$1,167,100</u>	<u>\$ 0</u>	<u>\$1,167,100</u>

EDC 25544 – 81005

Amendment

Purpose/Business Case: To amend the original contract to replace the Federal Surface Transportation and Federal Minimum Guarantee Funds with State Transportation Economic Development Funds.

Benefit: Will allow an exchange of funds based on the availability and effective use of these funds.

Funding Source: State Transportation Economic Development Funds and Genesee County Road Commission Funds.

Commitment Level: 80% state, 20% Genesee County Road Commission; based on estimate.

Risk Assessment: With amendment, effective use of these funds can be made.

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

Selection: N/A for amendment; low bid for original.

New Project Identification: This is not a new project.

Zip Code: 48439.

23. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2006-5164) between MDOT and the Eaton County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category A Funds:

Reconstruction work along Mt. Hope Highway from Canal Road to Creyts Road and along Canal Road from Northport Drive to Mt. Hope Highway.

Transportation Economic Development Category A projects require a minimum 20 percent local match. The local match on this project is estimated to be \$1,072,200, which is met in part by the \$380,800 shown below. The remaining match will be met through local agency participation in the following project-related costs: preliminary engineering, right-of-way acquisition, construction, and construction engineering. This contract is for the construction portion only of this Transportation Economic Development project.

Estimated Funds:

State Restricted TED Funds	\$3,427,200
Eaton County Road Commission Funds	\$ 380,800
Total Funds	<u>\$3,808,000</u>

EDA 23522 - 86528
 Local Letting

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

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

Funding Source: State Transportation Economic Development Funds and Eaton County Road Commission Funds.

Commitment Level: 90% state up to \$3,427,200 and the balance by Eaton County Road Commission; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 48917.

24. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2006-5171) between MDOT and City of Ludington will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Non-motorized pathway work along Bryant Road from Lakeshore Drive to Rath Avenue.

Estimated Funds:

Federal Highway Administration Funds	\$ 95,162
City of Ludington Funds	<u>\$ 23,791</u>
Total Funds	<u>\$118,953</u>

STE 53021 – 83584; Mason County
 Local Letting

* Denotes a non-standard contract/amendment

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 City of Ludington Funds.

Commitment Level: 80% federal up to \$95,162 and the balance by City of Ludington; based on estimate.

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

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: New pedestrian and bicycle facilities.

Zip Code: 49431.

25. *HIGHWAYS (Maintenance) - Increase Scope and Amount

Amendatory Contract (2006-0169/A1) between MDOT and the City of Kalamazoo will provide for the addition of a closed front wall with a retractable door for the entrance to the chemical storage facility and will increase the contract amount by \$50,000. This change is needed to meet Michigan Department of Environmental Quality (MDEQ) ground water protection requirements. The original contract provides for the construction of a chemical storage facility in the city of Kalamazoo. The contract remains unchanged, April 11, 2006, through April 11, 2008. The revised contract amount will be \$450,000. Source of Funds: 25% State Restricted Trunkline Funds and 75% City of Kalamazoo Funds.

Purpose/Business Case: To provide for the addition of a closed front wall with a retractable door for the entrance of the chemical storage facility and to increase the contract amount by \$50,000.

Benefit: The construction of the chemical storage facility will provide for the most cost-effective and efficient way of delivering winter operation activities to the area. The construction of the closed front wall will prevent ground water contamination and chemical seepage.

Funding Source: 25% State Restricted Trunkline Funds and 75% City of Kalamazoo Funds.

Commitment Level: The contract is a cost-sharing agreement whereby the respective percent of shared cost is based on an estimated volume of materials to be processed through the facility. MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

Risk Assessment: The addition of a closed front wall to the chemical storage facility is required to be in compliance with MDEQ requirements.

Cost Reduction: The construction of the closed front wall is needed to prevent ground water contamination and chemical seepage.

Selection: N/A.

New Project Identification: Addition of front wall on a chemical storage facility.

Zip Code: 49007.

26. *HIGHWAYS (Real Estate) - Increase Leased Space and Revenue Amount

Amendatory Contract (2006-0297/A1) between MDOT and Buckland Global Trade Services, Inc., will provide for the lease of additional space of approximately 245 square feet to Buckland Global Trade Services, Inc., and will increase the revenue amount by \$9,639 per year. Buckland Global Trade Services, Inc., may move into the additional space as of June 1, 2006. The original contract provides for MDOT to lease office space to Buckland Global Trade Services, Inc., for a customs broker office at the Blue Water Bridge Plaza in Port Huron, Michigan, at a rate of \$9,922.50 per year for ten years. The placement of a customs brokerage office at the Blue Water Bridge provides for an accelerated processing of customs inspections for the commercial trucking industry, which keeps traffic flowing across the international border crossing at a faster pace. Buckland Global Trade Services, Inc., wishes to expand its customs brokerage operation and has requested the use of additional office space at the Blue Water Bridge Plaza. MDOT has identified space that is currently vacant. The contract term remains unchanged, September 1, 2001, through August 31, 2011. The revised revenue amount will be \$149,829.75.

Purpose/Business Case: The purpose of leasing MDOT office space to customs brokers firms at the Blue Water Bridge international border crossing is to provide accelerated processing of customs inspections for the commercial trucking industry, thereby keeping traffic flowing across the bridge at a faster pace. The lease is revenue-producing.

Benefit: The utilization of MDOT-owned available office space at the Blue Water Bridge international border crossing will keep traffic moving across the bridge at a faster pace. MDOT benefits by receiving revenue.

Funding Source: The lease is revenue-generating.

Commitment Level: Leases are appraised to determine fair market lease rates. The established lease rate is applied to the lease.

Risk Assessment: If MDOT doesn't lease office space to customs brokers at the Blue Water Bridge international border crossing, traffic movement across the bridge will be considerably backed up. Additionally, revenue will be reduced.

Cost Reduction: The state charges fair market value lease rates.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48060.

27. HIGHWAYS (Real Estate) - Mapping Services

Contract (2006-0306) between MDOT and Coleman Engineering Company will provide for the update of the Houghton County map book for the Real Estate Support Area. The update will include transferring the original hand-drawn maps into electronic format and incorporating all additional right-of-way takes and sales of excess properties. The contract will be in effect from the date of the award through September 30, 2006. The contract amount will be \$29,372.90. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Benefit Case: To provide updates of the right-of-way maps and the transfer to electronic format.

Benefit: Will provide current information and electronic access.

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

Commitment Level: The costs are fixed.

Risk Assessment: Incorrect information could be provided, which could result in encroachments and project delays.

Cost Reduction: Updated information provides for more efficient planning of highways and electronic format provides quick access.

Selection: Low bid.

New Project Identification: Mapping all counties in the state is an ongoing project.

Zip Code: 49931.

28. HIGHWAYS (Real Estate) - Mapping Services

Contract (2006-0307) between MDOT and Coleman Engineering Company will provide for the updates of the Osceola, Ogemaw, and Montmorency Counties map books for the Real Estate Support Area. The updates will include transferring the original hand-drawn maps into electronic format and incorporating all additional right-of-way takes and sales of excess properties. The contract will be in effect from the date of the award through September 30, 2006. The contract amount will be \$59,327.15. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Benefit Case: To provide updates of the right-of-way maps and the transfer to electronic format.

Benefit: Will provide current information and electronic access.

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

Commitment Level: The costs are fixed.

Risk Assessment: Incorrect information could be provided, which could result in encroachments and project delays.

Cost Reduction: Updated information provides for more efficient planning of highways and electronic format provides quick access.

Selection: Low bid.

New Project Identification: Mapping all counties in the state is an ongoing project.

Zip Code: 49677, 48861, and 49746.

29. MACKINAC BRIDGE AUTHORITY - IDS Engineering Services

Authorization (Z2) under Contract (2006-0046) between the Mackinac Bridge Authority and Parsons Transportation Group, Inc., of Michigan will provide for the performance of design services for the milling and resurfacing on the Mackinac Bridge from Pier 1 to the north abutment, Mackinac and Emmet Counties (CS 86000 - JN M00210). The work items include removing the existing bituminous pavement, repairing the joints, hydrodemolishing and repairing the underlying concrete, and resurfacing with waterproofing the bituminous pavement. The authorization will be in effect from the date of award through December 15, 2008. The authorization amount will be \$202,873.57. The contract term is December 15, 2005, through December 15, 2008. Source of Funds: 100% Mackinac Bridge Authority Funds.

Purpose/Business Case: This authorization will provide for the performance of design services for resurfacing the Mackinac Bridge from Pier 1 to the north abutment, Mackinac and Emmet Counties (CS 86000 - JN M00210). The work items include removing the existing bituminous pavement, repairing the joints, hydrodemolishing and repairing the underlying concrete, and resurfacing with waterproofing the bituminous pavement.

Benefit: Will extend the life of the bridge deck and improve the riding surface.

Funding Source: 100% Mackinac Bridge Authority Funds.

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

Risk Assessment: If the asphalt surface of the deck is not resurfaced with a waterproofing material, water will continue to infiltrate the deck and the service life of the deck will be shortened.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49781.

30. MULTI-MODAL - Section 5307 Program

Project Authorization Revision (Z8/R1) under Master Agreement (2002-0007) between MDOT and the Ann Arbor Transportation Authority (AATA) will extend the authorization term by approximately five months to allow AATA sufficient time to complete the project. The additional time is needed because the procurement and installation of maintenance/purchasing/inventory software was more complex than originally anticipated. Installation and training is expected to be completed in May 2006, and final acceptance is expected shortly thereafter. The original authorization provides state matching funds for AATA's FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be May 7, 2003, through September 30, 2006. The authorization amount remains unchanged at \$7,090,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$5,672,000; FY 2002, FY 2003 and FY 2006 State Restricted Comprehensive Transportation Funds - \$1,398,000; AATA Funds - \$20,000.

Purpose/Business Case: To provide for a time extension of approximately five months to provide sufficient time for AATA to install and accept the maintenance/purchasing/inventory software.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$5,672,000; FY 2002, FY 2003, and FY 2006 State Restricted Comprehensive Transportation Funds - \$1,398,000; AATA Funds - \$20,000.

Commitment Level: Authorization revision amount is based on cost estimates.

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

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

Selection: N/A.

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

Zip Code: 48104.

31. MULTI-MODAL - Section 3037 Job Access and Reverse Commute Program

Project Authorization Revision (Z5/R2) under Master Agreement (2002-0069) between MDOT and the Midland County Board of Commissioners will add a line item for the purchase and installation of a phone system and will move \$6,100 from the computer equipment line item to the new line item. The current phone system, which is over ten years old, is not compatible with the new computerized dispatch system being funded from the computer equipment line item. The original authorization provides state matching funds for the County's FY 2002 Section 3037 Job Access and Reverse Commute Program grant. The authorization term remains unchanged, October 1, 2002, through September 30, 2006. The authorization amount remains unchanged at \$300,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$150,000; FY 2003 State Restricted Comprehensive Transportation Funds - \$123,411; Michigan Department of Human Services (MDHS) Funds - \$26,589.

Purpose/Business Case: To provide for an additional line item for the purchase of a phone system and to adjust funding between line items.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$150,000; FY 2003 State Restricted Comprehensive Transportation Funds - \$123,411; MDHS Funds - \$26,589.

Commitment Level: Authorization revision amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48640.

32. MULTI-MODAL - Change in Services

Amendatory Contract (2004-0054/A2) between MDOT and the Eastern Upper Peninsula Transportation Authority (EUPTA), which provides ferry service in Chippewa County, will add line items for the purchase of a water pump and radar equipment for the ferries and will transfer funding from the stability retrofit line item to the new line items. As the stability retrofit project cost more than anticipated and is too costly to complete at this time, EUPTA is requesting that the remaining funds in the stability retrofit line item be transferred to fund the new line items. The water pump is needed to pump out the bilges of all vessels, and the Automatic Identification System (AIS) equipped radar device will be purchased to meet updated U.S. Coast Guard requirements. The original contract provides FY 2004 state marine capital funds for improvements to the St. Mary's River Ferry System. The contract term remains unchanged, March 10, 2004, through March 9, 2007. The contract amount remains unchanged at \$465,970. Source of Funds: FY 2004 and FY 2005 State Restricted Comprehensive Transportation Funds - \$419,373; EUPTA Funds - \$46,597.

Purpose/Business Case: To provide funding for a water pump and AIS radar equipment for the ferries by transferring funds from the stability retrofit line item to these two new line items.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FY 2004 and FY 2005 State Restricted Comprehensive Transportation Funds - \$419,373; EUPTA Funds - \$46,597.

Commitment Level: Contract amendment amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is the potential loss of ferry service, damage to vessels, and noncompliance with updated U.S. Coast Guard requirements.

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

Selection: N/A.

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

Zip Code: 49783.

33. *MULTI-MODAL – Novate, Extend Project Completion Period

Amendatory Contract (2005-0143/A1) between MDOT and Superior Corn Products, LLC, and US Bio Woodbury, LLC, will provide for the reassignment of the contract responsibilities from Superior Corn Products, LLC, to US Bio Woodbury, LLC, and will extend the project completion period by four months. The original contract provides a loan under the Michigan Rail Loan Assistance Program (MiRLAP) for the construction of a portion of two turnouts and a portion of three spur tracks to provide rail service for an ethanol production facility to be built in Woodland Township, Barry County. The loan will also help pay for a rail scale to be used at the site. The reassignment is requested due to a corporate name change from Superior Corn Products, LLC, to US Bio Woodbury, LLC. The project completion period extension is requested because the company only recently received approval for track design from CSX Railroad; the wait delayed construction. The contract term remains unchanged, from May 20, 2005, until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The contract amount remains unchanged at \$595,625. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$506,281; US Bio Woodbury, LLC, Funds - \$89,344.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To provide for the reassignment of the contract responsibilities from Superior Corn Products, LLC, to US Bio Woodbury, LLC, to accommodate a corporate name change and to extend the project completion period by four months, as track design approval was just recently received from CSX, the participating railroad, delaying construction.

Benefit: Will provide for the additional time needed to complete the construction phase of this project. The project will provide the company with rail access to the ethanol production facility. The ethanol production facility is expected to create 34 new permanent full-time jobs at the facility and an unknown number of spin-off jobs. There will also be an additional 125 construction jobs while the plant is under construction.

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$506,281; US Bio Woodbury, LLC, Funds - \$89,344.

Commitment Level: The contract loan amount is based on cost estimates; however, payments will be based on actual costs not to exceed \$506,281.

Risk Assessment: If the project is not undertaken, an essential component of the transportation infrastructure - rail freight service - will be missing. This could jeopardize the economic growth and job creation opportunities associated with the construction of a new production facility in Barry County.

Cost Reduction: The contract amendment provides loan funding under MiRLAP to make infrastructure improvements. As the loan is repaid, funds are returned to the revolving fund and made available for other MiRLAP projects.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48849.

34. *MULTI MODAL - Extend Project Completion Period

Amendatory Contract (2005-0147/A1) between MDOT and Davis Cartage Company (DCC) will extend the project completion period by one year to provide sufficient time for completion of the construction phase at the facility. The original contract provides financial assistance in the form of a loan for the relocation of 430 feet of existing track, the construction of 298 feet of new track, and the construction of a loading dock area to allow expansion at the DCC facility for the transport of freight by both rail and truck. Due to slow economic conditions and a lapse in demand for services in the area, construction was not started upon award of the original contract. The demand for services has now increased, and track and loading dock construction is expected to begin soon. The contract term remains unchanged, from April 11, 2005, until the last obligation between the parties has been fulfilled, until the agreement is terminated, or until the loan has been fully repaid. The contract amount remains unchanged at \$133,043.58. MDOT will loan DCC \$66,521.79, or up to 50 percent of the project cost, whichever is less. Provisions included in the contract permit the loan to be forgiven incrementally over a five-year period if DCC meets its commitment to ship and/or receive sixty rail carloads of freight annually. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$66,521.79; DCC Funds - \$66,521.79

Purpose/Business Case: To extend the project completion date by one year to provide sufficient time for the relocation of 430 feet of existing track, the construction of 298 feet of new track, and the construction of a loading dock area for the improvement of rail freight transportation in Berrien County.

Benefit: Will allow expansion at the DCC facility for the transport of freight by both rail and truck. The benefit to the public will be the creation of up to six new jobs within the city of Niles. The additional business will create up to 24 truck driving positions within 100 miles of the facility.

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$66,521.79; DCC Funds - \$66,521.79.

Commitment Level: The contract amount is based on an estimate from the applicant and the serving rail carrier.

Risk Assessment: The risk of not awarding this amendment is the loss of economic growth and job creation in Berrien County.

Cost Reduction: Work will be competitively bid by DCC and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49120.

35. *MULTI-MODAL - Novate, Renewal/Extension of Project Completion Period

Amendatory Contract (2005-0148/A1) between MDOT, Superior Corn Products, LLC, and US Bio Woodbury, LLC, will provide for the reassignment of the contract responsibilities from Superior Corn Products, LLC, to US Bio Woodbury, LLC, and will renew and extend the project completion date by four months to September 20, 2006, to provide sufficient time for the project to be completed. The original contract provides financial assistance in the form of an economic development loan for the construction of three spur tracks and two turnouts for the improvement of rail freight transportation and the promotion of economic development in Woodland Township, Barry County. This project will provide rail access to the newly built ethanol production plant. The reassignment is requested due to a corporate name change from Superior Corn Products, LLC, to US Bio Woodbury, LLC. The contract term remains unchanged, from May 20, 2005, until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid. The estimated project amount will be \$698,000. MDOT will loan US Bio Woodbury, LLC (formerly Superior Corn Products), \$349,000 or up to 50 percent of the project cost. Provisions included in the contract permit the loan to be forgiven incrementally over a five-year period if US Bio Woodbury, LLC (formerly Superior Corn Products), meets its commitment to ship and/or receive 850 rail carloads of freight annually. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$349,000; US Bio Woodbury, LLC, Funds - \$349,000.

Purpose/Business Case: To provide financial assistance for the construction of three spur tracks and two turnouts to serve an ethanol production facility.

Benefit: Will provide rail access to the newly built ethanol production facility. The benefit to the public will be the creation of up to 125 construction jobs and 34 full time jobs in Woodland Township.

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$349,000; US Bio Woodbury, LLC, (formerly Superior Corn Products) Funds - \$349,000.

Commitment Level: The contract amount is based on an estimate from the applicant.

Risk Assessment: Not performing this activity would result in the loss of economic growth and job creation in Barry County.

Cost Reduction: Work will be competitively bid by US Bio Woodbury, LLC, and will be awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48849.

36. *MULTI-MODAL - Time Extension

Amendatory Contract (2005-0250/A1) between MDOT and Indian Trails, Inc., located in Owosso, Michigan, will extend the contract term by approximately three months to allow Indian Trails, Inc., sufficient time to complete the marketing project. The project was initially delayed while necessary route adjustments were made. Additional time is needed to enable the coordination of marketing efforts with the new Indian Trails, Inc., service locations acquired to accommodate route adjustments in southern Michigan. The original contract provides 100 percent state funding for an intercity bus marketing program. The revised contract term will be June 27, 2005, through September 30, 2006. The contract amount remains unchanged at \$50,000. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$50,000.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To provide for a time extension of approximately three months to allow Indian Trails sufficient time to complete the marketing project.

Benefit: Increased public awareness of intercity bus services and preservation of long distance intercity bus transportation.

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$50,000.

Commitment Level: Contract amendment amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is the potential loss of ridership on long distance intercity transportation for dependent persons, the elderly, and the disabled.

Cost Reduction: Reimbursement is based on the cost of services provided.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

37. *MULTI-MODAL - Section 5310 Program

Contract (2006-0285) between MDOT and the Genesee County Association for Retarded Citizens (GCARC) will provide funding for the purchase of one bus under GCARC's FY 2002 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The project will be funded at an 80 percent federal funds and 20 percent state matching funds, plus insurance proceeds of \$32,448. The insurance proceeds are from a bus that was destroyed by fire in July 2005. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled. The contract amount will be \$78,540. Source of Funds: Federal Transit Administration (FTA) Funds - \$36,874; FY 2002 State Restricted Comprehensive Transportation Funds - \$9,218; GCARC Insurance Check Funds - \$32,448.

Purpose/Business Case: To provide FY 2002 Federal Section 5310 Elderly and Persons with Disabilities Program grant funding to GCARC to be used in combination with insurance proceeds for the purchase of one replacement bus.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$36,874; FY 2002 State Restricted Comprehensive Transportation Funds - \$9,218; GCARC Insurance Check Funds \$32,448.

Commitment Level: Contract amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48507.

38. *MULTI-MODAL - Economic Development

Contract (2006-0301) between MDOT and Midwest Grain Processors, LLC, will provide financial assistance in the form of a loan for the construction of four railroad spur tracks and eight railroad turnouts that will provide rail access to the newly-built ethanol plant located in Riga Township, Lenawee County. Midwest Grain Processors, LLC, a corn-based, dry mill grain processing facility, will produce fuel grade ethanol. This project will contribute toward the creation of 65 new full-time positions within the city of Blissfield. 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. The estimated project amount will be \$1,987,200. Provisions included in the contract permit the loan to be forgiven incrementally over a five-year period if Midwest Grain Processors, LLC, meets its annual shipping commitment. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$968,483; Midwest Grain Processors, LLC, Funds - \$1,018,717.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To provide financial assistance for the construction of four spur tracks and eight railroad turnouts that will give the Midwest Grain Processors, LLC, facility rail accessibility.

Benefit: Will provide rail accessibility to the Midwest Grain Processors, LLC, facility and in doing so will increase the local tax revenues and provide for the creation of 65 new full time jobs.

Funding Source: FY 2006 State Restricted Comprehensive Transportation Funds - \$968,483; Midwest Grain Processors, LLC, Funds - \$1,018,717.

Commitment Level: The contract is based on an estimate from the applicant. Work will be competitively bid by Midwest Grain Processors, LLC. Payment will be based upon actual cost.

Risk Assessment: Not performing this activity would result in the loss of the creation of jobs, local tax revenues, and economic growth to the area.

Cost Reduction: Midwest Grain Processors, LLC, will award the project to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new construction project.

Zip Code: 49221.

39. *MULTI-MODAL (Aeronautics) - Increase Services and Amount

Amendatory Contract (2003-0629/A2) between MDOT and the Frankfort City-County Airport Authority (FCCAA) will add costs for demolition, property surveys, and environmental assessments (phase 1) for parcels 25, 26, 27, 28, and 29 to the project and will increase the contract amount by \$27,550. The original contract provides for land acquisition costs (five parcels) at the Dow Memorial Airport in Frankfort, Michigan. The contract term remains unchanged, October 7, 2003, through October 6, 2023. The revised contract amount will be \$510,444. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$442,500	\$ 0	\$442,500
State Restricted Aeronautics Funds	\$ 3,947	\$26,172	\$ 30,119
FCCAA Funds	<u>\$ 36,447</u>	<u>\$ 1,378</u>	<u>\$ 37,825</u>
Total	<u>\$482,894</u>	<u>\$27,550</u>	<u>\$510,444</u>

Purpose/Business Case: To provide for an increase in funds by \$27,550 to cover additional land acquisition costs for parcels 25, 26, 27, 28, and 29. The costs will include fees for demolition, property surveys, and environmental assessments (phase 1).

Benefit: The ability to clear the property of obstructions that could interfere with operations at the airport.

Funding Source: Federal Aviation Administration (FAA) Funds - \$442,500; State Restricted Aeronautics Funds - \$30,119; FCCAA Funds - \$37,825; Contract Total - \$510,444.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not awarding the amendment is that the project could not be completed as planned. The FCCAA would be responsible for the additional costs. The airport authority cannot afford the cost without the additional state funds.

Cost Reduction: All costs for land acquisition are in accordance with FAA guidelines. The contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

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

Zip Code: 49635.

40. ***MULTI-MODAL (Aeronautics) - Increase Services and Amount**
 Amendatory Contract (2005-0036/A1) between MDOT and the Frankfort City-County Airport Authority (FCCAA) will add the land acquisition of parcels E47, E48, and E49 to the project and will increase the contract amount by \$19,500. The original contract provides for the land acquisition costs of approximately twenty parcels at the Dow Memorial Airport in Frankfort, Michigan. The contract term remains unchanged, January 13, 2005, through January 12, 2025. The revised contract amount will be \$220,350. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
State Restricted Aeronautics Funds	\$180,765	\$18,525	\$199,290
FCCAA Funds	<u>\$ 20,085</u>	<u>\$ 975</u>	<u>\$ 21,060</u>
Total	<u>\$200,850</u>	<u>\$19,500</u>	<u>\$220,350</u>

Purpose/Business Case: To provide for an increase in funds of \$19,500 to cover the land acquisition costs of parcels E47, E48, and E49. The costs will include fees for negotiations, appraisals, and surveys. The additional parcels are needed for the future construction of the approach to runway 15.

Benefit: Will provide the additional parcels needed to complete the future construction of the approach to runway 15. The new approach will allow for a greater margin of safety for airport users.

Funding Source: State Restricted Aeronautics Funds - \$199,290; FCCAA Funds - \$21,060; Contract Total - \$220,350.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not awarding the amendment is that the project could not be completed as planned. The FCCAA would be responsible for the additional costs. The airport authority cannot afford the cost without state participation.

Cost Reduction: All costs for land acquisition are in accordance with FAA guidelines. The contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

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

Zip Code: 49635.

41. ***MULTI-MODAL (Aeronautics) - Increase Amount**
 Amendatory Contract (2005-0455/A1) between MDOT and the City of Big Rapids will increase the contract amount by \$50,000 due to higher than anticipated bids for the rehabilitation of the runway lighting system. The original contract provides for the rehabilitation of the lighting system on runways 9/27 and 14/32 at the Roben-Hood Airport in Big Rapids, Michigan. The contract term remains unchanged, September 16, 2005, through September 15, 2025. The revised contract amount will be \$370,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$256,000	\$40,000	\$296,000
State Restricted Aeronautics Funds	\$ 56,000	\$ 8,750	\$ 64,750
City of Big Rapids Funds	<u>\$ 8,000</u>	<u>\$ 1,250</u>	<u>\$ 9,250</u>
Total	<u>\$320,000</u>	<u>\$50,000</u>	<u>\$370,000</u>

Purpose/Business Case: To provide for an increase in funds of \$50,000 due to higher than anticipated bids for the rehabilitation of the runway lighting system. The original costs were based on estimates.

Benefit: The rehabilitation of the lighting system will enhance the safety of airport users.

Funding Source: Federal Aviation Administration Funds - \$296,000; State Restricted Aeronautics Funds - \$64,750; City of Big Rapids Funds - \$9,250; Contract Total - \$370,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not awarding the amendment is that the project may not be completed as planned. The City of Big Rapids would be responsible for the additional costs. The city cannot afford the cost at this time without federal and state participation.

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

Selection: N/A.

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

Zip Code: 49307.

42. *MULTI-MODAL (Aeronautics) - Increase Amount

Amendatory Contract (2006-0156/A1) between MDOT and the City of Grand Ledge will increase the contract amount by \$118,000 due to higher than anticipated costs associated with the construction of new hangars. The original contract provides for the construction of hangars at the Abrams Municipal Airport in Grand Ledge, Michigan. The contract term remains unchanged, February 28, 2006, through February 27, 2026. The revised contract amount will be \$430,310. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$249,848	\$ 94,400	\$344,248
State Restricted Aeronautics Funds	\$ 54,655	\$ 20,650	\$ 75,305
City of Grand Ledge Funds	<u>\$ 7,807</u>	<u>\$ 2,950</u>	<u>\$ 10,757</u>
Total	<u>\$312,310</u>	<u>\$118,000</u>	<u>\$430,310</u>

Purpose/Business Case: To provide for an increase in funds of \$118,000 due to higher than anticipated costs for the construction of new hangars. The original costs were based on estimates.

Benefit: Will provide for more based aircraft at the airport once the hangars are constructed.

Funding Source: Federal Aviation Administration Funds - \$344,248; State Restricted Aeronautics Funds - \$75,305; City of Grand Ledge Funds - \$10,757; Contract Total - \$430,310.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not awarding the amendment is the loss of federal funds for this project.

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

Selection: N/A.

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

Zip Code: 48837.

43. MULTI-MODAL (Aeronautics) - Design Engineering Services

Contract (2006-0305) between MDOT and the City of Marshall will provide federal and state grant funds for design engineering services for the rehabilitation of runway 10/28 at the Brooks Field in Marshall, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$60,000. Source of Funds: FAA Funds (via block grant) - \$48,000; State Restricted Aeronautics Funds - \$10,500; City of Marshall Funds - \$1,500.

Purpose/Business Case: To provide for the development of engineering plans for the rehabilitation of runway 10/28.

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

Funding Source: FAA Funds (via block grant) - \$48,000; State Restricted Aeronautics Funds - \$10,500; City of Marshall Funds - \$1,500; Contract Total - \$60,000.

* Denotes a non-standard contract/amendment

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49068.

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

Contract (2006-0312) between MDOT and the Mackinac County Board of Commissioners will provide federal and state grant funds for the design and construction of an eight-unit t-hangar, for the construction of t-hangar taxi lanes, and for approach clearing at the Mackinac County Airport in St. Ignace, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$740,000. Source of Funds: FAA Funds (via block grant) - \$592,000; State Restricted Aeronautics Funds - \$129,500; Mackinac County Funds - \$18,500.

Purpose/Business Case: To provide for the development of engineering plans and the construction of an eight-unit t-hangar, for the construction of t-hangar taxi lanes, and for approach clearing in the west approach to Runway 7.

Benefit: The eight-unit t-hangar will allow for additional aircraft storage at the airport. The associated t-hangar taxi lanes are necessary for the hangar area development.

Funding Source: FAA Funds (via block grant) - \$592,000; State Restricted Aeronautics Funds - \$129,500; Mackinac County Funds - \$18,500; Contract Total - \$740,000.

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The construction for the eight-unit t-hangar was let locally and awarded to the lowest bidder. The construction for the t-hangar taxi lanes was let through MDOT and awarded to the lowest bidder (there were six bidders). The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49781.

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

Contract (2006-0314) between MDOT and the Lenawee County Board of Commissioners will provide state grant funds for airport pavement marking at the Lenawee County Airport in Adrian, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$3,000. Source of Funds: State Restricted Aeronautics Funds - \$1,500; Lenawee County Funds - \$1,500.

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

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

Funding Source: State Restricted Aeronautics Funds - \$1,500; Lenawee County Funds - \$1,500; Contract Total - \$3,000.

* Denotes a non-standard contract/amendment

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 49221.

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

Contract (2006-0315) between MDOT and the City of Ann Arbor will provide state grant funds for airport pavement marking at the Ann Arbor Municipal Airport in Ann Arbor, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$19,000. Source of Funds: State Restricted Aeronautics Funds - \$9,500; City of Ann Arbor Funds - \$9,500.

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

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

Funding Source: State Restricted Aeronautics Funds - \$9,500; City of Ann Arbor Funds - \$9,500; Contract Total - \$19,000.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 49108.

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

Contract (2006-0316) between MDOT and the Bishop International Airport Authority (BIAA) will provide state grant funds for airport pavement marking at the Bishop International Airport in Flint, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$30,000. Source of Funds: State Restricted Aeronautics Funds - \$15,000; BIAA Funds - \$15,000.

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

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

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

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 48507.

48. MULTI-MODAL (Aeronautics) - Airport Pavement Marking
Contract (2006-0317) between MDOT and Dalton Airport Association, Inc., will provide state grant funds for airport pavement marking at the Dalton Airport in Flushing, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$4,500. Source of Funds: State Restricted Aeronautics Funds - \$2,250; Dalton Airport Association, Inc., Funds - \$2,250.
- Purpose/Business Case:** To provide for the routine marking of airport pavements.
Benefit: The Federal Aviation Administration requires that airport pavements be marked with paint. This marking indicates the centers and edges of runways, taxiways, and aprons, as well as indicating where to stop and which runway the aircraft is approaching. Routine marking of the pavements is necessary for the markings to be clear. A program is in existence that encourages and helps airports paint the markings for their pavements.
Funding Source: State Restricted Aeronautics Funds - \$2,250; Dalton Airport Association, Inc., Funds - \$2,250; Contract Total - \$4,500.
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 sponsor may not be able to afford the cost at this time without state participation.
Cost Reduction: The construction will be bid through MDOT and awarded to the lowest bidder.
Selection: N/A.
New Project Identification: This is routine maintenance.
Zip Code: 48531.
49. MULTI-MODAL (Aeronautics) - Airport Pavement Marking
Contract (2006-0318) between MDOT and the Harbor/Petoskey Area Airport Authority (HPAAA) will provide state grant funds for airport pavement marking at the Harbor Springs Municipal Airport in Harbor Springs, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$11,000. Source of Funds: State Restricted Aeronautics Funds - \$5,500; HPAAA Funds - \$5,500.
- Purpose/Business Case:** To provide for the routine marking of airport pavements.
Benefit: The Federal Aviation Administration requires that airport pavements be marked with paint. This marking indicates the centers and edges of runways, taxiways, and aprons, as well as indicating where to stop and which runway the aircraft is approaching. Routine marking of the pavements is necessary for the markings to be clear. A program is in existence that encourages and helps airports paint the markings for their pavements.
Funding Source: State Restricted Aeronautics Funds - \$5,500; HPAAA Funds - \$5,500; Contract Total - \$11,000.
Commitment Level: The contract is for a fixed cost.
Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without state participation.
Cost Reduction: The construction will be bid through MDOT and awarded to the lowest bidder.
Selection: N/A.
New Project Identification: This is routine maintenance.
Zip Code: 49722.
50. MULTI-MODAL (Aeronautics) - Airport Pavement Marking
Contract (2006-0319) between MDOT and the City of Holland will provide state grant funds for airport pavement marking at the Tulip City Airport in Holland, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$2,000. Source of Funds: State Restricted Aeronautics Funds - \$1,000; City of Holland Funds - \$1,000.

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

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

Funding Source: State Restricted Aeronautics Funds - \$1,000; City of Holland Funds - \$1,000; Contract Total - \$2,000.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 49423.

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

Contract (2006-0320) between MDOT and the Ionia County Board of Commissioners will provide state grant funds for airport pavement marking at the Ionia County Airport in Ionia, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$3,500. Source of Funds: State Restricted Aeronautics Funds - \$1,750; Ionia County Funds - \$1,750.

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

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

Funding Source: State Restricted Aeronautics Funds - \$1,750; Ionia County Funds - \$1,750; Contract Total - \$3,500.

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

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 48846.

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

Contract (2006-0321) between MDOT and the Gogebic County Board of Commissioners will provide state grant funds for airport pavement marking at the Gogebic-Iron County Airport in Ironwood, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$25,000. Source of Funds: State Restricted Aeronautics Funds - \$12,500; Gogebic County Funds - \$12,500.

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

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

Funding Source: State Restricted Aeronautics Funds - \$12,500; Gogebic County Funds - \$12,500; 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 may not be able to afford the cost at this time without state participation.

* Denotes a non-standard contract/amendment

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 49938.

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

Contract (2006-0322) between MDOT and the Jackson County Board of Commissioners will provide state grant funds for airport pavement marking at the Jackson County-Reynolds Field in Jackson, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$7,000. Source of Funds: State Restricted Aeronautics Funds - \$3,500; Jackson County Funds - \$3,500.

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

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

Funding Source: State Restricted Aeronautics Funds - \$3,500; Jackson County Funds - \$3,500; 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 may not be able to afford the cost at this time without state participation.

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 49202.

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

Contract (2006-0323) between MDOT and Suburban Holdings, Inc., will provide state grant funds for airport pavement marking at the Toledo Suburban Airport in Lambertville, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$6,600. Source of Funds: State Restricted Aeronautics Funds - \$3,300; Suburban Holdings, Inc., Funds - \$3,300.

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

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

Funding Source: State Restricted Aeronautics Funds - \$3,300; Suburban Holdings, Inc., Funds - \$3,300; Contract Total - \$6,600.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 49267.

55. MULTI-MODAL (Aeronautics) - Airport Pavement Marking
Contract (2006-0324) between MDOT and the County of Oakland will provide state grant funds for airport pavement marking at the Oakland/Southwest Airport in New Hudson, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$5,000. Source of Funds: State Restricted Aeronautics Funds - \$2,500; Oakland County Funds - \$2,500.

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

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

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

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 48327.

56. MULTI-MODAL (Aeronautics) - Airport Pavement Marking
Contract (2006-0325) between MDOT and the Emmet County Board of Commissioners will provide state grant funds for airport pavement marking at the Pellston Regional Airport in Pellston, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$27,000. Source of Funds: State Restricted Aeronautics Funds - \$13,500; Emmet County Funds - \$13,500.

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

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

Funding Source: State Restricted Aeronautics Funds - \$13,500; Emmet County Funds - \$13,500; Contract Total - \$27,000.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 49769.

57. MULTI-MODAL (Aeronautics) - Airport Pavement Marking
Contract (2006-0326) between MDOT and the County of Oakland will provide state grant funds for airport pavement marking at the Oakland County International Airport in Pontiac, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$15,000. Source of Funds: State Restricted Aeronautics Funds - \$7,500; Oakland County Funds - \$7,500.

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

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

Funding Source: State Restricted Aeronautics Funds - \$7,500; Oakland County Funds - \$7,500; Contract Total - \$15,000.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 48327.

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

Contract (2006-0327) between MDOT and the MBS International Airport Commission will provide state grant funds for airport pavement marking at the MBS International Airport in Saginaw, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$15,000. Source of Funds: State Restricted Aeronautics Funds - \$7,500; MBS International Airport Commission Funds - \$7,500.

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

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

Funding Source: State Restricted Aeronautics Funds - \$7,500; MBS International Airport Commission Funds - \$7,500; Contract Total - \$15,000.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 48623.

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

Contract (2006-0328) between MDOT and the County of Oakland will provide state grant funds for airport pavement marking at the Oakland/Troy Airport in Troy, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$5,000. Source of Funds: State Restricted Aeronautics Funds - \$2,500; Oakland County Funds - \$2,500.

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

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

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

Commitment Level: The contract is for a fixed cost.

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

* Denotes a non-standard contract/amendment

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 48327.

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

Contract (2006-0330) between MDOT and the Lenawee County Board of Commissioners will provide state grant funds for airport crack sealing at the Lenawee County Airport in Adrian, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$4,000. Source of Funds: State Restricted Aeronautics Funds - \$2,000; Lenawee County Funds - \$2,000.

Purpose/Business Case: To provide for the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely develop 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 - \$2,000; Lenawee County Funds - \$2,000; Contract Total-\$4,000.

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 cannot afford the cost at this time without state participation.

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 49221.

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

Contract (2006-0331) between MDOT and the City of Battle Creek will provide state grant funds for airport crack sealing at the W. K. Kellogg Airport in Battle Creek, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$30,000. Source of Funds: State Restricted Aeronautics Funds - \$15,000; City of Battle Creek Funds - \$15,000.

Purpose/Business Case: To provide for the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely develop 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 - \$15,000; City of Battle Creek Funds - \$15,000; Contract Total-\$30,000.

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 cannot afford the cost at this time without state participation.

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 49015.

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

Contract (2006-0332) between MDOT and Andrews University will provide state grant funds for airport crack sealing at the Andrews University Airpark in Berrien Springs, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$6,000. Source of Funds: State Restricted Aeronautics Funds - \$3,000; Andrews University Funds - \$3,000.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To provide for the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely develop 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 - \$3,000; Andrews University Funds - \$3,000; Contract Total-\$6,000.

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 cannot afford the cost at this time without state participation.

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 49104.

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

Contract (2006-0333) between MDOT and the City of Big Rapids will provide state grant funds for airport crack sealing at the Roben-Hood Airport in Big Rapids, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$6,000. Source of Funds: State Restricted Aeronautics Funds - \$3,000; City of Big Rapids Funds - \$3,000.

Purpose/Business Case: To provide for the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely develop 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 - \$3,000; City of Big Rapids Funds - \$3,000; Contract Total-\$6,000.

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 cannot afford the cost at this time without state participation.

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 49307.

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

Contract (2006-0335) 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. The estimated project amount will be \$5,400. Source of Funds: State Restricted Aeronautics Funds - \$2,700; Iron County Funds - \$2,700.

Purpose/Business Case: To provide for the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely develop 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 - \$2,700; Iron County Funds - \$2,700; Contract Total-\$5,400.

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 cannot afford the cost at this time without state participation.

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 49935.

* Denotes a non-standard contract/amendment

65. MULTI-MODAL (Aeronautics) - Airport Crack Sealing
 Contract (2006-0336) 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. The estimated project amount will be \$6,000. Source of Funds: State Restricted Aeronautics Funds - \$3,000; Township of Davison Funds - \$3,000.
- Purpose/Business Case:** To provide for the routine sealing of cracks in airport pavements.
Benefit: Cracks routinely develop 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 - \$3,000; Township of Davison Funds - \$3,000; Contract Total-\$6,000.
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 cannot afford the cost at this time without state participation.
Cost Reduction: The construction will be bid through MDOT and awarded to the lowest bidder.
Selection: N/A.
New Project Identification: This is routine maintenance.
Zip Code: 48423.
66. MULTI-MODAL (Aeronautics) - Airport Crack Sealing
 Contract (2006-0337) between MDOT and the Wayne County Airport Authority (WCAA) will provide state grant funds for airport crack sealing at the Willow Run Airport in Detroit, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$10,000. Source of Funds: State Restricted Aeronautics Funds - \$5,000; WCAA Funds - \$5,000.
- Purpose/Business Case:** To provide for the routine sealing of cracks in airport pavements.
Benefit: Cracks routinely develop 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; WCAA 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 cannot afford the cost at this time without state participation.
Cost Reduction: The construction will be bid through MDOT and awarded to the lowest bidder.
Selection: N/A.
New Project Identification: This is routine maintenance.
Zip Code: 48198.
67. MULTI-MODAL (Aeronautics) - Airport Crack Sealing
 Contract (2006-0338) between MDOT and the Township of Grosse Ile will provide state grant funds for airport crack sealing at the Grosse Ile Municipal Airport in Grosse Ile, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$10,000. Source of Funds: State Restricted Aeronautics Funds - \$5,000; Township of Grosse Ile Funds - \$5,000.

Purpose/Business Case: To provide for the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely develop 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; Township of Grosse Ile 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 cannot afford the cost at this time without state participation.

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 48138.

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

Contract (2006-0339) between MDOT and the Houghton County Board of Commissioners will provide state grant funds for airport crack sealing at the Houghton County Memorial Airport in Hancock, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$5,000. Source of Funds: State Restricted Aeronautics Funds - \$2,500; Houghton County Funds - \$2,500.

Purpose/Business Case: To provide for the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely develop 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 - \$2,500; Houghton County Funds - \$2,500; Contract Total-\$5,000.

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 cannot afford the cost at this time without state participation.

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 49913.

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

Contract (2006-0340) between MDOT and the Harbor/Petoskey Area Airport Authority will provide state grant funds for airport crack sealing at the Harbor Springs Municipal Airport in Harbor Springs, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$6,000. Source of Funds: State Restricted Aeronautics Funds - \$3,000; Harbor/Petoskey Area Airport Authority Funds - \$3,000.

Purpose/Business Case: To provide for the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely develop 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 - \$3,000; Harbor/Petoskey Area Airport Authority Funds - \$3,000; Contract Total-\$6,000.

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 cannot afford the cost at this time without state participation.

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 49722.

* Denotes a non-standard contract/amendment

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

Contract (2006-0341) between MDOT and the Clare County Board of Commissioners will provide state grant funds for airport crack sealing at the Clare County Airport in Harrison, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$3,000. Source of Funds: State Restricted Aeronautics Funds - \$1,500; Clare County Funds - \$1,500.

Purpose/Business Case: To provide for the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely develop 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 - \$1,500; Clare County Funds - \$1,500; Contract Total-\$3,000.

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 cannot afford the cost at this time without state participation.

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 48625.

71. MULTI-MODAL (Aeronautics) - Rehabilitation of General Aviation Ramp

Contract (2006-0342) between MDOT and the Kent County Aeronautics Board (KCAB) will provide federal and state grant funds for the rehabilitation of a general aviation ramp at the Gerald R. Ford International Airport in Grand Rapids, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$1,480,000. Source of Funds: FAA Funds - \$1,406,000; State Restricted Aeronautics Funds - \$37,000; KCAB Funds - \$37,000.

Purpose/Business Case: To provide for the rehabilitation of a general aviation ramp. The pavement sections vary in age from ten to thirty years and need to be replaced.

Benefit: Will bring the pavement condition to excellent status and will also strengthen the pavement to allow for the increased corporate jet traffic that has grown significantly in recent years.

Funding Source: FAA Funds - \$1,406,000; State Restricted Aeronautics Funds - \$37,000; KCAB Funds - \$37,000; Contract Total - \$1,480,000.

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

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

Cost Reduction: The construction will be procured through federal procurement guidelines and awarded to the lowest bidder.

Selection: N/A.

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

Zip Code: 49512.

72. MULTI-MODAL (Aeronautics) - Airport Crack Sealing
 Contract (2006-0343) between MDOT and the City of Holland will provide state grant funds for airport crack sealing at the Tulip City Airport in Holland, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$10,000. Source of Funds: State Restricted Aeronautics Funds - \$5,000; City of Holland Funds - \$5,000.
- Purpose/Business Case:** To provide for the routine sealing of cracks in airport pavements.
Benefit: Cracks routinely develop 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; City of Holland 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 cannot afford the cost at this time without state participation.
Cost Reduction: The construction will be bid through MDOT and awarded to the lowest bidder.
Selection: N/A.
New Project Identification: This is routine maintenance.
Zip Code: 49423.
73. MULTI-MODAL (Aeronautics) - Airport Crack Sealing
 Contract (2006-0344) 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. The estimated project amount will be \$5,000. Source of Funds: State Restricted Aeronautics Funds - \$2,500; Ionia County Funds - \$2,500.
- Purpose/Business Case:** To provide for the routine sealing of cracks in airport pavements.
Benefit: Cracks routinely develop 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 - \$2,500; Ionia County Funds - \$2,500; Contract Total-\$5,000.
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 cannot afford the cost at this time without state participation.
Cost Reduction: The construction will be bid through MDOT and awarded to the lowest bidder.
Selection: N/A.
New Project Identification: This is routine maintenance.
Zip Code: 48846.
74. MULTI-MODAL (Aeronautics) - Airport Crack Sealing
 Contract (2006-0345) 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. The estimated project amount will be \$10,000. Source of Funds: State Restricted Aeronautics Funds - \$5,000; Dickinson County Funds - \$5,000.

Purpose/Business Case: To provide for the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely develop 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; Dickinson County 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 cannot afford the cost at this time without state participation.

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 49801.

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

Contract (2006-0346) 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. The estimated project amount will be \$7,000. Source of Funds: State Restricted Aeronautics Funds - \$3,500; Jackson County Funds - \$3,500.

Purpose/Business Case: To provide for the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely develop 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 - \$3,500; Jackson County Funds - \$3,500; Contract Total-\$7,000.

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 cannot afford the cost at this time without state participation.

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 49202.

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

Contract (2006-0347) between MDOT and the City of Marshall will provide state grant funds for airport crack sealing at the Brooks Field in Marshall, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$10,000. Source of Funds: State Restricted Aeronautics Funds - \$5,000; City of Marshall Funds - \$5,000.

Purpose/Business Case: To provide for the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely develop 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; City of Marshall 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 cannot afford the cost at this time without state participation.

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 49068.

* Denotes a non-standard contract/amendment

77. MULTI-MODAL (Aeronautics) - Airport Crack Sealing
Contract (2006-0348) between MDOT and the City of Monroe will provide state grant funds for airport crack sealing at the Monroe Custer Airport in Monroe, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$6,000. Source of Funds: State Restricted Aeronautics Funds - \$3,000; City of Monroe Funds - \$3,000.
- Purpose/Business Case:** To provide for the routine sealing of cracks in airport pavements.
Benefit: Cracks routinely develop 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 - \$3,000; City of Monroe Funds - \$3,000; Contract Total-\$6,000.
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 cannot afford the cost at this time without state participation.
Cost Reduction: The construction will be bid through MDOT and awarded to the lowest bidder.
Selection: N/A.
New Project Identification: This is routine maintenance.
Zip Code: 48161.
78. MULTI-MODAL (Aeronautics) - Airport Crack Sealing
Contract (2006-0350) between MDOT and the City of Mt. Pleasant will provide state grant funds for airport crack sealing at the Mt. Pleasant Municipal Airport in Mt. Pleasant, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$15,000. Source of Funds: State Restricted Aeronautics Funds - \$7,500; City of Mt. Pleasant Funds - \$7,500.
- Purpose/Business Case:** To provide for the routine sealing of cracks in airport pavements.
Benefit: Cracks routinely develop 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 - \$7,500; City of Mt. Pleasant Funds - \$7,500; Contract Total-\$15,000.
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 cannot afford the cost at this time without state participation.
Cost Reduction: The construction will be bid through MDOT and awarded to the lowest bidder.
Selection: N/A.
New Project Identification: This is routine maintenance.
Zip Code: 48858.
79. MULTI-MODAL (Aeronautics) - Airport Crack Sealing
Contract (2006-0351) between MDOT and the Oscoda-Wurtsmith Airport Authority (OWAA) will provide state grant funds for airport crack sealing at the Oscoda-Wurtsmith Airport in Oscoda, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$30,000. Source of Funds: State Restricted Aeronautics Funds - \$15,000; OWAA Funds - \$15,000.

Purpose/Business Case: To provide for the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely develop 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 - \$15,000; OWAA Funds - \$15,000; Contract Total-\$30,000.

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 cannot afford the cost at this time without state participation.

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 48750.

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

Contract (2006-0352) 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. The estimated project amount will be \$30,000. Source of Funds: State Restricted Aeronautics Funds - \$15,000; Emmet County Funds - \$15,000.

Purpose/Business Case: To provide for the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely develop 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 - \$15,000; Emmet County Funds - \$15,000; Contract Total-\$30,000.

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 cannot afford the cost at this time without state participation.

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 49769.

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

Contract (2006-0353) between MDOT and the MBS International Airport Commission will provide state grant funds for airport crack sealing at the MBS International Airport in Saginaw, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$10,000. Source of Funds: State Restricted Aeronautics Funds - \$5,000; MBS International Airport Commission Funds - \$5,000.

Purpose/Business Case: To provide for the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely develop 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; MBS International Airport Commission 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 cannot afford the cost at this time without state participation.

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 48623.

* Denotes a non-standard contract/amendment

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

Contract (2006-0354) between MDOT and the Saginaw County Board of Commissioners will provide state grant funds for airport crack sealing at the Saginaw County H. W. Browne Airport in Saginaw, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$4,000. Source of Funds: State Restricted Aeronautics Funds - \$2,000; Saginaw County Funds - \$2,000.

Purpose/Business Case: To provide for the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely develop 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 - \$2,000; Saginaw County Funds - \$2,000; Contract Total-\$4,000.

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 cannot afford the cost at this time without state participation.

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 48601.

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

Contract (2006-0355) between MDOT and Sugar Loaf All Season Resort will provide state grant funds for airport crack sealing at the Sugar Loaf All Season Resort Airport in Traverse City, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$2,000. Source of Funds: State Restricted Aeronautics Funds - \$1,000; Sugar Loaf All Season Resort Funds - \$1,000.

Purpose/Business Case: To provide for the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely develop 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 - \$1,000; Sugar Loaf All Season Resort Funds - \$1,000; Contract Total-\$2,000.

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 cannot afford the cost at this time without state participation.

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 49621.

84. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z8) under Master Planning Agreement (2006-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide for activities to raise public awareness of and expand the Ozone Action Day Program in the Grand Rapids area. GVMC staff will engage in promotional/educational activities with local media at community events. The authorization will be in effect from the date of award through September 30, 2006. The authorization amount will be \$97,764. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 100% Federal Highway Administration Funds.

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

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

Funding Source: Dedicated federal funds that must be passed through by the federal regulations cited above to MPOs. 100% Federal Highway Administration Funds.

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

Risk Assessment: Failure to comply with federal 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 performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

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

Zip Code: 49503.

85. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z8) under Master Planning Agreement (2006-0006) between MDOT and the Macatawa Area Coordinating Council (MACC) will provide for activities to raise public awareness of and expand the Ozone Action Day Program in the Holland area. MACC staff will engage in promotional/educational activities with local media at community events. The authorization will be in effect from the date of award through September 30, 2006. The authorization amount will be \$36,250. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% MACC Funds.

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

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

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

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

Risk Assessment: Failure to comply with federal 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 performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

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

Zip Code: 49424.

86. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z4) under Master Planning Agreement (2006-0012) between MDOT and the West Michigan Shoreline Regional Development Commission will provide for activities to raise public awareness of and expand the Ozone Action Day Program in the Muskegon area. Commission staff will engage in promotional/educational activities with local media at community events. The authorization will be in effect from the date of award through September 30, 2006. The authorization amount will be \$125,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% West Michigan Shoreline Regional Development Commission Funds.

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

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

Funding Source: Dedicated federal funds that must be passed through by the federal regulations cited above to MPOs. 80% Federal Highway Administration Funds and 20% West Michigan Shoreline Regional Development Commission Funds.

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

Risk Assessment: Failure to comply with federal 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 performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

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

Zip Code: 49443.

87. *TRANSPORTATION PLANNING - IDS Consultant Services

Contract (2006-0298) between MDOT and Center for Automotive Research will provide for assistance in the development of Intelligent Transportation System strategies and coordination with the automotive and telecommunications industries on an as needed/when needed basis. The contract will be in effect from July 1, 2006, through September 30, 2009. The maximum contract amount will be \$800,000, and the maximum amount of any authorization will be \$250,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

* Denotes a non-standard contract/amendment

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

Cost Reduction: Lower vehicle maintenance costs with increased safety, efficiency, and capacity.

Selection: Low bid.

New Project Identification: Maintenance & new construction.

Zip Code: 49711.

90. LETTING OF APRIL 07, 2006
 PROPOSAL 0604064
 PROJECT BI06 46101-75211
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 03, 2006

ENG. EST.
 \$ 5,338,515.98

LOW BID
 \$ 5,158,511.77

% OVER/UNDER EST.
 -3.37 %

7.03 mi of hot mix asphalt cold milling and resurfacing, intermittent storm sewer, drainage, curb and gutter, guardrail, and signal upgrade, on US-12 from east of US-127 easterly to M-50, Lenawee County. This project includes a 5 year materials and workmanship pavement warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 5,158,511.77	Same	1 **
Gerken Paving, Inc.	\$ 5,596,780.09	Same	2
Barrett Paving Materials, Inc.			

2 Bidders

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

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

Funding Source:

75211A

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49233.

* Denotes a non-standard contract/amendment

Funding Source:

50746A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%
84890A		
State Restricted Trunkline Funds	100	%
85809A		
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 and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

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

New Project Identification: Rehabilitation

Selection: Low bid.

New Project Identification: Rehabilitation and reconstruction.

Zip Code: 49780.

92.	LETTING OF APRIL 07, 2006	ENG. EST.	LOW BID
	PROPOSAL 0604067	\$ 147,390.00	\$ 99,980.00
	PROJECT M 71091-83386-2		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 05, 2006		
	COMPLETION DATE - AUGUST 25, 2006		-32.17 %

2.18 mi of overband crack sealing and microsurfacing on US-23BR from US-23 northeasterly to south of St. Clair Street in the city of Rogers City, Presque Isle County. This project includes a 2 year pavement performance warranty.

A 2006 highway preventive maintenance project.

	BIDDER	AS-SUBMITTED	AS-CHECKED	
	Terry Asphalt Materials, Inc.	\$ 99,980.00	Same	1 **
	Municipal Construction Inc.	\$ 119,898.99	Same	2
	Strawser Incorporated	\$ 144,618.00	Same	3
	Fahrner Asphalt Sealers, Inc.			

3 Bidders

* Denotes a non-standard contract/amendment

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

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

Funding Source:

83386A

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49779.

93. LETTING OF APRIL 07, 2006 ENG. EST. LOW BID
 PROPOSAL 0604068 \$ 121,592.00 \$ 124,531.45
 PROJECT STT 45021-86001
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - AUGUST 21, 2006
 COMPLETION DATE - 3 working days 2.42 %

1.61 mi of hot mix asphalt cold milling and resurfacing on M-72 from east of Fritz Road to County Road 669 in Leelanau County. This project includes a 3 year pavement performance warranty.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 124,531.45	Same	1 **
Elmer's Crane & Dozer, Inc.	\$ 126,512.20	Same	2

2 Bidders

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

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

Funding Source:

86001A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

* Denotes a non-standard contract/amendment

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49684.

94. LETTING OF APRIL 07, 2006
 PROPOSAL 0604069 ENG. EST. LOW BID
 \$ 874,398.15 \$ 822,396.54
 PROJECT NH 05012-86000, ETC
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - MAY 22, 2006
 COMPLETION DATE - 13 working days -5.95 %

8.76 mi of hot mix asphalt cold milling and resurfacing, pavement repairs, concrete joint repairs, and shoulder repairs on US-31 from M-88 north to the Antrim/Charlevoix County line and on US-131 from the Walloon Lake and M-75 junction north to the Emmet County line, Antrim and Charlevoix Counties. This project includes a 3 year pavement performance warranty.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 822,396.54	Same	1 **
Payne & Dolan, Inc.	\$ 855,536.39	Same	2
Elmer's Crane & Dozer, Inc.	\$ 941,053.80	Same	3

3 Bidders

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

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

Funding Source:

86000A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %
86002A		
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.

* Denotes a non-standard contract/amendment

96. LETTING OF APRIL 07, 2006
 PROPOSAL 0604082
 PROJECT IM 82292-83664
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 30, 2006

ENG. EST. LOW BID
 \$ 3,212,340.46 \$ 3,098,370.56

% OVER/UNDER EST.
 -3.55 %

8.38 mi of hot mix asphalt cold milling and resurfacing on I-275 from south of the Ecorse Road interchange northerly to the Old M-14 interchange excluding all structures in between, Wayne County. This project includes a 3 year pavement performance warranty.

A 2006 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 3,098,370.56	Same	1 **
Cadillac Asphalt, LLC.	\$ 3,186,908.76	Same	2
Barrett Paving Materials, Inc.	\$ 3,612,767.90	Same	3

3 Bidders

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

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

Funding Source:

83664A

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

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48187.

* Denotes a non-standard contract/amendment

97. LETTING OF APRIL 07, 2006
 PROPOSAL 0604083
 PROJECT IM 82125-85085
 LOCAL AGRMT.
 START DATE - MAY 30, 2006
 COMPLETION DATE - AUGUST 20, 2006

ENG. EST.
 \$ 355,681.00

LOW BID
 \$ 259,585.92

% OVER/UNDER EST.
 -27.02 %

3.32 mi of concrete joint resealing on I-275, northbound and southbound from 5 Mile Road northerly to 8 Mile Road in the city of Livonia, Wayne County.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Joint Sealing, Inc.	\$ 259,585.92	Same	1 **
Scodeller Construction, Inc.	\$ 322,596.68	Same	2
Causie Contracting, Inc.	\$ 334,695.38	Same	3
Interstate Highway Construction	\$ 377,616.94	Same	4
Municipal Construction Inc.	\$ 428,904.35	Same	5
Kelcris Corporation			
Interstate Sealant & Concrete, Inc.			

5 Bidders

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

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

Funding Source:

85085A

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

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48154.

* Denotes a non-standard contract/amendment

100. LETTING OF APRIL 07, 2006
 PROPOSAL 0604086
 PROJECT NH 70014-78708, ETC
 LOCAL AGRMT. 05-5497
 START DATE - 10 days after award
 COMPLETION DATE - MAY 14, 2007

ENG. EST. LOW BID
 \$ 6,394,488.89 \$ 7,542,517.65

% OVER/UNDER EST.
 17.95 %

14.18 mi of hot mix asphalt cold milling and resurfacing, concrete pavement repair, and intersection improvements on US-31 from north of Port Sheldon Street northerly to Third Street and on M-104 from US-31 easterly to the Spring Lake Channel Bridge and bridge repair on US-31 over the Grand River in the cities of Grand Haven and Ferrysburg, Ottawa County. This project includes a 3 year pavement performance warranty.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 7,542,517.65	Same	1 **
Michigan Paving & Materials Co.	\$ 7,836,862.29	Same	2
Rieth-Riley Construction Co., Inc.	\$ 9,331,944.85	\$ 9,331,684.85	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: This project is a combination of bridge and road preservation. The Road and Bridge Program goal is to have 95% of bridges and freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition.

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

Funding Source:

78708A		
Federal Highway Administration Funds	81.85 %	
State Restricted Trunkline Funds	18.15 %	
82952A		
Federal Highway Administration Funds	80.00 %	
State Restricted Trunkline Funds	20.00 %	
83417A		
Federal Highway Administration Funds	81.85 %	
State Restricted Trunkline Funds	18.15 %	
86730A		
Ottawa County	3.19 %	
Federal Highway Administration Funds	77.45 %	
State Restricted Trunkline Funds	19.36 %	

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

* Denotes a non-standard contract/amendment

cost will be based on actual quantities built in the field and unit prices bid by the contractor.

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49417.

101.	LETTING OF APRIL 07, 2006	ENG. EST.	LOW BID
	PROPOSAL 0604087	\$ 893,415.00	\$ 836,648.95
	PROJECT STT 78042-85847, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - AUGUST 26, 2006		
	COMPLETION DATE - OCTOBER 10, 2006		-6.35 %

7.27 mi of hot mix asphalt cold milling and overlay on M-60 from the M-66 junction easterly 3.64 mi. and on US-12 from west of Fairview Drive easterly 3.63 mi to east of Klinger Lake Road in St. Joseph County. This project includes a 3 year pavement performance warranty.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 836,648.95	Same	1 **
Aggregate Industries-Central Region	\$ 854,066.46	Same	2

2 Bidders

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

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

Funding Source:

85847A

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

85848A

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

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49066.

* Denotes a non-standard contract/amendment

104. LETTING OF APRIL 07, 2006
 PROPOSAL 0604206
 PROJECT IM 50061-84043
 LOCAL AGRMT.
 START DATE - MAY 12, 2006
 COMPLETION DATE - OCTOBER 15, 2006

ENG. EST. LOW BID
 \$ 4,294,067.08 \$ 4,872,850.57

% OVER/UNDER EST.
 13.48 %

6.35 mi of concrete pavement repairs, shoulder, valley gutter and curb repairs and diamond grinding on I-696 from Dequindre Road to Hayes Road in the cities of Warren and Centerline, Macomb County.

A 2006 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Florence Cement Company	\$ 4,872,850.57	Same	1 **
Six-S, Inc./Scodeller Construction	\$ 5,560,059.91	Same	2
Kelcris Corporation	\$ 5,744,599.38	Same	3
Causie Contracting, Inc.	\$ 5,745,323.80	Same	4
Snowden, Inc.			
Six-S, Inc.			
L. Squared Construction, LLC.			
Angelo Iafrate Construction Company			
Safety Grooving & Grinding of MI			
Penhall Company and Subsidiaries			

4 Bidders

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

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

Funding Source:

84043A

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

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48093.

* Denotes a non-standard contract/amendment

LOCAL PROJECTS

105. LETTING OF APRIL 07, 2006 ENG. EST. LOW BID
 PROPOSAL 0604001 \$ 145,329.75 \$ 163,213.00
 PROJECT STUL 31437-84403
 LOCAL AGRMT. 06-5005 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JULY 28, 2006 12.31 %

0.30 mi of hot mix asphalt cold milling and resurfacing, concrete curb and gutter replacement, drainage structure repair and concrete sidewalks on MacInnes Drive from M-41 southerly, in the city of Houghton, Houghton County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bacco Construction Company	\$ 163,213.00	Same	1 **
Bill Siler Contracting, Inc.	\$ 193,068.24	Same	2
Payne & Dolan, Inc.	\$ 197,913.74	Same	3
Yalmer Mattila Contracting, Inc.	\$ 201,751.99	Same	4
A. Lindberg & Sons, Inc.			

4 Bidders

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

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

Source of Funds:

84403A
 Federal Highway Administration Funds 81.85 %
 City of Houghton 18.15 %

Selection: Low bid.

Zip Code: 49931.

* Denotes a non-standard contract/amendment

108. LETTING OF APRIL 07, 2006
 PROPOSAL 0604005
 PROJECT STU 81061-86093
 LOCAL AGRMT. 06-5095
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 30, 2006

ENG. EST. \$ 510,846.21
 LOW BID \$ 430,769.86
 % OVER/UNDER EST. -15.68 %

1.72 mi of hot mix asphalt construction including cold milling, curb and gutter and drainage improvements on Grove Road from Harris Road to Bridge Road, Washtenaw County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Barrett Paving Materials, Inc.	\$ 430,769.86	Same	1 **
Cadillac Asphalt, LLC.	\$ 454,315.52	Same	2
Ajax Paving Industries, Inc.	\$ 471,890.49	Same	3
Pro-Line Asphalt Paving Corp.	\$ 499,242.89	Same	4
Florence Cement Company			

4 Bidders

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

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

Source of Funds:

86093A
 Washtenaw County 18.15 %
 Federal Highway Administration Funds 81.85 %

Selection: Low bid.

Zip Code: 48198.

* Denotes a non-standard contract/amendment

110. LETTING OF APRIL 07, 2006
 PROPOSAL 0604007
 PROJECT STL 34056-76654
 LOCAL AGRMT. 05-5475
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 23, 2006

ENG. EST.
 \$ 499,728.75

LOW BID
 \$ 495,338.50

% OVER/UNDER EST.
 -0.88 %

0.60 mi of hot mix asphalt cold milling and paving, widening and drainage on Bridge Street from the east village limits of Lyons to Tabor Street, in the village of Lyons, Ionia County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Youngstrom Contracting, Inc.	\$ 495,338.50	Same	1 **
Nashville Construction Company	\$ 517,738.53	Same	2
CL Trucking & Excavating, LLC.	\$ 528,461.36	Same	3
C & D Hughes, Inc.	\$ 533,590.21	Same	4
Cadwell Brothers Construction	\$ 584,362.21	Same	5
Kentwood Excavating, Inc.	\$ 596,438.00	Same	6
Kamminga & Roodvoets, Inc.	\$ 620,893.11	Same	7
Milbocker and Sons, Inc.			
Aggregate Industries-Central Region			
Sandborn Construction, Incorporation			
Crawford Contracting, Inc.			
Brenner Excavating, Inc.			
Schippers Excavating, Inc.			
Michigan Paving & Materials Co.			

7 Bidders

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

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

Source of Funds:

76654A
 Federal Highway Administration Funds 69.00 %
 Village of Lyons 31.00 %

Selection: Low bid.

Zip Code: 48851.

* Denotes a non-standard contract/amendment

111. LETTING OF APRIL 07, 2006
 PROPOSAL 0604008
 PROJECT HPP 02094-58457
 LOCAL AGRMT. 06-5075
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 15, 2006

ENG. EST. LOW BID
 \$ 2,097,723.83 \$ 2,098,289.48

% OVER/UNDER EST.
 0.03 %

3.84 mi of reconstruction including earth excavation, embankment, hot mix asphalt surfacing, storm sewer and ditching on H-58 from Longslide Road to the Hurricane River, Alger County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bacco Construction Company	\$ 2,098,289.48	Same	1 **
Oberstar, Inc.	\$ 2,426,254.69	Same	2
A. Lindberg & Sons, Inc.	\$ 2,747,411.69	Same	3
Rieth-Riley Construction Co., Inc.			
James Peterson Sons, Inc.			

3 Bidders

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

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

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

Funding Source:

58457A

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

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

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

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

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 49839.

* Denotes a non-standard contract/amendment

113. LETTING OF APRIL 07, 2006
 PROPOSAL 0604010
 PROJECT BRO 46003-39987
 LOCAL AGRMT. 06-5056
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 15, 2006

ENG. EST.
 \$ 520,976.15

LOW BID
 \$ 518,322.68

% OVER/UNDER EST.
 -0.51 %

Removal of a single span jack arched bridge, construction of a prestressed post-tensioned concrete box beam bridge and related approach work on Teachout Road over Wolf Creek, Lenawee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Davis Construction, Inc.	\$ 518,322.68	Same	1 **
Walter Toebe Construction Co.	\$ 548,129.80	Same	2
S.L. & H. Contractors, Inc.	\$ 563,158.62	Same	3
Milbocker and Sons, Inc.	\$ 587,236.26	Same	4
J.E. Kloote Contracting, Inc.	\$ 597,087.28	Same	5
C.A. Hull Co., Inc.			
J. Slagter & Son Construction Co.			
Anlaan Corporation			
Gerace Construction Company, Inc.			
E.T. MacKenzie Company			
E. C. Korneffel Co.			

5 Bidders

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

Purpose/Business Case: The 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:

39987A	
Lenawee 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.

Selection: Low bid.

New Project Identification: Bridge replacement.

* Denotes a non-standard contract/amendment

Zip Code: 49265.

114. LETTING OF APRIL 07, 2006
PROPOSAL 0604011
PROJECT STUL 61407-84351
LOCAL AGRMT. 06-5059
START DATE - 10 days after award
COMPLETION DATE - JULY 30, 2006

ENG. EST. \$ 553,728.60
LOW BID \$ 437,885.45
% OVER/UNDER EST. -20.92 %

0.30 mi of road reconstruction, including sanitary sewer, water main, hot mix asphalt paving and pavement markings on Park Street from Laketon Avenue to Southern Avenue in the city of Muskegon, Muskegon County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan Hoe Excavating, Inc.	\$ 437,885.45	Same	1 **
Wadel Stabilization, Inc.	\$ 463,323.73	Same	2
Milbocker and Sons, Inc.	\$ 484,565.54	Same	3
Diversco Construction Company	\$ 527,301.24	Same	4
Hallack Contracting, Inc.	\$ 535,496.94	Same	5
Grant Tower, Inc.	\$ 537,953.00	Same	6
Nashville Construction Company	\$ 549,503.09	Same	7
Schippers Excavating, Inc.	\$ 569,788.32	Same	8
Kamminga & Roodvoets, Inc.	\$ 570,336.39	Same	9
C & D Hughes, Inc.	\$ 597,409.88	Same	10
Brenner Excavating, Inc.			
Bond Construction Company			
Lodestar Construction, Inc.			

10 Bidders

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

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

Source of Funds:

84351A
Federal Highway Administration Funds 86.96 %
City of Muskegon 13.04 %

Selection: Low bid.

Zip Code: 49441.

122. LETTING OF APRIL 07, 2006
 PROPOSAL 0604020
 PROJECT STUL 58416-86485
 LOCAL AGRMT. 06-5080
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 30, 2006

ENG. EST.
 \$ 353,436.00

LOW BID
 \$ 315,927.71

% OVER/UNDER EST.
 -10.61 %

2.75 mi of hot mix asphalt cold milling and resurfacing on North Custer Avenue from west city limits to Bentley Street in the city of Monroe, Monroe County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 315,927.71	Same	1 **
Barrett Paving Materials, Inc.	\$ 326,874.59	Same	2
Gerken Paving, Inc.	\$ 331,492.34	Same	3
Bryant Asphalt Paving, Inc.	\$ 356,443.48	Same	4
Cadillac Asphalt, LLC.	\$ 361,385.12	Same	5
Florence Cement Company			
ABC Paving Company			
C & D Hughes, Inc.			
Pro-Line Asphalt Paving Corp.			

5 Bidders

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

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

Source of Funds:

86485A

Federal Highway Administration Funds	81.85 %
City of Monroe	18.15 %

Selection: Low bid.

Zip Code: 48166.

* Denotes a non-standard contract/amendment

123. LETTING OF APRIL 07, 2006
 PROPOSAL 0604021
 PROJECT BRO 57005-83910
 LOCAL AGRMT. 06-5054
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 01, 2006

ENG. EST.
 \$ 441,698.50

LOW BID
 \$ 426,594.45

% OVER/UNDER EST.
 -3.42 %

Removal of a single span bridge, construction of a prestressed, post tensioned concrete box beam bridge and related approach work on 7 Mile Road over the Clam River, Missaukee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Miller Development, Inc.	\$ 426,594.45	Same	1 **
Jackson Contracting	\$ 429,778.21	Same	2
Milbocker and Sons, Inc.	\$ 447,024.83	Same	3
S.L. & H. Contractors, Inc.	\$ 449,341.20	Same	4
Anlaan Corporation	\$ 451,849.60	Same	5
J.E. Kloote Contracting, Inc.	\$ 464,876.28	Same	6
C.A. Hull Co., Inc.			
Heystek Contracting Inc.			
McDowell Construction , L.L.C.			
J. Slagter & Son Construction Co.			
Hardman Construction, Inc.			
Gerace Construction Company, Inc.			

6 Bidders

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

Purpose/Business Case: 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:

83910A	
Missaukee 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.

* Denotes a non-standard contract/amendment

126. LETTING OF APRIL 07, 2006
 PROPOSAL 0604024
 PROJECT HPSL 70414-86865
 LOCAL AGRMT. 06-5088
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 01, 2008

ENG. EST. LOW BID
 \$ 3,938,575.45 \$ 3,776,411.94

% OVER/UNDER EST.
 -4.12 %

1.0 mi of road reconstruction including, concrete curb and gutter, drainage structures, storm sewer, sanitary sewer, water main, hot mix asphalt paving, lighting, landscaping and irrigation on River Avenue from 15th Street to the River Avenue Bridge, in the city of Holland, Ottawa County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 3,776,411.94	Same	1 **
Kamminga & Roodvoets, Inc.	\$ 3,954,222.96	Same	2
Maclean Construction Company	\$ 4,224,546.17	Same	3
Diversco Construction Company	\$ 4,585,974.95	Same	4
Schippers Excavating, Inc.	\$ 5,200,001.00	Same	5
Nagel Construction, Inc.			
Wyoming Excavators, Inc.			
Bond Construction Company			
C & D Hughes, Inc.			
Nashville Construction Company			

5 Bidders

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

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

Source of Funds:

86865A
 Federal Highway Administration Funds 39.69 %
 City of Holland 60.31 %

Selection: Low bid.

Zip Code: 49423.

* Denotes a non-standard contract/amendment

127. LETTING OF APRIL 07, 2006
 PROPOSAL 0604025
 PROJECT EDCF 63544-49992
 LOCAL AGRMT. 06-5078
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 15, 2007

ENG. EST. LOW BID
 \$ 3,125,729.00 \$ 2,712,483.37

% OVER/UNDER EST.
 -13.22 %

0.67 mi of road reconstruction and widening, including concrete curb and gutter, concrete pavement, drainage improvements, water main construction and concrete sidewalk, on University Drive from Paddock Street to Martin Luther King Jr. Boulevard, in the city of Pontiac, Oakland County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Tony Angelo Cement Construction Co.	\$ 2,712,483.37	Same	1 **
Florence Cement Company	\$ 2,724,732.65	Same	2
Sunset Excavating, Inc.	\$ 2,789,998.94	Same	3
Dan's Excavating, Inc.	\$ 2,829,253.53	Same	4
Six-S, Inc.	\$ 2,995,955.73	Same	5
Angelo Iafrate Construction Company	\$ 3,058,112.10	Same	6
John Carlo, Inc.	\$ 3,142,461.96	Same	7
Pamar Enterprises, Inc.	\$ 3,263,574.00	Same	8
DeAngelis Landscape, Inc.			
The Oakland Excavating Company			
Cadillac Asphalt, LLC.			
Fisher Contracting Company			
L. D'Agostini & Sons, Inc.			
V.I.L. Construction, Inc.			
Peter A. Basile Sons, Inc.			
ABC Paving Company			
Zito Construction Co.			
Posen Construction, Inc.			
Ajax Paving Industries, Inc.			

8 Bidders

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

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

Source of Funds:

49992A		
Federal Highway Administration Funds	78.40 %	
City of Pontiac	21.60 %	

Selection: Low bid.

Zip Code: 48342.

* Denotes a non-standard contract/amendment

Zip Code: 49224.

130.	LETTING OF APRIL 07, 2006	ENG. EST.	LOW BID
	PROPOSAL 0604028	\$ 430,697.68	\$ 569,548.33
	PROJECT MCS 13001-83839		
	LOCAL AGRMT. 06-5049		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 01, 2006		32.24 %

Remove existing structure and construct a prestressed concrete box beam bridge and related approach work on East Erie Street over the south branch of the Kalamazoo River, in the city of Albion, Calhoun County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Anlaan Corporation	\$ 569,548.33	Same	1 **
Davis Construction, Inc.	\$ 570,328.34	Same	2
C.A. Hull Co., Inc.			
S.L. & H. Contractors, Inc.			
Quantum Construction Company, Inc.			
Walter Toebe Construction Co.			
E.T. MacKenzie Company			
J. Slagter & Son Construction Co.			
Kamminga & Roodvoets, Inc.			
J.E. Kloote Contracting, Inc.			
Milbocker and Sons, Inc.			
Hardman Construction, Inc.			
Gerace Construction Company, Inc.			

2 Bidders

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

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

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

Funding Source:

83839A

City of Albion	5.00 %
State Restricted Trunkline Funds	95.00 %

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

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

* Denotes a non-standard contract/amendment

140. LETTING OF APRIL 07, 2006
 PROPOSAL 0604038
 PROJECT EDDF 10555-76678
 LOCAL AGRMT. 06-5086
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 15, 2006

ENG. EST.
 \$ 935,676.16

LOW BID
 \$ 990,104.80

% OVER/UNDER EST.
 5.82 %

3.13 mi of hot mix asphalt road resurfacing, base crushing and shaping, and precast concrete box culvert on Grace Road (County Road 606), from Forrester Road to US-31, Benzie County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
D.J. McQuestion & Sons, Inc.	\$ 990,104.80	Same	1 **
Elmer's Crane & Dozer, Inc.	\$ 1,117,596.70	Same	2
Hardman Construction, Inc.	\$ 1,127,643.16	Same	3
CJ's Excavating Septic Service, Inc.	\$ 1,147,124.10	Same	4
Rieth-Riley Construction Co., Inc.	\$ 1,157,933.06	Same	5
Wadel Stabilization, Inc.			
Davis Construction, Inc.			
Anlaan Corporation			
J.E. Kloote Contracting, Inc.			
Hallack Contracting, Inc.			

5 Bidders

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

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

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

Funding Source:

76678A

Federal Highway Administration Funds 80.00 %
 State Restricted Economic Development Funds 20.00 %

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

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

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

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 49616.

* Denotes a non-standard contract/amendment

144. LETTING OF APRIL 07, 2006
 PROPOSAL 0604042
 PROJECT STUL 63477-84401
 LOCAL AGRMT. 06-5074
 START DATE - JUNE 01, 2006
 COMPLETION DATE - SEPTEMBER 15, 2006

ENG. EST. \$ 566,288.00
 LOW BID \$ 474,708.76
 % OVER/UNDER EST. -16.17 %

0.34 mi of reconstruction with sidewalk replacement, miscellaneous curb and gutter, storm and sanitary sewer improvements on Oakland Street from North Saginaw east to railroad tracks, in the village of Holly, Oakland County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 474,708.76	Same	1 **
Pro-Line Asphalt Paving Corp.	\$ 477,242.03	Same	2
The Oakland Excavating Company	\$ 477,569.10	Same	3
L.A. Construction Corporation	\$ 481,790.70	Same	4
Eastlund Concrete Construction	\$ 487,108.76	Same	5
Six-S, Inc.	\$ 494,363.58	Same	6
Pamar Enterprises, Inc.	\$ 500,031.74	Same	7
Zito Construction Co.	\$ 508,027.87	Same	8
Ron Bretz Excavating, Inc.	\$ 539,152.39	Same	9
Genoak Construction Company	\$ 582,285.00	Same	10
Ajax Paving Industries, Inc.			
M. L. Chartier Excavating, Inc.			
Young's Environmental Cleanup, Inc.			
Ace Asphalt & Paving Co.			
Florence Cement Company			
3-S Construction, Inc.			
Rohde Brothers Excavating, Inc.			
ABC Paving Company			
Fonson, Inc.			

10 Bidders

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

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

Source of Funds:

84401A
 Federal Highway Administration Funds 68.76 %
 Village of Holly 31.24 %

Selection: Low bid.

Zip Code: 48442.

* Denotes a non-standard contract/amendment

146. LETTING OF APRIL 07, 2006
 PROPOSAL 0604045
 PROJECT STUL 61407-84349
 LOCAL AGRMT. 06-5030
 START DATE - MAY 30, 2006
 COMPLETION DATE - AUGUST 19, 2006

ENG. EST. LOW BID
 \$ 920,536.75 \$ 788,238.25

% OVER/UNDER EST.
 -14.37 %

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

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan Hoe Excavating, Inc.	\$ 788,238.25	Same	1 **
Hallack Contracting, Inc.	\$ 835,720.18	Same	2
Milbocker and Sons, Inc.	\$ 841,387.79	Same	3
Kamminga & Roodvoets, Inc.	\$ 882,901.98	Same	4
C & D Hughes, Inc.	\$ 895,699.80	Same	5
Maclean Construction Company	\$ 904,484.60	Same	6
Schippers Excavating, Inc.	\$ 916,075.10	Same	7
Wadel Stabilization, Inc.	\$ 1,000,885.80	Same	8
Nashville Construction Company	\$ 1,024,596.48	Same	9
Nagel Construction, Inc.			
Brenner Excavating, Inc.			
Bond Construction Company			
Grant Tower, Inc.			
Diversco Construction Company			

9 Bidders

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

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

Source of Funds:

84349A
 Federal Highway Administration Funds 66.53 %
 City of Roosevelt Park 33.47 %

Selection: Low bid.

Zip Code: 49441.

* Denotes a non-standard contract/amendment

149. LETTING OF APRIL 07, 2006
 PROPOSAL 0604048
 PROJECT STU 41401-86070
 LOCAL AGRMT. 06-5048
 START DATE - 10 days after award
 COMPLETION DATE - JULY 30, 2006

ENG. EST.
 \$ 386,425.50

LOW BID
 \$ 362,883.26

% OVER/UNDER EST.
 -6.09 %

0.33 mi of road resurfacing including drainage structure adjustments, hot mix asphalt paving, concrete curb and gutter, sidewalk ramp construction and pavement markings on Madison Avenue from 32nd Street to 28th Street, in the city of Wyoming, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 362,883.26	Same	1 **
Aggregate Industries-Central Region	\$ 363,471.85	Same	2
Rieth-Riley Construction Co., Inc.	\$ 440,232.62	Same	3

3 Bidders

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

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

Source of Funds:

86070A
 Federal Highway Administration Funds 81.85 %
 City of Wyoming 18.15 %

Selection: Low bid.

Zip Code: 49509.

* Denotes a non-standard contract/amendment

150. LETTING OF APRIL 07, 2006
 PROPOSAL 0604049
 PROJECT STL 61048-78668, ETC
 LOCAL AGRMT. 06-5092
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 18, 2006

ENG. EST.
 \$ 1,793,335.47

LOW BID
 \$ 1,780,010.78

% OVER/UNDER EST.
 -0.74 %

2.40 mi of road reconstruction, including sanitary sewer, concrete curb and gutter, drainage structures, hot mix asphalt paving and restoration on River Road from Sheridan Road to Ewing Road and 1.00 mi of road reconstruction, including sanitary sewer, base crushing and shaping, drainage structures, hot mix asphalt paving and restoration on River Road from M-120 (Holton Road) to Sheridan Road, Muskegon County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Nashville Construction Company	\$ 1,780,010.78	Same	1 **
Milbocker and Sons, Inc.	\$ 1,830,017.00	Same	2
Wadel Stabilization, Inc.	\$ 1,905,238.25	Same	3
Dean's Landscaping & Excavating	\$ 1,918,434.38	Same	4
Kamminga & Roodvoets, Inc.	\$ 1,982,685.16	Same	5
Bond Construction Company	\$ 1,987,150.00	Same	6
Schippers Excavating, Inc.	\$ 2,026,442.06	Same	7
Maclean Construction Company	\$ 2,091,354.42	Same	8
Diversco Construction Company	\$ 2,154,350.70	Same	9
C & D Hughes, Inc.	\$ 2,188,163.16	Same	10
Rieth-Riley Construction Co., Inc.			
Hallack Contracting, Inc.			
Michigan Paving & Materials Co.			

10 Bidders

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

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

Source of Funds:

78668A	
Muskegon County	56.50 %
Federal Highway Administration Funds	43.50 %
84346A	
Muskegon County	49.81 %
Federal Highway Administration Funds	50.19 %

Selection: Low bid.

Zip Code: 49445.

* Denotes a non-standard contract/amendment

153. LETTING OF APRIL 07, 2006
 PROPOSAL 0604052
 PROJECT STU 41401-86071
 LOCAL AGRMT. 06-5038
 START DATE - MAY 30, 2006
 COMPLETION DATE - AUGUST 18, 2006

ENG. EST.
 \$ 683,751.50

LOW BID
 \$ 613,719.32

% OVER/UNDER EST.
 -10.24 %

0.49 mi of road reconstruction, including storm sewer construction, block retaining wall, concrete sidewalk construction, hot mix asphalt paving and pavement markings on East Muskegon Street from east of Main Street to Red Hawk Drive and on Grant Street from East Muskegon Street to Beech Street, in the city of Cedar Springs, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dean's Landscaping & Excavating	\$ 613,719.32	Same	1 **
Kentwood Excavating, Inc.	\$ 665,130.25	Same	2
Brenner Excavating, Inc.	\$ 681,745.48	Same	3
Grant Tower, Inc.	\$ 698,900.00	Same	4
Schippers Excavating, Inc.	\$ 750,302.63	Same	5
Nashville Construction Company	\$ 754,630.03	Same	6
Kamminga & Roodvoets, Inc.	\$ 755,859.35	Same	7
Dykema Excavators, Inc.	\$ 757,125.26	Same	8
C & D Hughes, Inc.	\$ 768,604.67	Same	9
Eastlund Concrete Construction	\$ 827,094.33	Same	10
Milbocker and Sons, Inc.			
Michigan Paving & Materials Co.			
Bond Construction Company			
Lodestar Construction, Inc.			
Diversco Construction Company			

10 Bidders

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

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

Source of Funds:

86071A
 City of Cedar Springs 27.63 %
 Federal Highway Administration Funds 72.37 %

Selection: Low bid.

Zip Code: 49319.

* Denotes a non-standard contract/amendment

155. LETTING OF APRIL 07, 2006
 PROPOSAL 0604065
 PROJECT STE 61153-83645
 LOCAL AGRMT. 06-5010
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 01, 2008

ENG. EST. LOW BID
 \$ 1,790,504.75 \$ 1,508,233.66

% OVER/UNDER EST.
 -15.76 %

2.68 mi of hot mix asphalt path and boardwalk on Lake Shore Drive from McCracken Street to Shoreline Drive in the city of Muskegon, Muskegon County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 1,508,233.66	Same	1 **
Maclean Construction Company	\$ 1,539,269.98	\$ 1,539,195.98	2
L.W. Lamb, Inc.	\$ 1,592,111.15	\$ 1,592,091.15	3
Nashville Construction Company	\$ 1,636,328.07	\$ 1,636,254.07	4
Diversco Construction Company	\$ 1,668,035.93	Same	5
Kamminga & Roodvoets, Inc.	\$ 1,676,552.84	Same	6
Wadel Stabilization, Inc.	\$ 1,782,071.95	\$ 1,781,997.95	7
C & D Hughes, Inc.	\$ 2,183,168.90	\$ 2,183,094.90	8
Michigan Paving & Materials Co. Anlaan Corporation J. Slagter & Son Construction Co. J.E. Kloote Contracting, Inc. Hardman Construction, Inc.			

8 Bidders

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

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

Source of Funds:

83645A
 Federal Highway Administration Funds 49.10 %
 City of Muskegon 50.90 %

Selection: Low bid.

Zip Code: 49441.

* Denotes a non-standard contract/amendment

156. LETTING OF APRIL 07, 2006
 PROPOSAL 0604072
 PROJECT CM 44448-83001
 LOCAL AGRMT. 05-5450
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 30, 2006

ENG. EST.
 \$ 171,493.80

LOW BID
\$ 157,546.34

% OVER/UNDER EST.
 -8.13 %

0.28 mi of crushing and shaping, hot mix asphalt pavement and related work on Lake Nepessing Road at John Conley Drive, Lapeer County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 157,546.34	Same	1 **
Ace Asphalt & Paving Co.	\$ 184,869.46	Same	2
Pro-Line Asphalt Paving Corp.	\$ 184,939.48	Same	3
Pyramid Paving & Contracting	\$ 196,432.17	Same	4
Barrett Paving Materials, Inc.	\$ 206,510.28	Same	5
Saginaw Asphalt Paving Company			
ABC Paving Company			
M. L. Chartier Excavating, Inc.			
Florence Cement Company			

5 Bidders

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

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

Source of Funds:

83001A
 Lapeer County 20.00 %
 Federal Highway Administration Funds 80.00 %

Selection: Low bid.

Zip Code: 48446.

* Denotes a non-standard contract/amendment

157. LETTING OF APRIL 07, 2006
 PROPOSAL 0604073
 PROJECT STU 63459-85418
 LOCAL AGRMT. 05-5416
 START DATE - JUNE 12, 2006
 COMPLETION DATE - AUGUST 18, 2006

ENG. EST.
 \$ 205,946.50

LOW BID
 \$ 189,214.70

% OVER/UNDER EST.
 -8.12 %

0.04 mi of pavement removal, hot mix asphalt paving, earthwork, guardrail work and culvert replacement on South Street at Duck Creek, in the village of Ortonville, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Sunset Excavating, Inc.	\$ 189,214.70	Same	1 **
Ron Bretz Excavating, Inc.	\$ 198,817.97	Same	2
Cadillac Asphalt, LLC.	\$ 204,240.25	Same	3
The Oakland Excavating Company	\$ 212,361.25	Same	4
Genoak Construction Company	\$ 250,000.00	Same	5
Young's Environmental Cleanup, Inc.	\$ 254,864.00	Same	6
E. C. Korneffel Co.			
Pro-Line Asphalt Paving Corp.			
San Marino Excavating, Inc.			
Six-S, Inc.			
Fisher Contracting Company			
M. L. Chartier Excavating, Inc.			
DiPonio Contracting L.L.C.			
Ajax Paving Industries, Inc.			
Heystek Contracting Inc.			
Marlette Excavating Company			
Florence Cement Company			

6 Bidders

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

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

Source of Funds:

85418A	
Federal Highway Administration Funds	80.00 %
Village of Ortonville	20.00 %

Selection: Low bid.

Zip Code: 48462.

* Denotes a non-standard contract/amendment

158. LETTING OF APRIL 07, 2006
 PROPOSAL 0604074
 PROJECT STU 81406-85582
 LOCAL AGRMT. 06-5097
 START DATE - JUNE 01, 2006
 COMPLETION DATE - AUGUST 25, 2006

ENG. EST.
 \$ 659,711.50

LOW BID
 \$ 655,312.67

% OVER/UNDER EST.
 -0.67 %

0.47 mi of road reconstruction including hot mix asphalt paving, storm sewer and sanitary sewer repair on Old Creek Drive from Willis Road to Oakbrook Court, in the city of Saline, Washtenaw County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Brady Sand & Gravel, Inc.	\$ 655,312.67	Same	1 **
C & D Hughes, Inc.	\$ 673,617.71	Same	2
Douglas N. Higgins, Inc.	\$ 696,975.90	Same	3
Peter A. Basile Sons, Inc.	\$ 697,931.25	Same	4
Fonson, Inc.	\$ 725,709.10	Same	5
Ajax Paving Industries, Inc.			
Six-S, Inc.			
Florence Cement Company			
Pro-Line Asphalt Paving Corp.			
Fisher Contracting Company			
Cadillac Asphalt, LLC.			

5 Bidders

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

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

Source of Funds:

85582A

Federal Highway Administration Funds	79.32 %
City of Saline	20.68 %

Selection: Low bid.

Zip Code: 48176.

* Denotes a non-standard contract/amendment

159. LETTING OF APRIL 07, 2006
 PROPOSAL 0604075
 PROJECT STUL 33498-84432
 LOCAL AGRMT. 06-5079
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 01, 2006

ENG. EST.
 \$ 989,388.35

LOW BID
 \$ 1,026,821.21

% OVER/UNDER EST.
 3.78 %

0.60 mi of road reconstruction including concrete curb and gutter, storm sewer, drainage structures, water main, sanitary sewer, hot mix asphalt paving and pavement markings on East Riverside Street from North Putnam Street to Highland Street in the city of Williamston, Ingham County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 1,026,821.21	Same	1 **
C & D Hughes, Inc.	\$ 1,030,579.05	Same	2
Pamar Enterprises, Inc.	\$ 1,090,808.57	Same	3
Cadwell Brothers Construction	\$ 1,264,061.72	Same	4
Six-S, Inc.	\$ 1,330,751.01	Same	5
Dunigan Brothers, Inc.	\$ 1,334,240.48	Same	6
E.T. MacKenzie Company	\$ 1,459,848.25	Same	7
Milbocker and Sons, Inc.			
3-S Construction, Inc.			
Fisher Contracting Company			
Angelo Iafrate Construction Company			
Nashville Construction Company			
Fonson, Inc.			

7 Bidders

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

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

Source of Funds:

84432A
 Federal Highway Administration Funds 33.73 %
 City of Williamston 66.27 %

Selection: Low bid.

Zip Code: 48895.

* Denotes a non-standard contract/amendment

163. LETTING OF APRIL 07, 2006
 PROPOSAL 0604081
 PROJECT STU 41401-74895
 LOCAL AGRMT. 06-5096
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 08, 2007

ENG. EST.
 \$ 600,487.00

LOW BID
 \$ 526,936.50

% OVER/UNDER EST.
 -12.25 %

0.15 mi of road reconstruction including concrete pavement, concrete curb and gutter, concrete sidewalk, hot mix asphalt paving, drainage structures, storm sewer, water main, pavement markings and landscaping on Fuller Avenue from Wealthy Street to Lake Drive, in the city of Grand Rapids, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Diversco Construction Company	\$ 526,936.50	Same	1 **
Lodestar Construction, Inc.	\$ 580,017.64	Same	2
Dykema Excavators, Inc.	\$ 617,207.75	Same	3
Kamminga & Roodvoets, Inc.	\$ 624,213.10	Same	4
Wyoming Excavators, Inc.	\$ 635,378.00	Same	5
Bond Construction Company	\$ 695,380.00	Same	6
Schippers Excavating, Inc.	\$ 748,627.00	Same	7
Milbocker and Sons, Inc.			
Michigan Paving & Materials Co.			

7 Bidders

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

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

Source of Funds:

74895A
 Federal Highway Administration Funds 41.29 %
 City of Grand Rapids 58.71 %

Selection: Low bid.

Zip Code: 49506.

* Denotes a non-standard contract/amendment

EXTRAS

164. **Extra 2006 - 51**

Control Section/Job Number: 46071-43521 MDOT Project

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

State Transportation Commission - Does not meet criteria.

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

Designed By: MDOT

Engineer's Estimate: \$4,127,445.21

Description of Project:

5.891 mi of rubblizing and concrete pavement repair, hot mix asphalt overlay, shoulders, minor ditch clean out, and guardrail and signing upgrade, on M-52 from the south village limits of Jasper north to US-223, in the village of Jasper, Fairfield and Madison Townships, Lenawee County.

Administrative Board Approval Date:	December 21, 2004	
Contract Date:	January 11, 2005	
Original Contract Amount:	\$3,882,759.81	
Total of Overruns/Changes (Approved to Date):	(356,138.95)	- 9.17%
Total of Extras/Adjustments (Approved to Date):	220,562.51	+ 5.68%
Total of Negative Adjustments (Approved to Date):	(27,350.57)	- 0.70%
THIS REQUEST	<u>54,705.67</u>	<u>+ 1.41%</u>
Revised Total	<u>\$3,774,538.47</u>	- 2.78%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.19% under the original budget for an **Authorized to Date Amount** of \$3,719,832.80.

Approval of this extra will place the authorized status of the contract 2.78% or \$108,221.34 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 17, 21, 22

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

* Denotes a non-standard contract/amendment

CM 17			
Minor Traffic Adjustment	1.000 LS @ \$9,718.41/LS		<u>\$9,718.41</u>
Total			<u>\$9,718.41</u>
CM 21			
Hidden River Emergency Repair	1.000 LS @ \$40,250.31/LS		<u>\$40,250.31</u>
Total			<u>\$40,250.31</u>
CM 22			
Light, Type C, Damage Replacement	449.000 Ea @ \$10.55/Ea		<u>\$4,736.95</u>
Total			<u>\$4,736.95</u>
Grand Total			<u>\$54,705.67</u>

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

CM 17

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 35 days without the assessment of liquidated damages. Traffic control devices were required during the extended time frame. A contract adjustment was calculated per the specification section listed above. Therefore, the cost for Minor Traffic Adjustment was determined as a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

CM 21

A sinkhole was discovered after commencement of construction operations. The sinkhole was thought to be caused by a failure in a section of existing storm sewer. The section of storm sewer was replaced and the sinkhole repaired; the sinkhole reappeared. The contractor was directed to video tape the entire storm sewer segment to determine all existing damage to the system. Upon completion, the contractor was then directed to make the necessary repairs to the existing storm sewer system. The repairs included additional storm sewer and two drainage structures. The extra cost for Hidden River Emergency Repair was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with daily records and force account submittals from the contractor.

CM 22

Section 812.04.A.5 of the 2003 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15.00 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device that the light is mounted to and does not exceed \$15.00 per light. The lights, on plastic drums, are used to control traffic in the work zone. These lights are sometimes damaged by passing motorists. The extra, Light, Type C, Damage Replacement will reimburse the contractor for damaged lights at the rate of \$10.55 per light, as the traffic control device unit cost was \$10.55.

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

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

* Denotes a non-standard contract/amendment

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

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

Funding Source: State Restricted Trunkline, 100%.

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

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

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

Selection: Low bid.

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

Zip Code: 49248.

165. **Extra 2006 - 52**

Control Section/Job Number: 63459-56252 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Six-S, Inc.
2210 Scott Lake Rd.
Waterford, MI 48328

Designed By: Hubbell, Roth & Clark, Inc.
Engineer's Estimate: \$3,354,154.10

Description of Project:

0.7 kilometers of concrete pavement construction, storm sewers, traffic signals and wetland creation on Wixom Road/Johanna Ware Extension at Pontiac Trail, in the city of Wixom, Oakland County.

Administrative Board Approval Date:	November 2, 2004	
Contract Date:	November 30, 2004	
Original Contract Amount:	\$2,907,577.88	
Total of Overruns/Changes (Approved to Date):	38,074.36	+ 1.31%
Total of Extras/Adjustments (Approved to Date):	229,745.60	+ 7.90%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>1,586.57</u>	<u>+ 0.05%</u>
Revised Total	<u>\$3,176,984.41</u>	+ 9.26%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.21% over the original budget for an **Authorized to Date Amount** of \$3,175,397.84.

* Denotes a non-standard contract/amendment

Approval of this extra will place the authorized status of the contract 9.26% or \$269,406.53 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-016	16 r. 1, 22, 24	\$60,200.00	02/21/06
2006-031	20, 21, 23	\$10,275.04	03/21/06

Contract Modification Number(s): 25 r. 1

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

Remove and Replace, Battery Back-up System1.000	LS	@	\$1,586.57/LS
<u>\$1,586.57</u>			
Total			<u>\$1,586.57</u>

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

A concern was raised by the county traffic signal engineer that the existing secondary cable pole and associated electrical backup equipment was located within the five meter clear zone as measured from the back of the curb. It is the Road Commission of Oakland County’s policy that no fixed objects be located within this clear zone. This pole was installed by the local utility prior to any construction layout. The contractor was directed to remove and relocate the battery back-up system to a support pole outside of the clear zone. The extra work item Remove and Replace, Battery Back-up System will compensate the contractor for removing the battery back-up unit, relocating it to the new pole, and reconnecting the secondary power cables. The extra cost for Remove and Replace, Battery Back-up System was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on local projects in the region.

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

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

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

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

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

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

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

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

Selection: Low bid.

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

Zip Code: 48393.

* Denotes a non-standard contract/amendment

166. **Extra 2006 - 53**

Control Section/Job Number: 82062-59881 MDOT Project

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

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

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

Designed By: Orchard, Hiltz & McCliment, Inc.
Engineer's Estimate: \$17,801,817.81

Description of Project:

3.3 kilometers of road reconstruction (7 lanes), water main replacement, storm sewer replacement, street lighting, duct replacement, and traffic signal replacement on US-12 from I-94 to Livernois Avenue in the cities of Detroit and Dearborn, Wayne County.

Administrative Board Approval Date:	July 06, 2004	
Contract Date:	August 04, 2004	
Original Contract Amount:	\$17,184,777.59	
Total of Overruns/Changes (Approved to Date):	617,659.24	+ 3.59%
Total of Extras/Adjustments (Approved to Date):	3,031,880.26	+ 17.64%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>162,586.00</u>	<u>+ 0.95%</u>
Revised Total	<u>\$20,996,903.09</u>	+ 22.18%

Offset Information

Total Offsets This Request	(\$8,350.00)	- 0.05%
Net Revised Request	\$154,236.00	+ 0.90%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 21.23% over the original budget for an **Authorized to Date Amount** of \$20,834,317.09.

Approval of this extra will place the authorized status of the contract 22.18% or \$3,812,125.50 over the **Original Contract Amount**.

* Denotes a non-standard contract/amendment

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-111	14 r. 1	\$416,797.42	10/04/05
2005-122	22 r. 1	\$370,000.00	11/01/05
2005-143	24, 25 r. 1	\$1,816,436.12	12/06/05
2006-007	28	\$327,467.00	02/07/06
2006-042	26	\$9,897.70	04/04/06

Contract Modification Number(s): 31, 33

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

CM 31

Temporary NR Paint, 600 mm Stop Bar	1,225.000 m @ \$15.66/m	\$19,183.50
Removing Spec Pavement Markings	500.000 m2 @ \$20.00/m2	10,000.00
High Performance Biaxial Geogrid	650.000 m2 @ \$6.75/m2	4,387.50
Cold Patch Material	45.000 t @ \$175.00/t	<u>\$7,875.00</u>
Total		<u>\$41,446.00</u>

CM 31 Offset Information

Extra – High Performance Biaxial Geogrid-200.000	m2	@	\$6.75/m2
			(\$1,350.00)
Extra – Cold Patching Material	-40.000 t @ \$175.00/t		<u>(7,000.00)</u>
Total			<u>(\$8,350.00)</u>

Net Revised CM 31 Request \$33,096.00

CM 33

SBC Structure Removal	6.000 Ea @ \$850.00/Ea	\$5,100.00
Plain Conc Pave. 150 mm, Temp	335.000 m2 @ \$24.00/m2	8,040.00
Pavt. Rem (Special)	4,800.000 m2 @ \$22.50/m2	<u>108,000.00</u>
Total		<u>\$121,140.00</u>

Grand Total \$162,586.00

Total Offsets This Request (\$8,350.00)

Net Revised Request \$154,236.00

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

CM 31

The extra work items Temporary NR Paint, 600 mm Stop Bar; Removing Spec Pavement Markings; High Performance Biaxial Geogrid; and Cold Patch Material were established on previous contract modifications.

* Denotes a non-standard contract/amendment

The contractor was directed to place temporary pavement marking stop bars at several project intersections to properly maintain traffic during staged construction. The extra cost for Temporary NR Paint, 600 mm Stop Bar was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on projects in the region.

The contractor was directed to remove existing and temporary pavement markings in order to properly maintain traffic during staged construction operations. The extra cost for Removing Spec Pavement Markings was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

An existing high pressure gas main at station 4+220 prevented the full pavement section from being placed. The gas main was allowed to remain in place and the contractor was directed to place biaxial geogrid in this area to compensate for the section of roadway subbase that was not placed. The extra cost for High Performance Biaxial Geogrid was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on region projects. This extra was previously established and did not include participation funding categories for the two local agencies within the project limits. This extra will correct the funding categories and allocate funding between the Federal Highway Administration, MDOT, and the two local agencies. The extra cost is partially offset by a \$1,350.00 reduction in the previously established extra work item Extra-High Performance Biaxial Geogrid. The project office is pursuing reimbursement of this extra cost with the private utility company.

The contractor was directed to obtain and place cold patch material to maintain the traveled way during construction operations when hot mix asphalt is not available due to seasonal limitations. The extra cost for Cold Patch Material was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar original bid items. This extra was previously established and did not include a participation category for a local agency within the project limits. This extra will correct the funding category and allocate funding between the Federal Highway Administration, MDOT, and the local agency. The extra cost is partially offset by a \$7,000.00 reduction in the previously established extra work item Extra-Cold Patching Material.

CM 33

The extra work items SBC Structure Removal; Plain Conc Pave. 150 mm, Temp; and Pavt. Rem (Special) were established on previous contract modifications. These increases will adjust the previously authorized quantities to the current as-constructed quantities.

The contractor was directed to remove several SBC utility structures, as they were in conflict with the proposed water main and storm sewer. These structures were originally planned to be abandoned, but had to be removed to complete the planned work. This extra work is 100 percent funded by the private utility. The extra cost for SBC Structure Removal was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with daily records and similar force account work. This extra work will be partially offset by a future \$528.92 reduction in the original bid item SBC Structure, Abandon.

The contractor was directed to remove pavement to facilitate storm sewer work on the north side of the roadway prior to commencement of stage 1 construction work. The advanced storm sewer work facilitated drainage when stage 1 construction work began and was necessary due to SBC conflicts that required changes in the staging of the work. The contractor was then directed to place temporary concrete pavement to maintain traffic over the recently completed drainage work. This extra work is 100 percent funded by the private utility. The extra cost for Pavt. Rem (Special) and Plain Conc Pave. 150 mm, Temp was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The extra costs were deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 1996 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 April 27, 2006, meeting, and is now recommended for approval by the State Administrative Board on May 2, 2006.

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

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

Funding Source: FHWA, 71.31%; State Restricted Trunkline, 14.13%; City of Detroit 13.23%; City of Dearborn, 1.10%; Detroit Edison, 0.13%; SBC Communications, 0.10%.

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

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

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

Selection: Low bid.

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

Zip Code: 48226.

167. **Extra 2006 -55**

Control Section/Job Number:	83033-52691	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras. This project also has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Rieth-Riley Construction Co., Inc. P.O. Box 477 Goshen, IN 46527	
Designed By:	MDOT	
Engineer's Estimate:	\$1,787,591.28	

* Denotes a non-standard contract/amendment

Description of Project:

3.75 miles of access control, intersection and safety improvements, hot mix asphalt resurfacing, and roadside park on US-131 from 6 1/2 Road to Ramsay Road, in Liberty and Fife Lake Townships, Wexford and Grand Traverse Counties.

Administrative Board Approval Date:	April 5, 2005	
Contract Date:	April 12, 2005	
Original Contract Amount:	\$1,550,035.27	
Total of Overruns/Changes (Approved to Date):	(10,206.35)	- 0.66%
Total of Extras/Adjustments (Approved to Date):	54,401.80	+ 3.51%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>180,618.12</u>	<u>+ 11.65%</u>
Revised Total	<u>\$1,774,848.84</u>	+ 14.50%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.85% over the original budget for an **Authorized to Date Amount** of \$1,594,230.72.

Approval of this extra will place the authorized status of the contract 14.50% or \$224,813.57 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 6, 7, 11, 14

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

CM 6		
Earthwork Changes II		<u>\$147,500.00</u>
Total		<u>\$147,500.00</u>
CM 7		
Aggregate Under HMA	2,536.400 Syd @ \$5.00/Syd	\$12,682.00
HMA Approach Special	344.710 Ton @ \$56.50/Ton	<u>\$19,476.12</u>
Total		<u>\$32,158.12</u>
CM 11		
Sidewalk, Conc, 8 inch	150.000 Sft @ \$5.00/Sft	\$750.00
Total		<u>\$750.00</u>
CM 14		
Damaged & Replaced Barricade Lights		<u>\$210.00</u>
Total		<u>\$210.00</u>
Grand Total		<u>\$180,618.12</u>

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

* Denotes a non-standard contract/amendment

CM 6

This project was designed to be constructed with an anticipated 26,500 cubic yards of excavation and 6,000 cubic yards of embankment in the pay item roadway grading. The grading work was anticipated to result in excess material on this project. During construction operations, it was discovered that a topographic survey error was present from the original ground surface photogrammetry. Photogrammetry is used to provide a survey of the existing roadway surface features for designers to begin work on the project design. The error required significant amounts of sand to be trucked to the project site. In an effort to reduce the amount of sand required, the grade of the frontage road was re-designed to reduce grading work. Unfortunately, there were no significant borrow areas found within the project influence that could provide proper embankment materials. A total of 25,564 tons of sand were trucked to the project site for use as embankment material. The extra item Earthwork Changes II was established to create a budgeted amount for the additional embankment required for this project. The final quantities of embankment (sand) will be paid by the square yard as compacted in place. The extra cost for Earthwork Changes II was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index and the additional cost for trucking in regards to the required haul distance and extra fuel costs.

CM 7

This project involved the construction of a new roadside park. The Michigan Department of Natural Resources (MDNR) determined that an existing unofficial boat launch that was part of an existing roadside park was an important access point to maintain to the Manistee River. MDOT considered the existing unofficial boat launch site inadequate due to the existing erosion problems with the riverbank and stream bottom because of the lack of vegetative cover. However, the launch site was the most optimal river access and launch point within 10 miles up or downstream. Therefore, MDOT and the MDNR agreed to design and build a new boat launch access site in a different location with access from the new roadside park. MDOT and the MDNR shared in the cost of this extra work. A memorandum of understanding was issued and an interagency voucher will be processed with MDOT for the MDNR portion of this work. The pay item HMA Approach Special is 100 percent funded with State Restricted Trunkline funds. The pay item Aggregate Under HMA is funded with 41 percent MDNR funds and 59 percent State Restricted Trunkline funds. The extra cost for Aggregate Under HMA and HMA Approach Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar work on other region projects.

CM 11

The extra work item Sidewalk, Conc, 8 inch was established on a previous contract modification. This increase will adjust the previously authorized quantity to the current as-constructed quantity.

The contractor was directed to place thickened sidewalk concrete at the water well area at the roadside park. The thicker concrete will accommodate truck traffic servicing the water well. The extra cost for Sidewalk, Conc, 8 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar project bid items.

CM 14

Section 812.04.A.5 of the 2003 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15.00 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device that the light is mounted to and does not exceed \$15.00 per light. The lights on traffic barricades are used to control traffic in the work zone. These lights are sometimes damaged by passing motorists. The extra, Damaged & Replaced Barricade Lights, will reimburse the contractor for damaged lights at the maximum rate of \$15.00 per light, as the traffic control device unit cost was over \$15.00.

Section 103.04 – 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 April 27, 2006, meeting, and are now recommended for approval by the State Administrative Board on May 2, 2006.

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

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

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15% (see above for specific pay item funding).

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

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

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

Selection: Low bid.

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

Zip Code: 49633.

168. **Extra 2006 -56**

Control Section/Job Number: 82022-45686A MDOT Project

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

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras. This project also has an extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.

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

Designed By: Alfred Benesch & Company
Engineer's Estimate: \$55,787,287.39

* Denotes a non-standard contract/amendment

Description of Project:

4.20 miles of freeway reconstruction, realignment, interchange reconstruction, concrete pavement, shoulders, and bridge replacements on I-94, Pelham Road to Beech Daly Road, over US-24 and Pelham Road, under Ecorse Road and Norfolk Southern Railroad, and on US-24, Ecorse Road to Van Born Road, in the cities of Taylor, Dearborn Heights and Allen Park, Wayne County.

Administrative Board Approval Date:	March 2, 2004	
Contract Date:	March 29, 2004	
Original Contract Amount:	\$56,869,331.33	
Total of Overruns/Changes (Approved to Date):	77,026.63	+ 0.14%
Total of Extras/Adjustments (Approved to Date):	9,527,006.74	+ 16.75%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>1,299,466.57</u>	<u>+ 2.29%</u>
Revised Total	<u>\$67,772,831.27</u>	+ 19.18%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 16.89% over the original budget for an **Authorized to Date Amount** of \$66,473,364.70.

Approval of this extra will place the authorized status of the contract 19.18% or \$10,903,499.94 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-69	5 r.13, 15 r.5, 16 r.15,17 r.2, 18, 19, 21	\$6,423,193.19	10/05/04
2005-18	23 r. 7, 24 r. 29	\$244,098.50	02/01/05
2005-39	28 r. 9, 29 r. 6, 31 r. 11, 32 r. 4, 33 r. 7	\$669,703.84	04/05/05
2005-64	36	\$862,094.22	06/07/05
2005-103	39 r. 3, 41	\$740,342.70	09/06/05
2005-142	44	\$597,587.26	12/06/05

Contract Modification Number(s): 45 r. 1, 46, 48, 49

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

* Denotes a non-standard contract/amendment

CM 45

F.A. Foundation Clean Out From May Rains
 S-13 & S-14 Foundation Excavations
 \$15,362.74

Subgrade Undercutting 1-3" CC	471.920 Cyd @ \$25.75/Cyd	12,151.94
Culvert End Section Bar Grates	377.000 Lb @ \$2.25/Lb	848.25
Remove Curb or Curb & Gutter	1,251.400 Ft @ \$7.00/Ft	8,759.80
HMA Quality Assurance Testing	1,500.650 Ton @ \$2.12/Ton	3,181.38
Joint, Contraction, Cp (VECP Adjusted Price Item)	4,169.600 Ft @ \$14.61/Ft	60,917.86
Pavt Joint and Crack Repr, Det 7	47.000 Ft @ \$6.68/Ft	313.96
Sewer Bulkhead, 24 inch	3.000 Ea @ \$275.00/Ea	825.00
Sodding	1,440.190 Syd @ \$3.50/Syd	5,040.67
Topsoil Surface, Furn, 3 inch	1,393.390 Syd @ \$2.00/Syd	2,786.78
F.A. Misc. Items		28,714.67
F.A. Misc. Bridge Item		10,040.64
F.A. Watermain Relocation and Adjustment		28,804.20
F.A. Fire Hydrant Relocation		6,029.57
F.A. Additional Sewer Cleaning		2,743.31
Pelham – Beam Deck Pour Supports		9,941.94
Magnetometer Launcher Kit	20.000 Ea @ \$238.60/Ea	4,772.00
Hanger Tensioning Jack		39,301.14
Conc Pavt, Misc, Reinf, 10 inch	784.440 Syd @ \$43.45/Syd	34,083.92
Culv, Cl D, 24 inch	371.000 Ft @ \$60.00/Ft	22,260.00
Total		<u>\$296,879.77</u>

CM 46

I-94/US-24 Traffic Control Inc. per Extension of Time No. 4		<u>\$218,867.43</u>
Total		<u>\$218,867.43</u>

CM 48

FA – X-02 Emergency Substructure Repairs		<u>\$500,000.00</u>
Total		<u>\$500,000.00</u>

CM 49

Ecorse Road Utility Delay – Fiber Optic Line		\$117,337.69
Ecorse Road Utility Delay – Gas Line		<u>166,381.68</u>
Total		<u>\$283,719.37</u>

Grand Total **\$1,299,466.57**

Reason(s) for Extra(s)/Adjustment(s):**CM 45**

The extra work items F.A. Foundation Clean Out From May Rains S-13 & S-14 Foundation Excavations; Subgrade Undercutting 1-3" CC; Culvert End Section Bar Grates; Remove Curb or Curb & Gutter; HMA Quality Assurance Testing; Joint, Contraction, Cp (VECP Adjusted Price Item); Pavt Joint and Crack Repr, Det 7; Sewer Bulkhead, 24 inch; Sodding; and Topsoil

* Denotes a non-standard contract/amendment

Surface, Furn, 3 inch were established on previous contract modifications. These increases will adjust the previously authorized quantities to the current as-constructed quantities.

The extra item F.A. Foundation Clean Out from May Rains S-13 & S-14 Foundation Excavations was previously established to set up a budget for cleanup work associated with the heavy rainfalls in May of 2004. The sewer system had not been completed and surface runoff water from the sewer system overflowed into the bridge foundation excavations. In order to keep the project on time, the contractor was directed to remove the excess water. The force account work has been documented and reviewed. The cost for F.A. Foundation Clean Out from May Rains S-13 & S-14 Foundation Excavations is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The underlying soil at several locations within the project limits was unsuitable for roadway construction. An adjacent I-94 project had similar soil conditions and a modified crushed concrete undercut was designed, implemented, and constructed successfully to bridge the poor soils. The contractor was directed to undercut the clay soil within the areas of unsuitable soils. The crushed concrete backfill material provides a solid base for new concrete to be placed where the existing soil has a high water content. The crushed concrete material has performed better than the traditional backfill material when the weather has affected the moisture of the road grade. The cost for Subgrade Undercutting 1-3" CC was negotiated per section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to the adjacent I-94 construction project with similar soil conditions.

The contractor was directed to place safety bar grates on the end sections of several culverts. These bar grates prevent vehicles from making direct impact into the culvert end section and prevent more serious accidents from errant vehicles leaving the roadway by allowing a transition down the face of the bar grate. The extra cost for Culvert End Section Bar Grates was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar work in MDOT's Average Unit Price Index.

The staging plans depicted the placement of a temporary asphalt widening area to be constructed along the outside lanes of US-24. The existing curb and gutter in this area conflicted with the proposed work. The curb and gutter was removed to allow the placement of the temporary asphalt widening. This work was accidentally omitted from the project staging plans and was necessary for curb and gutter removal on northbound and southbound US-24 between the Ecorse Road ramps. The extra cost for Remove Curb or Curb & Gutter was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and was deemed reasonable when compared to similar bid items.

The work item HMA Quality Assurance Testing is included as a pay item in the contract Special Provision for Furnishing and Placing Marshall HMA Mixture (with Sampling Behind the Paver). The work item was inadvertently omitted from the original bid items in the contract. Additional testing was required as additional asphalt material was necessary to build the project per the plans and specifications. The extra cost for HMA Quality Assurance Testing was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

In accordance with the Special Provision for Value Engineering Change Proposal contained in the proposal, the contractor submitted a proposal to change the material used to seal concrete joints. The request was for the substitution of hot poured rubber in lieu of the planned neoprene sealant. The proposal was accepted and reduced the overall cost to the project on a previous

* Denotes a non-standard contract/amendment

contract modification. The extra cost for Joint, Contraction, Cp (VECP Adjusted Price Item) was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

The project requires maintaining traffic on the existing roadway until final paving. During this time, additional asphalt repairs were necessary to safely maintain traffic. The previously established extra item, Pavt Joint and Crack Repr, Det 7, is being increased to account for these additional repairs. The extra cost for Pavt Joint and Crack Repr, Det 7 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

Staging changes and a non-operational pump station caused several drainage modifications. The drainage modifications were completed to optimize the existing sewers and drainage ditches that were available during construction operations. The proposed and existing interchange drainage systems were modified to allow runoff water to be routed to the proper drainage location while the remaining drainage system was being constructed.

Several existing culverts were found to be abandoned. The abandoned culverts were discharging residual water into the new water main pipe as it was being constructed. The contractor was directed to bulkhead the culvert to prevent infiltration into the water main. The extra cost for Sewer Bulkhead, 24 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar project bid costs.

Several areas were required to be restored to the original condition, which was grass sod in nature. These areas were restored with sodding material and related items. Additionally, the sodding provided soil erosion protection for areas that required immediate restoration and for late season work. Fertilizer and topsoil were necessary for preparation of the ground prior to placement of the sod, and were necessary in areas for general slope restoration. The extra cost for Sodding and Topsoil Surface, Furn, 3 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to MDOT's Average Unit Price Index.

The following extra work items are newly established on this contractor modification.

The contractor was directed to place an additional two feet of concrete pavement in the median of US-24. The additional two feet provided wider travel lanes for the motoring public during staged construction, and a large buffer zone between the motoring public and the construction workers, thus increasing work zone safety. The widened median lane required the contractor to adjust the previously placed drainage structures to align with the new location of the roadway curb. Additional surveying and excavation work was also required in order to install the drainage structures. This work was accounted for with miscellaneous force accounts. The extra cost for F.A. Misc. Items is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The contractor was directed to complete three repair operations in relation to the X-02 bridge structure. The first repair was to the existing deck drain, as it had failed. The second operation was the removal of the existing sheeting that was not shown on the plans, but was in conflict with the proposed curbing and roadway section. The third operation was the removal of the existing wing wall footing, as it was in conflict with the proposed roadway. The extra cost for

* Denotes a non-standard contract/amendment

F.A. Misc. Bridge Item is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The proposed water main was installed using jack bore methods in 2004. The jack bore casings went underneath the proposed I-94 freeway, the existing westbound I-94, and Ramp D. When construction began in 2005 on Ramp D, it was discovered that the water main had been placed (per the City of Taylor's plans) at an elevation above the proposed pavement. The contractor was directed to lower the existing 12 inch water main that was placed in 2004 to a grade below the proposed pavement. The lowering was accomplished with 45 degree bends and additional water main. This extra work is 100 percent funded by the local agency. The extra cost for F.A. Watermain Relocation and Adjustment is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The contractor was directed to relocate the damaged fire hydrant on the corner of US-24 and Van Born Road. The hydrant was damaged by the turning movements of truck traffic from eastbound Van Born Road to southbound US-24. A right turn lane was added at this location by Wayne County in 2003. This extra work is 100 percent funded by the local agency. The extra cost for F.A. Fire Hydrant Relocation is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The contractor was directed to provide additional cleaning services on newly placed sewers that were unable to fully drain due to the delay in the new pump station startup. The contractor was directed to combine the existing and proposed sewer lines in order that the roadways remain clear of water. The combination of the sewer lines required additional pumping and cleaning as they were at different invert elevations. This was a staging issue and not due to the contractors schedule. The existing sewer system conditions caused sediment to flow into the new sewer system. Furthermore, the new sewers became blocked with silt after the 2004 localized flooding and required the additional cleaning. The extra cost for F.A. Additional Sewer Cleaning is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The I-94 structures over Pelham Road were widened toward the median of I-94 in 2004. The widened portion of the deck was constructed with new structural steel that was installed next to the existing steel bridge beams. The median portions of the I-94 structures were poured during stage 1. The engineer noticed significant beam deflections during the deck pour sequence. The deflections brought up concerns during the stage 2 construction when the concrete load was placed on the existing beams. Based on the design plan revision, the haunch thickness increased from stage 1 to stage 2. It was thought that the increase in dead load might increase the beam deflection during the deck pour sequence while the concrete was in a plastic state. To prevent additional deflections and rotation during the pouring sequence, the contractor was directed to install temporary lateral cross-bracing. The temporary cross braces provided additional support during the deck pouring sequence by dispersing the load to adjacent beams that incorporated the support of the cured bridge deck. The extra cost for Pelham – Beam Deck Pour Supports was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar original bid items.

The project plans require a magnetometer be installed every 1/3 of a mile between the existing magnetometers located at Beech Daly Road, Telegraph Road, and Monroe Street. Magnetometers are integrated with the intelligent transportation system within Wayne County. The magnetometers provide real time traffic information as to the number of vehicles per lane as well as the speed of the vehicles traveling on the roadway system. A magnetometer launcher kit is a mechanical system that is used to install the magnetometer electrical system into the conduit under the pavement. The magnetometer launcher will pull the electrical wire through the conduit system. The magnetometer launcher kit also serves as a filter to prevent debris from entering the conduit. The kit will protect the integrity of the magnetometer loop transmission wiring. These kits were inadvertently omitted from the original bid items during the design phase. The extra cost for Magnetometer Launcher Kit was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with industry standard costs and similar costs on region projects.

The Structure Maintenance Section in the Maintenance Support Area requested that the project office purchase the hydraulic jacks that were designed and constructed specifically for the hanger adjustment on the arch bridge. The arch structure has hangers (cables) that are suspended from the arch and then connected to transverse beams, which support the concrete deck that carries I-94 over US-24. Specific locations of the arch and the hangers are permitted to carry certain amounts of load. The hydraulic jack monitors the tension force in the cable and adjusts the transverse beams to a vertical elevation, which increases or decreases the tension force in that specific hanger strand. The hydraulic jacks will also be used for future maintenance for adjusting the tension forces in the arches when future wearing surfaces are added to the bridge deck. The extra item Hanger Tensioning Jack will establish an extra cost for this work. This extra work is funded with 100 percent state funds. The extra cost for Hanger Tensioning Jack has been negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to fabrication invoices and original bid costs.

A reinforced concrete paving item is being established to compensate the contractor for bridge approach paving work at US-24 and the Ecorse Road bridge. This work was originally established during the design phase as non-reinforced concrete, but per MDOT standard plans should have been established as a reinforced concrete section of approach pavement. The extra cost for Conc Pavt, Misc, Reinf, 10 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar original bid items. This extra work will be partially offset by a future \$24,000.00 reduction in the original bid item Conc Pavt, Misc, Non-Reinf, 10 inch.

The contractor was directed to modify the slope stake line along the right shoulder of westbound I-94 from a cut section to a fill section to accommodate a future sound wall project. The construction of the earth berm caused a need for extended culverts under I-94. The earth berm also increased the dead load on the culvert pipes and consequently the class of the culvert pipe had to be upgraded to accommodate the additional dead load. The extra cost for Culv, CI D, 24 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to MDOT's Average Unit Price Index.

CM 46

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 363 days without the assessment of liquidated damages. Several traffic control devices were required during the extended time frame. A contract adjustment was calculated per the specification section listed above. Therefore, the cost for I-94/US-24 Traffic Control Inc. per Extension of Time No. 4 was determined to be a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

CM 48

The contractor was directed to perform emergency substructure repairs to the X-02 Norfolk Southern Railroad bridge. The section of the railroad bridge that needed emergency repairs was within MDOT's jurisdiction of maintenance for the portion along southbound US-24 (Telegraph Road). The bridge structure carries two active railroad tracks for Norfolk Southern Railroad.

The project had original bid items to perform small surface scaling and concrete patch work on the X-02 bridge structure. When surface repair work began on the west abutment, the field inspector notified the engineer of two large cracks located in the west abutment underneath three of the four bearings for the structure. The engineer suspended the patch repair work until the region bridge engineer and associated inspectors could advise the project office on a course of action.

The bridge engineer requested the contract designers to design and develop temporary supports and plans for reconstruction of the abutment face, and replacement of all four bearings on the west abutment. The contractor will be directed to complete these repairs when the design is completed. The repairs are necessary because the current condition of the abutment has reduced the structural design load capacity of the abutment. In conjunction with the structural integrity of the bridge, the urgent repairs are also necessary because the railroad traffic speed has been significantly reduced due to the condition of the structure. The tracks are considered very active and the reduced operating speed is impacting the volume of train traffic on the rail line.

The extra FA – X-02 Emergency Substructure Repairs will establish a budgeted amount for force account work related to repairs to the structure as described above. The contractor will be compensated for all repair work based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 49

The Ecorse Road bridge was constructed using stage construction methods. The center line of the existing structure served as the stage point of reconstruction. Stage 1 was to remove the northern half of the structure so reconstruction can begin while the southern half was used to maintain two-way traffic. The reconstruction work was impacted by a conflict with a fiber optic line running parallel to the existing east abutment. The east abutment could not be removed due to the close proximity of the utility. Therefore, the contractor was unable to proceed with the removal work and part width construction operations. The contractor was not permitted to proceed until the utility line had been relocated outside of the construction influence. Recovery costs are being pursued with the private utility company. The contractor requested compensation for idle equipment during the delay period. The project office approved the request and processed payment for 91 days of idle equipment. This extra work is funded with State Restricted Trunkline funds and City of Taylor funds. The extra cost for Ecorse Road Utility Delay – Fiber Optic Line is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Stage 1 reconstruction of the northern half of the bridge was completed once the fiber optic utility was relocated and work was permitted to be completed by part width construction methods on the east abutment. Stage 2 construction began with directional traffic being maintained on the northern half of the structure and the southern half of the structure was then removed. As shown on the plans, a gas line was running parallel to the center line of the bridge just south of the proposed construction limits. The gas line, as shown on the plans, made a dogleg turn at the corner of the proposed west abutment footing. Construction of the proposed footing could not be completed due to the close proximity of the gas line. The engineer directed the contractor to suspend operations until a resolution could be determined. After further discussion with the utility company, a relocation of the line would take approximately 6 months. The engineer requested the bridge designers to re-design the wing walls of the structure to eliminate the conflict with the gas line. The time delay to resolve these issues was no fault of the contractor. Recovery costs are not being pursued with the private utility company. This utility conflict was brought to the attention of the utilities engineer during the design phase where it was inadvertently not resolved. The contractor requested compensation for idle equipment during the delay period. The project office approved the request and processed payment for 76 days of idle equipment. The extra cost for Ecorse Road Utility Delay – Gas Line is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

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

These extras were recommended for approval by the State Transportation Commission at its April 27, 2006, meeting, and are now recommended for approval by the State Administrative Board on May 2, 2006.

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

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

Funding Source: FHWA, 90%; State Restricted Trunkline, 8.92%, City of Allen Park, 0.01%; City of Taylor, 1.07% (see above for specific pay item funding).

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

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

* Denotes a non-standard contract/amendment

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48101, 48125, 48180.

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

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of March 30, 2006.

Respectfully submitted,

Kirk T. Steudle
Director

SPECIAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

Special T&NR Meeting: May 2, 2006 – Lake Ontario Room,
3rd Floor, Michigan Library and Historical Center, 10:50 AM
State Administrative Board Meeting: May 2, 2006 – Lake Ontario Room,
3rd Floor, Michigan Library and Historical Center, 11:00 AM

CONTRACT

1. HIGHWAYS - Cost Participation for Local Agency Contract

Contract (2006-5064) between MDOT and City of Ferndale will provide for participation in the design and construction under contract by the City of the following improvements:

Study and implementation of pedestrian safety and traffic calming measures along Highway M-1 (Woodward Avenue), a Michigan Heritage Route, in the vicinity of Nine Mile Road.

Estimated Funds:

Federal Highway Administration Funds	\$172,988
City of Ferndale Funds	\$ 0
Total Funds	<u>\$172,988</u>

RR 63999 – 80369; Oakland County
No Letting

Purpose/Business Case: This project is undertaken under Section 1221 of the Transportation Equity Act for the 21st Century, which provides funding through the Transportation and Community and System Preservation Pilot (TCSP) program. The project will provide safety, traffic operation and aesthetic improvements to a heavily traveled state trunkline highway and designated Michigan Heritage Route and National Byway. Partnering with the City of Ferndale to complete this project will allow coordination of required activities for the benefit of the motoring public.

Benefit: Will provide for increased safety, enhanced traffic operations, and aesthetic improvements with no state funds used.

Funding Source: TCSP Funds.

Commitment Level : 100% federal, up to \$172,988.

Risk Assessment: The authorized funds are not available to any other project. Funds will be reallocated to other states if this project is not approved.

Cost Reduction: The cost of this project is specific to the scope of work, as awarded, at this location only and will not exceed the amount of \$172,988.

Selection: N/A.

New Project Identification: Improvement to existing roadway.

Zip Code: 48220.

* Denotes a non-standard contract/amendment

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

The approval by the State Administrative Board of this contract does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contract described in this agenda and authorize its award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of March 30, 2006.

Respectfully submitted,

Kirk T. Steudle
Director