

# AGENDA

## DEPARTMENT OF TRANSPORTATION

### TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

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

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This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

#### SUBCONTRACTS

1.	<b>S. A. Torello, Inc.</b>	<b>Low Bid:</b>	<b>\$46,916</b>
	<b>3500 Dove Road</b>	<b>Optional 1<sup>st</sup> Year:</b>	<b>\$46,916</b>
	<b>Port Huron, MI 48060</b>	<b>Optional 2<sup>nd</sup> Year:</b>	<b>\$46,916</b>

#### **Description of Work: Night Patrol Services**

Approval is requested to authorize the St. Clair County Road Commission to award the first optional year of a subcontract for night patrol services for the state trunkline system within St. Clair County for the 2006-2007 winter season. The one-year subcontract with two optional years was awarded to the low bidder and approved by the State Administrative Board on December 5, 2005. The subcontract will be in effect from the date of award through May 1, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for night patrol services for the state trunkline system in St. Clair County for the 2006-2007 winter season.

**Benefit:** Will provide for safer highways.

**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 night patrol services will provide for safer trunklines by identifying possible hazardous road conditions.

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

**Selection:** Low bid.

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

**Zip Code:** 48060.

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|----|--|-----------------|-----------------|
| 2. | <b>Fahrner Asphalt Sealers</b><br><b>2800 Mecca Drive</b><br><b>Plover, MI 54467</b> | <b>Low Bid:</b> | <b>\$60,000</b> |
|----|--|-----------------|-----------------|

**Description of Work: Concrete Surface Repair**

Approval is requested to authorize the Ionia County Road Commission to award a subcontract for concrete surface repair work on M-66 in the city of Ionia. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To improve the safety on the road by repairing concrete on M-66 in the city of Ionia.

**Benefit:** Will provide for a safer driving surface.

**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 road is in need of repair to provide for a safer driving surface.

**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:** 54467.

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|----|--|-----------------------------|-----------------|
| 3. | <b>Fenstermacker Asphalt, LLC</b><br><b>18573 Northland Drive</b><br><b>Big Rapids, MI 49307</b> | <b>Low Bid:</b>             | <b>\$38,125</b> |
|    |  | <b>Engineer's Estimate:</b> | <b>\$40,639</b> |
|    |  | <b>Over / Under:</b>        | <b>-6.2%</b>    |

**Description of Work: Repair of Park and Ride Lots**

Approval is requested to authorize the Mecosta County Road Commission to award a subcontract for repair of the park and ride lots adjacent to US-131 in Mecosta County. The project was advertised, and three bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To improve the safety of the parking lots adjacent to US-131 in Mecosta County.

**Benefit:** Will provide for a safer driving surface.

**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 repair of the park and ride will provide a safer place for people who carpool to leave their vehicles for the day.

**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:** 49307.

\* Denotes a non-standard contract/amendment

4.	<b>Rieth Riley Construction Company</b> <b>P.O. Box 1173</b> <b>Big Rapids, MI 49307</b>	<b>Low Bid:</b> <b>Engineer's Estimate:</b> <b>Over/Under:</b>	<b>\$40,000</b> <b>\$43,194</b> <b>-7.4%</b>
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**Description of Work: Hot Mix Asphalt Shoulder Paving**

Approval is requested to authorize the Mecosta County Road Commission to award a subcontract for hot mix asphalt shoulder paving near Paris on Old US-131 in Mecosta County. The project was advertised, and one bid was received. The subcontract will be in effect from the date of award through September 30, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To improve the road condition by performing hot mix asphalt shoulder paving near Paris on Old US-131 in Mecosta County.

**Benefit:** Will provide for a reduction in annual maintenance costs and a safer driving surface.

**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 shoulder is in need of repair to make the road smoother and safer. Further deterioration of the shoulder will increase the annual maintenance costs.

**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:** 49307.

**CONTRACTS**

5. HIGHWAYS (Real Estate) – Resolution “A” (Excess Property Easement)  
Tract 1068, Control Section 50014, Parcel 721, Part D

The subject tract is located in the city of Sterling Heights, Macomb County, Michigan, and contains approximately 0.27 acres. The subject tract was previously right-of-way for the Mound Road connector project. The project was never built, and MDOT is in the process of selling the excess property. Consumers Energy has a gas main on the excess property MDOT is intending to sell. MDOT is required to grant an easement to the utility based on Act 12 of 1925, which states that MDOT must protect a utility's rights when selling property. The easement is being transferred to Consumers Energy. The transaction was approved by Patrick Scarlett, Supervisor, Excess Property Unit, Real Estate Division, on August 2, 2006. The tract was not offered to the local municipalities because it is an easement. The tract was determined to be excess by the Bureau of Highways - Development.

\$0

**Purpose/Business Case:** The purpose of granting an easement across MDOT-owned excess property is to allow state agencies, local units of government, or private entities the use of state property while the integrity of the infrastructure is maintained.

**Benefit:** MDOT benefits by allowing the use of a tract of excess property without that use affecting the functionality of the infrastructure.

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

**Commitment Level:** Easements across MDOT-owned excess property are appraised to determine fair market value. The sale price or exchange value of an easement is based on that appraised value.

**Risk Assessment:** Easements are utilized in situations in which MDOT will retain fee ownership while addressing a specific real estate need.

**Cost Reduction:** N/A - revenue generating.

**Selection:** N/A.

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

**Zip Code:** 48304.

6. HIGHWAYS (Real Estate) – Resolution “B” (Sale to Abutting Owner)  
Tract 1049, Control Section 23063, Parcel 337, Part B, Parcel 338, Part A

The subject tract is located in the township of Windsor, Eaton County, Michigan, and contains approximately 0.47 acres. The tract is undersized and will not qualify for individual use. The highest and best use is assemblage with the abutting land. The tract was appraised by Tom Urynowicz, University Region Property Analyst, on May 8, 2006, at \$2,400 and reviewed by Scott Goeman, University Region Property Analyst, on May 9, 2006, at the amount of \$2,400. The appraised tract was approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Real Estate Division, on August 14, 2006, for the amount of \$2,400. The sole abutting owner, Canadian National Railway/St. Clair Tunnel Company, has submitted an application to purchase and agreement of sale and a check in the amount of \$2,400, which represents payment in full. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

\$2,400

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

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

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

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48821.

7. HIGHWAYS (Real Estate) – Resolution “C” (Direct Sale to Local Municipality)  
 Tract 437, Control Section 36022, Parcel 1X, Part B

The subject tract is located in the township of Crystal Falls, Iron County, Michigan, and contains approximately 1.45 acres. The tract was appraised by Steve Douglas, Superior Region Real Estate Agent, on August 1, 2006, at \$6,380. The appraised tract was approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on August 28, 2006, for the amount of \$6,380. The Township of Crystal Falls has submitted an application to purchase and agreement of sale and a check in the amount of \$1,276, which represents a 20 percent bid deposit. The tract is being conveyed with a 10-year reversionary clause restricting the property to a public use. The tract was offered to the local municipalities per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

\$6,380

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

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

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

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49920.

8. \*AERONAUTICS AND FREIGHT (Aeronautics) - Increase Services and Amount

Amendatory Contract (2005-0221/A2) between MDOT and R. W. Armstrong & Associates, Inc., will add construction engineering services to the project and will increase the contract amount by \$39,230. The original contract provides for the performance of design engineering services for the installation of new fencing, the design of runway safety area improvements, the grooving and remarking of runway 18-36, the installation of obstruction lighting on two t-hangars, and the selection of the type of decorative fencing to be installed at the Canton-Plymouth-Mettetal Airport in Plymouth, Michigan. The contract term remains unchanged, May 9, 2005, through May 8, 2008. The revised contract amount will be \$66,860. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$24,170	\$31,384	\$55,554
State Restricted Aeronautics Funds	<u>\$ 3,460</u>	<u>\$ 7,846</u>	<u>\$11,306</u>
Total	<u>\$27,630</u>	<u>\$39,230</u>	<u>\$66,860</u>

**Purpose/Business Case:** To add construction engineering services to the project and increase the contract amount by \$39,230. The project will include construction administration for the constructing, marking, and lighting two taxiway connectors and the hold apron to runway 18; the installation of fencing along Joy Road and Lilley Road and of security fencing around the detention pond; the grooving and remarking of runway 18-36; the installation of obstruction lighting on two t-hangars; and the installation of decorative fencing.

\* Denotes a non-standard contract/amendment

**Benefit:** Will ensure that the construction is completed in accordance with federal and state regulations and specifications.

**Funding Source:** Federal Aviation Administration Funds - \$55,554; State Restricted Aeronautics Funds - \$11,306; Contract Total - \$66,860.

**Commitment Level:** The contract is based on a lump sum with fixed costs.

**Risk Assessment:** The risks of not awarding this amendment are the loss of federal funding for this project and noncompliance with FAA standards and regulations.

**Cost Reduction:** The costs for the project were negotiated for further cost reductions.

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

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

**Zip Code:** 48187.

9. AERONAUTICS AND FREIGHT (Aeronautics) - Time Extension

Amendatory Contract (2005-0493/A1) between MDOT and the Emmet County Board of Commissioners will extend the contract term by six months to provide sufficient time for the airport sponsor to complete the educational and promotional activities. Over the past year, airline services at the Pellston Regional Airport have suffered from financial and labor issues, resulting in a reduced number of available seats. The airport felt it inappropriate to advertise for seats that might be unavailable. However, the airlines anticipate better service levels for this fall, so the airport would like to resume airport promotions. The original contract provides for a grant under the Air Service Program for the improvement of community awareness of available air service and airport facilities at the Pellston Regional Airport in Pellston, Michigan. The revised contract term will be October 19, 2005, through April 18, 2007. The contract amount remains unchanged at \$27,778. Source of Funds: State Restricted Aeronautics Funds - \$25,000; Emmet County Funds - \$2,778.

**Purpose/Business Case:** To extend the contract term by six months to provide sufficient time for the airport sponsor to complete the educational activities necessary to provide improved community awareness of available air passenger and cargo services. Over the past year, airline services at Pellston have suffered both financial and labor issues, which resulted in a reduced number of seats available to the airport. Due to the lack of seats, the airport felt that advertising to bring in more people for unavailable seats was not appropriate. However, the airlines have indicated that the worst is over and that service levels this fall will be better. The airport would like to begin airport promotions again.

**Benefit:** Will provide increased community awareness of available services, increased involvement with service organizations and local businesses, and increased potential for the attraction of new business and/or industry to the area.

**Funding Source:** State Restricted Aeronautics Funds - \$25,000; Emmet County Funds - \$2,778; Contract Total - \$27,778.

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

**Risk Assessment:** The risks of not awarding the amendment are a possible decline in air service to the area and reduced economic benefits.

**Cost Reduction:** There is no increase in funding.

**Selection:** N/A.

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

**Zip Code:** 49769.

10. AERONAUTICS AND FREIGHT (Aeronautics) - Time Extension

Amendatory Contract (2005-0495/A1) between MDOT and the Gogebic County Board of Commissioners will extend the contract term by six months to provide sufficient time for the airport sponsor to complete the educational and promotional activities. The implementation of the airport awareness plan has been delayed because of recent changes in airport staff and marketing committee members while the new staff learns the job responsibilities. The original contract provides for a grant under the Air Service Program for the improvement of community awareness of available air service and airport facilities at the Gogebic-Iron County Airport in Ironwood, Michigan. The revised contract term will be October 4, 2005, through April 3, 2007. The contract amount remains unchanged at \$27,778. Source of Funds: State Restricted Aeronautics Funds - \$25,000; Gogebic County Funds - \$2,778.

**Purpose/Business Case:** To extend the contract term by six months to provide sufficient time for the airport sponsor to complete the educational activities necessary to provide improved community awareness of available air passenger and cargo services. Due to recent changes in airport staff and marketing committee members, the implementation of the airport awareness activity plan has been delayed as the new staff learns the job responsibilities.

**Benefit:** Will provide increased community awareness of available services, increased involvement with service organizations and local businesses, and increased potential for the attraction of new business and/or industry to the area.

**Funding Source:** State Restricted Aeronautics Funds - \$25,000; Gogebic County Funds - \$2,778; Contract Total - \$27,778.

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

**Risk Assessment:** The risks of not awarding the amendment are a possible decline in air service to the area and reduced economic benefits.

**Cost Reduction:** There is no increase in funding.

**Selection:** N/A.

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

**Zip Code:** 49938.

11. \*AERONAUTICS AND FREIGHT (Aeronautics) - Wetland Mitigation Bank Credits  
 Contract (2006-0606) between MDOT and David Iott will provide federal and state grant funds for the purchase of 56.2 acres of wetland mitigation bank credits, which will be used to fulfill the obligation to the Michigan Department of Environmental Quality (MDEQ) for wetland mitigation at Michigan airports. The contract will be in effect from the date of award through six months to provide sufficient time for the purchase of the wetland acreage. The seller will reserve the wetland mitigation bank credits in perpetuity. The estimated project amount will be \$1,405,000. Source of Funds: Federal Aviation Administration (FAA) Funds - \$1,124,000; State Restricted Aeronautics Funds - \$281,000.

MDOT Wetland Mitigation Site Cost Details \*:

<u>Site Name</u>	<u>Job No.</u>	<u>Construction</u>	<u>Right-of- Way/Land</u>	<u>Design</u>	<u>Total Costs**</u>	<u>Acreage</u>	<u>Cost per Acre</u>
Shiawassee River Bank	72911	\$1,221,800	\$508,970	\$102,440	\$1,833,210	102.5	\$ 17,885
Fish Farm	56066	\$ 250,000	\$558,792	\$ 20,000	\$ 828,792	7.0	\$118,399
Macatawa Bank	72669	\$ 860,000	\$140,000	\$ 82,508	\$1,082,508	18.0	\$ 60,140
M-59	72703	\$ 747,603	\$611,887	\$132,104	\$1,491,594	35.0	\$ 42,617
US-12 Saline	74079	\$ 660,000	\$469,203	\$ 84,703	\$1,213,906	16.7	\$ 72,689
100 <sup>th</sup> Street Bank	77893	\$ 395,000	\$201,052	\$100,000	\$ 696,052	25.0	\$ 27,843
Newberry	79442	\$ 390,000	\$ 28,366	\$ 84,827	\$ 503,193	10.0	\$ 50,320

\*This chart is provided for comparison purposes only; it does not include this project.

\*\*Total costs do not include monitoring or long-term management, which conservatively averages about \$300 an acre.

**Purpose/Business Case:** To provide for the purchase of wetland mitigation bank credits that will be used to fulfill MDEQ's wetland mitigation obligation. Mr. Iott has constructed 60 acres of wetland at the Parma Bank site. MDEQ has approved Mr. Iott to sell the acreage as credits to entities that need to mitigate for wetland impacts. Currently, three airport projects require wetland mitigation. Two of the projects (Jackson and Battle Creek) are large expansion projects currently in the early design phase that will require wetland fill totaling 54 acres. The third project (Ionia) is an expansion project that was constructed several years ago. The expansion resulted in wetland fill, some of which Ionia successfully mitigated. However, due to issues with a land use agreement, Ionia is unable to mitigate enough to meet MDEQ requirements and still owes 3.2 acres of wetland mitigation. The Parma Wetland Mitigation Bank site has a sufficient number of wetland acreage credits available to satisfy the mitigation needs of the three airport projects (a total of 56.2 acres) at a cost of \$25,000 per acre. MDOT has compared this cost to costs associated with designing and building its own wetland sites and has determined that the Parma Bank site costs are significantly less in most cases, as indicated in the chart. This cost comparison does not take into account the risks associated with MDOT constructing wetlands. MDOT could build wetlands that MDEQ does not find approvable. Mr. Iott's wetlands have already been approved by MDEQ, thus eliminating that risk. Purchasing the wetland bank credits is the least costly option.

**Benefit:** Will provide a significant cost savings to MDOT, will satisfy the requirements of MDEQ, thereby eliminating the risks associated with constructing wetlands, and will expedite projects.

**Funding Source:** Federal Aviation Administration Funds - \$1,124,000; State Restricted Aeronautics Funds - \$281,000; Contract Total - \$1,405,000.

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

**Risk Assessment:** The risk of not awarding the contract is increased cost to the state, increased risks associated with constructing wetlands, and delayed projects.

**Cost Reduction:** The project was reviewed by MDOT personnel for appropriateness and further cost reductions. The contract represents an opportunity for cost savings on the design and construction of mitigated wetlands.  
**Selection:** N/A.  
**New Project Identification:** This is a new project.  
**Zip Code:** 48909.

12. AERONAUTICS AND FREIGHT (Aeronautics) - Purchase Equipment and Construct Building  
Contract (2006-0607) between MDOT and Mayfield Township will provide federal and state grant funds for the purchase of snow removal equipment (SRE) and for the design and construction of a building to store the SRE at the Dupont-Lapeer Airport in Lapeer, 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 \$220,000. Source of Funds: FAA Funds (via block grant) - \$176,000; State Restricted Aeronautics Funds - \$38,500; Mayfield Township Funds - \$5,500.

**Purpose/Business Case:** Will provide for the purchase of SRE and for the design and construction of a building to store the equipment.  
**Benefit:** Will allow the airport to remove snow efficiently and to remain open regardless of the season. The SRE building will provide a place to store and maintain the SRE when it is not being used.  
**Funding Source:** FAA Funds (via block grant) - \$176,000; State Restricted Aeronautics Funds - \$38,500; Mayfield Township Funds - \$5,500; Contract Total - \$220,000.  
**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 will be let locally and awarded to the lowest bidder. The consultant contracts will be reviewed by MDOT personnel for appropriateness and further cost reductions.  
**Selection:** N/A.  
**New Project Identification:** This is a new project.  
**Zip Code:** 48446.

13. AERONAUTICS AND FREIGHT (Aeronautics) - Preliminary Engineering  
Contract (2006-0609) between MDOT and the City of White Cloud will provide federal and state grant funds for preliminary engineering services for the extension of runway 18/36 at the White Cloud Airport in White Cloud, 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 \$21,500. Source of Funds: FAA Funds (via block grant) - \$17,200; State Restricted Aeronautics Funds - \$3,763; City of White Cloud Funds - \$537.

**Purpose/Business Case:** To provide for the performance of preliminary engineering services for a runway extension project, including surveying and geotechnical work for the runway.  
**Benefit:** The extended runway will enhance the safety of airport users.  
**Funding Source:** FAA Funds (via block grant) - \$17,200; State Restricted Aeronautics Funds - \$3,763; City of White Cloud Funds - \$537; Contract Total - \$21,500.  
**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 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:** 49349.

14. AERONAUTICS AND FREIGHT (Aeronautics) - Feasibility Study

Contract (2006-0610) between MDOT and the City of Charlotte will provide federal and state grant funds for the conduct of a feasibility study at the Fitch H. Beach Municipal Airport in Charlotte, 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 three years. The estimated project amount will be \$94,000. Source of Funds: FAA Funds (via block grant) - \$75,200; State Restricted Aeronautics Funds - \$16,450; City of Charlotte Funds - \$2,350.

**Purpose/Business Case:** To provide for the conduct of a feasibility study for the development of a 5,000-foot primary runway and associated landside facility for the Charlotte area. The existing airport poses significant physical problems for the proposed runway. This in-depth analysis will evaluate the existing site and the option of moving the airport to a new location.

**Benefit:** Will provide the documentation needed to determine the feasibility of expanding the airport versus moving it to a new location.

**Funding Source:** FAA Funds (via block grant) - \$75,200; State Restricted Aeronautics Funds - \$16,450; City of Charlotte Funds - \$2,350; Contract Total - \$94,000.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48813.

15. AERONAUTICS AND FREIGHT (Aeronautics) - Design Engineering Services

Contract (2006-0611) between MDOT and the Shiawassee Airport Board will provide federal and state grant funds for design engineering services for the rehabilitation and expansion of the terminal apron at the Owosso Community Airport in Owosso, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$23,000. Source of Funds: FAA Funds (via block grant) - \$18,400; State Restricted Aeronautics Funds - \$4,025; Shiawassee Airport Board Funds - \$575.

**Purpose/Business Case:** To provide for the development of engineering plans for the rehabilitation and expansion of the terminal apron.

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

**Funding Source:** FAA Funds (via block grant) - \$18,400; State Restricted Aeronautics Funds - \$4,025; Shiawassee Airport Board Funds - \$575; Contract Total - \$23,000.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48867.

16. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2006-0612) between MDOT and the City of Clare will provide federal and state grant funds for land acquisition costs for parcel E13 at the Clare Municipal Airport in Clare, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years 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 \$80,000. Source of Funds: FAA Funds (via block grant) - \$64,000; State Restricted Aeronautics Funds - \$14,000; City of Clare Funds - \$2,000.

**Purpose/Business Case:** To provide for land acquisition costs for parcel E13. The costs include condemnation attorney fees, acquisition costs, and court award.

**Benefit:** The easement will allow the airport to maintain the height of obstructions in the runway projection zone (RPZ) for runway 3/21.

**Funding Source:** FAA Funds (via block grant) - \$64,000; State Restricted Aeronautics Funds - \$14,000; City of Clare Funds - \$2,000; Contract Total - \$80,000.

**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 amount is a court-awarded settlement and is not negotiable.

**Selection:** N/A.

**New Project Identification:** This is reimbursement for an existing project.

**Zip Code:** 48617.

17. \*AERONAUTICS AND FREIGHT (Aeronautics) - Airport Improvements

Memorandum of Understanding (MOU) (2006-0613) between MDOT and the Mackinac Island State Park Commission (MISPC) will provide federal and state grant funds for the expansion of the terminal building (phase II), approach clearing on runway 8, and the update of the Exhibit A property map at the Mackinac Island Airport on Mackinac Island, Michigan. The MOU will be in effect from the date of award through twenty years to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$182,082. Source of Funds: FAA Funds (via block grant) - \$145,666; State Restricted Aeronautics Funds - \$36,416

**Purpose/Business Case:** To provide for the expansion of the terminal building (phase II), approach clearing on runway 8, and the update of the Exhibit A property map.

**Benefit:** The expansion of the existing terminal building is necessary to better accommodate passengers, baggage and cargo, and traffic flow at the airport. The approach clearing of obstructions from the runway 8 approach will enhance aircraft safety. The update of the Exhibit A property map will document the land interests that are dedicated to airport purposes.

**Funding Source:** FAA Funds (via block grant) - \$145,666; State Restricted Aeronautics Funds - \$36,416; MOU Total - \$182,082.

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

**Risk Assessment:** If the MOU is not awarded, the project may not proceed as planned, as MISPC cannot afford the cost without federal and state participation.

**Cost Reduction:** The terminal building expansion (phase II) and approach clearing will be bid locally and awarded to the lowest bidder. All consultant contracts will be reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

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

**Zip Code:** 49757.

18. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Airport Improvements

Contract (2006-0621) between MDOT and the Bishop International Airport Authority (BIAA) will provide federal and state grant funds for the removal of obstructions from the airfield, the installation of obstruction lighting, and the replacement of airfield signs at the Bishop International Airport in Flint, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years 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 \$224,306. Source of Funds: FAA Funds - \$213,091; State Restricted Aeronautics Funds - \$5,607; BIAA Funds - \$5,608.

**Purpose/Business Case:** To provide for the removal of trees and other obstructions from around the airfield, the installation of obstruction lighting, and the replacement of the existing taxiway guidance signs and hold signs.

**Benefit:** Will enhance the safety of airport users and comply with FAA requirements.

**Funding Source:** FAA Funds - \$213,091; State Restricted Aeronautics Funds - \$5,607; BIAA Funds - \$5,608; Contract Total - \$224,306.

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

**Risk Assessment:** If the contract is not awarded, the local sponsor would have to proceed without federal or state assistance

**Cost Reduction:** The project will be let locally and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** The obstruction removal and lighting is new work. The signage improvements are rehabilitation. The percentage of new work is 82%.

**Zip Code:** 48507.

19. AERONAUTICS AND FREIGHT (Aeronautics) - Approach Clearing

Contract (2006-0622) between MDOT and the Wexford County Airport Authority (WCAA) will provide federal and state grant funds for approach clearing (phase 3) at the Wexford County Airport in Cadillac, 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 \$55,000. Source of Funds: FAA Funds (via block grant) - \$44,000; State Restricted Aeronautics Funds - \$9,625; WCAA Funds - \$1,375.

**Purpose/Business Case:** To provide for approach clearing for utility relocation. The project will provide for the lowering of a power pole in the runway 7 approach.

**Benefit:** Will comply with FAA approach requirements and will enhance the safety of airport users.

**Funding Source:** FAA Funds (via block grant) - \$44,000; State Restricted Aeronautics Funds - \$9,625; WCAA Funds - \$1,375; Contract Total - \$55,000.

**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 will be bid locally through the utility company and awarded to the lowest bidder.

**Selection:** N/A.

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

**Zip Code:** 49601.

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

Authorization (78061-88368) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and the Norfolk Southern Railway Company (NS) will provide funding for the installation of an asphalt underlayment and timber crossing surface panels at NS's main line grade crossing of Fourth Street in the city of Three Rivers, Michigan. This work, to be undertaken as part of the MDOT-sponsored Grade Crossing Surface Repair Task Force pilot program, will improve motorist safety through enhanced ride quality. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Three Rivers and approved on July 14, 2006. The project cost is estimated at \$34,427. Source of Funds: FY 2006 State Restricted Trunkline Funds - \$34,427.

**Purpose/Business Case:** The project will provide for the installation of an asphalt underlayment and timber crossing surface panels to provide a more durable ride at the existing main line grade crossing of NS with Fourth Street in the city of Three Rivers, Michigan.

**Benefit:** The work is being undertaken to enhance motorist safety and to provide an investigation of the performance qualities of new products and techniques for grade crossing surface repair on local roads. The installation of an asphalt underlayment and timber crossing surface panels was determined appropriate by a team that included representatives of the local road authority, the operating railroad, and MDOT's Freight Services and Safety Division.

**Funding Source:** Funding for this project is provided from state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a). FY 2006 State Restricted Trunkline Funds - \$34,427.

**Commitment Level:** The authorization amount is based on NS's detailed estimate and will be paid on a force account basis.

**Risk Assessment:** If this work is not completed, crossing conditions will further deteriorate, which may result in compromised motorist safety conditions.

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

**Selection:** N/A.

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

**Zip Code:** 49093.

21.-23. \*ATTORNEY GENERAL – Claims Investigation Services

The following contracts between MDOT and the following individuals will provide for claims investigation services to be performed under the direction of the Office of Attorney General, Transportation Division. The contracts will be in effect from October 1, 2006, through September 30, 2007. The maximum expenditures under the contracts will vary between \$28,500 and \$32,500. Source of Funds: 100% State Restricted Trunkline Funds.

	<u>Contract Number</u>	<u>Investigator</u>	<u>Amount</u>
21.	2006-0630	Richard Johnson	\$32,500
22.	2006-0631	Terry E. O'Dell	\$32,500
23.	2006-0632	Lawrence A. Richardson	\$28,500

**Purpose/Business Case:** To defend MDOT from tort liability under the highway exception to governmental immunity, MCLA 691.1402.

**Benefit:** MDOT minimizes its payouts to claimants for injuries on its roadways.

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

**Commitment Level:** There are fixed maximum amounts for attorney fees to be charged throughout the lives of the contracts.

**Risk Assessment:** Without adequate legal representation, MDOT will have higher payouts on claims.

**Cost Reduction:** This is the standard rate paid for ongoing claims investigation services.

**Selection:** N/A.

**New Project Identification:** These are new contracts for ongoing services.

**Zip Code:** 48909.

24. \*HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (2000-0060/A9) between MDOT and HNTB Michigan, Inc., will provide for the performance of revised and additional design services, will increase the contract amount by \$1,304,337 and will extend the contract term by approximately two years. This amendment will provide for additional coordination and review of design plans with the Detroit International Bridge Company (DIBC) and its design consultants, the refinement of water main plans for Contract 4, the refinement of maintaining traffic plans, revision of bridge approach and joint quantities, coordination of Contract 4 roadway plans with MDOT lighting plans, the development of a 2007 base simulation model in Paramics, the development and maintenance of a stand-alone dynamic web site linked to MDOT's existing web site, the redesign of bridge and wall light standard details at approximately 40 locations, and the removal of structure S25 of 82195 from the plans, specifications, and estimate. The original contract provides for the design of I-75 and I-96 from West Grand Boulevard to the Conrail Overpass (Ambassador Bridge/Gateway Project) in Wayne County. The revised contract term will be April 12, 2000, through January 7, 2008. The revised contract amount will be \$22,778,913.10. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** This amendment will provide for the additional coordination and review of design plans with DIBC and its design consultants, the refinement of water main plans for Contract 4, the refinement of maintaining traffic plans, revision of bridge approach and joint quantities, the coordination of Contract 4 roadway plans with MDOT lighting plans, the development of a 2007 base simulation model in Paramics, the development and maintenance of a stand-alone dynamic web site linked to MDOT's existing web site, the redesign of bridge and wall light standard details at approximately 40 locations, and the removal of structure S25 of 82195 from the plans, specifications, and estimate.

**Benefit:** The Ambassador Bridge/Gateway Project will address long-term congestion mitigation issues and provide direct access improvements between the Ambassador Bridge and freeways I-75 and I-96. The project includes reconstruction of the I-75/I-96 mainline from south of Grand Boulevard to the existing Conrail bridge. The Ambassador Bridge is the busiest border crossing in North America. Trade over this facility is increasingly important to Michigan's and the entire nation's economy. Minimizing border crossing times and maximizing the predictability of these times is very important to industries on both sides of the border that rely on "just in time" deliveries. The proposed project will reduce cross-border travel times and increase their predictability. The value of the project and the freeway connection to the Ambassador Bridge to local, state, and international trade is reflected in the three project objectives: (1) To improve direct access between the Ambassador Bridge and the state trunkline system, including Clark and Fort Streets (M-85) and I-75 and I-96; (2) To accommodate a potential future second span of the bridge; and (3) To accommodate access to a proposed welcome center at the U.S. entrance to the bridge, to be developed as a separate project.

\* Denotes a non-standard contract/amendment

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

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

**Risk Assessment:** If the design services do not continue, construction cannot not be undertaken and the proposed Gateway project that includes a direct connection between the Ambassador Bridge and I-75/I-96 cannot be completed. Also, there will be adverse impact on and potential indefinite delay of Ambassador Bridge plaza expansion projects funded by the U.S. General Services Administration (\$25 million project) and by DIBC (approximately \$30 million project).

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

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

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

**Zip Code:** 48209.

25. HIGHWAYS - Time Extension

Amendatory Contract (2002-0136/A5) between MDOT and URS Corporation Great Lakes will extend the contract term by approximately two years and three months to provide sufficient time for the consultant to complete the design phase. In April 2005, the design of this project was placed on hold by MDOT as part of a list of deferred projects, and the consultant stopped all services. The project is now being reactivated. The original contract provides for the design of I-96 at the Beck Road and the Wixom Road interchange in the city of Wixom, Oakland County (CS 63022 - JN 05892C). The revised contract term will be January 18, 2002, through December 31, 2008. The contract amount remains unchanged at \$3,008,893.09. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Purpose/Business Case:** To extend the contract term by approximately two years and three months to provide sufficient time for the consultant to complete the design phase. In April 2005, the design of this project was placed on hold by MDOT as part of a list of deferred projects. The project is now being reactivated. This time extension is necessary to allow the consultant to complete the services and keep the contract active until the construction phase.

**Benefit:** The consultant can complete the design services.

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

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

**Risk Assessment:** Without the additional time, the consultant cannot complete the design services.

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

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

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

**Zip Code:** 48393.

26. HIGHWAYS - IDS University LTAP Services

Authorization (Z3) under Contract (2003-0062) between MDOT and Michigan Technological University (MTU) will provide for the continuation of the administration of the Local Technical Assistance Program (LTAP), which is mandated by the Federal Highway Administration (FHWA). The authorization will be in effect from the date of award through one year. The authorization amount will be \$423,629.15. The contract term is May 3, 2004, through May 3, 2009. Source of Funds: Federal, State Restricted Trunkline, or MTU Funds, depending on the particular project authorized.

**Purpose/Business Case:** Michigan's LTAP program provides for transfers of transportation technology and training to local agencies such as cities, villages, and boards of county road commissioners. This activity is required by FHWA regulations.

**Benefit:** Benefits include improvements in local agency processes, use of better methods and materials for construction, and staff training in the latest technology for management of the transportation infrastructure.

**Funding Source:** Federal, State Restricted Trunkline, or MTU Funds, depending on the particular project authorized.

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

**Risk Assessment:** If this authorization is not awarded, MDOT will not be in compliance with FHWA regulations, and the local agencies will not receive the benefits of new technology and training.

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

**Selection:** N/A.

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

**Zip Code:** 49931.

27. \*HIGHWAYS – Time Extension

**Retroactive** Amendatory Contract (2003-0703/A1) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will extend the contract term by one year (49 days retroactive) to allow costs incurred after the original expiration date of August 1, 2006, to be reimbursed and to provide sufficient time for the consultant to complete the construction engineering services and final out the project, at no additional cost to MDOT. Utility conflicts caused a delay in bridge rehabilitation work on Virgil Street over I-96 in Wayne County; numerous contractor claims remain outstanding; the construction contract is being extended; and the MDOT construction record review was delayed by MDOT. The original contract provided for full construction engineering services to be performed for I-96, US-24, and M-14 roadwork and bridgework in Wayne County. The revised contract term will be November 6, 2003, through August 1, 2007. The contract amount remains unchanged at \$5,098,937.74. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Purpose/Business Case:** To retroactively extend the contract term by one year. Utility conflicts caused a delay in bridge rehabilitation work on Virgil Street over I-96 in Wayne County; numerous contractor claims remain outstanding; the construction contract is being extended; and the MDOT construction record review was delayed by MDOT. The additional time will allow the consultant to complete the construction engineering services and final out the project, at no additional cost to MDOT.

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

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

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

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

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

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

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

**Zip Code:** 48223.

28. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z15/R1) under Contract (2004-0161) between MDOT and Bergmann Associates, Inc., will provide for the performance of additional design services and will increase the authorization by \$9,839.26. The additional services will include the geotechnical investigation of the foundations for the addition of two box span traffic signal structures at the turnaround bridge. The original authorization provides for the bridge widening improvements of structure (S19) and the rehabilitation of M-53 to provide improved roadway safety for 0.7 miles, from 150 feet south of 11 Mile Road to 150 feet north of 11 Mile Road North in Warren Township, Macomb County (CS 50061 - JN 46103). The authorization term remains unchanged, October 19, 2005, through April 7, 2007. The revised authorization amount will be \$236,199.34. The contract term is April 7, 2004, through April 7, 2007. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Purpose/Business Case:** This authorization will provide for the performance of additional design services and will increase the authorization by \$9,839.26. The additional services will include the geotechnical investigation of the foundations for the addition of two box span traffic signal structures at the turnaround bridge.

**Benefit:** This authorization will provide for an improved pavement ride and safer traffic movements through this intersection by providing increased truck movement capacity to and from the nearby General Motors facility.

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

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

**Risk Assessment:** Not authorizing this project could result in safety problems. If the work is not performed, this intersection could continue to be congested and form bottlenecks of truck traffic.

**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:** 48015.

29. HIGHWAYS - IDS Engineering Services

Authorization (Z10) under Contract (2005-0154) between MDOT and Spalding DeDecker Associates, Inc., will provide for the performance of construction inspections and technical assistance services on an as-needed basis for projects in the Metro Region administered by the Taylor Transportation Service Center. The authorization will be in effect from the date of award through April 5, 2008. The authorization amount will be \$154,435.82. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide for construction inspections and technical assistance services to be performed on an as-needed basis for projects in the Metro Region administered by the Taylor Transportation Service Center. The services will complement the Metro Region construction program and support the delivery of MDOT capital outlay programs in a timely manner.

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

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

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

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

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48180.

30. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z9/R1) under Contract (2005-0218) between MDOT and Rowe, Inc., will provide for the performance of Phase II as-needed scoping and design assistance services for various enhancement grant projects and landscaping projects at various locations in the Bay Region. The work items include landscape architecture oversight of MDOT-designed enhancement grant projects, preparation of enhancement grant applications, and preparation of final plans and specifications for construction. The projects will include context sensitive design and partnering with the community and will look for unique solutions to fit community and MDOT needs. The authorization term remains unchanged, December 22, 2005, through May 4, 2008. The revised authorization amount will be \$249,999.90. The contract term is May 4, 2005, through May 4, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of Phase II as-needed scoping and design assistance services for various enhancements grant projects and landscaping projects at various locations in the Bay Region. This project was selected for two years and this is the second year.

**Benefit:** Will provide MDOT with potential solutions for enhancement grant projects and landscaping projects that will fit the needs of the community.

**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 this project, opportunities to partner with local communities to beautify the roadways may be missed and enhancement funding may be lost.

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

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project. It is for enhancement grants and design landscaping projects on an as-needed basis.

**Zip Code:** 48601.

31. HIGHWAYS - IDS Engineering Services

Authorization (Z17) under Contract (2005-0218) between MDOT and Rowe, Inc., will provide for the performance of design services for the trail design of the Southern Links Trailway along the abandoned Penn Central railroad from the village of Columbiaville to the village of Millington in Lapeer, Genesee, and Tuscola Counties (CS 84914 - JN 86858C). The project length is 10.11 miles. The work items include design surveys and design services for hot mix asphalt (HMA) paved trail construction for pedestrian and bicycle traffic, unpaved trail construction for equestrian traffic, bridge construction and rehabilitation, interpretive signing, landscaping, trailhead construction, and a drainage study. The authorization will be in effect from the date of award through May 4, 2008. The authorization amount will be \$289,054.39. The contract term is May 4, 2005, through May 4, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of design services for the trail design of the Southern Links Trailway along the abandoned Penn Central railroad from the village of Columbiaville to the village of Millington in Lapeer, Genesee, and Tuscola Counties. The project length is 10.11 miles. The work items include design surveys and design services for HMA paved trail construction for pedestrian and bicycle traffic, unpaved trail construction for equestrian traffic, bridge construction and rehabilitation, interpretive signing, landscaping, trailhead construction, and a drainage study. The trailhead construction will include restrooms, drinking fountains, picnic tables, and a parking lot. The Southern Links Trailway Management Council worked with MDOT to obtain a transportation enhancement grant for the work.

**Benefit:** Will provide a safe, scenic, and educational pathway for bicyclists, pedestrians, and equestrians. The trail promotes physical activity.

**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:** Without this project, MDOT may lose the transportation enhancement grant and may lose the opportunity to provide a safe, scenic, and educational pathway for bicyclists, pedestrians, and equestrians. The project is scheduled for construction to begin in the fall of 2007. Design must begin as soon as possible in order to meet the schedule. If the letting is delayed, construction will not be able to begin until 2008.

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

**Selection:** Qualifications-based.

**New Project Identification:** This is a new project. The railroad has been abandoned for several years.

**Zip Code:** 48746.

32. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z14/R2) under Contract (2005-0266) between MDOT and Tyme Engineering, Inc., will provide for the performance of additional full construction engineering services and will increase the authorization amount by \$182,241.38. MDOT has re-scoped the project because the actual condition of the pavement is significantly worse than expected, and the consultant needs to take more measurements, conduct more concrete beam testing, and provide additional inspectors. The original authorization provides for full construction engineering services to be performed for 6.35 miles on I-696 from Dequindre Road to Hayes Road, Macomb County (CS 50061 - JN 84043A). The authorization term remains unchanged, May 5, 2006, through June 21, 2008. The revised authorization amount will be \$564,241.87. The contract term is June 21, 2005, through June 21, 2008. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of additional construction engineering services for the project. MDOT has re-scoped the project because the actual condition of the pavement is significantly worse than expected, and the consultant needs to take more measurements, conduct more concrete beam testing, and provide additional inspectors. The consultant needs to provide more documentation, oversight, technical assistance, and engineering assistance. The construction project is on an expedited schedule with no lane closures on weekdays from 5 a.m. to 8 p.m. All work must be done on nights and weekends only.

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

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

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

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

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

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

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

**Zip Code:** 48310.

33. HIGHWAYS - IDS Engineering Services

Authorization (Z9) under Contract (2006-0082) between MDOT and Bergmann Associates, Inc., will provide for the performance of design services for the reconstruction of the I-696 and Mound Road interchange ramps in the city of Warren, Macomb County (CS 50061 - JN 50594C). The existing interchange was constructed in 1977 and has experienced severe deterioration. The interchange is comprised of 22 bridges. The work items include design surveys, design plans, maintaining traffic plans, pavement marking plans, signing plans, and safety studies. The authorization will be in effect from the date of award through December 20, 2008. The authorization amount will be \$786,252.55. The contract term is December 21, 2005, through December 20, 2008. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of design services for the reconstruction of the I-696 and Mound Road interchange ramps in the city of Warren, Macomb County. The existing interchange was constructed in 1977, has experienced severe deterioration, and cannot be safely maintained. Pavement distress along the ramps consists of severe joint spalling, deteriorated joints, curb failures, valley gutter failures, and large faulted longitudinal cracks. Several drainage structures are caving in due to deterioration, resulting in pavement failures. The interchange is comprised of 22 bridges. The work items include design surveys, design plans, maintaining traffic plans, pavement marking plans, signing plans, and safety studies. With rehabilitation, the service life of this roadway will be extended 20 to 30 years. This interchange carries about 30,000 vehicles per day per ramp, and it is the major non-freeway interchange for I-696 in Macomb County.

**Benefit:** Will provide design plans for a safer and more functional interchange.

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

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

**Risk Assessment:** Failure to provide the design services will allow maintenance costs to increase for repair services that can no longer be effective, and the opportunity to restore/increase safety will be lost.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48091.

34. HIGHWAYS - IDS Engineering Services

Authorization (Z8) under Contract (2006-0133) between MDOT and HNTB Michigan, Inc., will provide for two bridge inspections to be performed for US-31 over the Island Lake Outlet (Charlevoix) and the I-94 business loop (BL) over Black River (Military Street) in Charlevoix and St. Clair Counties (CS 84900 - JN 87185). The work items include inspection of the structural, mechanical, hydraulic, and electrical components of these movable bridges and the provision of a report. The authorization will be in effect from the date of award through February 8, 2009. The authorization amount will be \$222,766.18. The contract term is February 9, 2006, through February 8, 2009. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** This authorization will provide for two bridge inspections to be performed for US-31 over the Island Lake Outlet (Charlevoix) and the I-94 BL over Black River (Military Street) in Charlevoix and St. Clair Counties. The work items include inspection of the structural, mechanical, hydraulic, and electrical components of these movable bridges and the provision of a report.

**Benefit:** Will provide an assessment of the conditions of the mechanical and electrical components of the bridges. The final deliverable will be a detailed report that will be used to determine needed maintenance for the structures, which will increase the longevity of the bridges.

\* Denotes a non-standard contract/amendment

**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 completing the periodic in-depth inspections for these moveable bridges would put the structures at risk of failure of the mechanical and electrical systems. This could result in long closures of the structures and expensive repairs.

**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:** 49720 and 48060.

35. HIGHWAYS - IDS Engineering Services

Authorization (Z19) under Contract (2006-0155) between MDOT and Wilcox Professional Services, LLC, will provide for full construction inspection and testing services to be performed on I-196 from 1.1 miles south of the M-140 interchange to 700 feet south of 71st Street in South Haven and Casco Townships, Van Buren and Allegan Counties (CS 80013 - JN 60034A). The work items include hot mix asphalt (HMA) shoulder reconstruction and HMA traffic crossover construction. The authorization will be in effect from the date of award through February 23, 2009. The authorization amount will be \$117,039.13. The contract term is February 24, 2006, through February 23, 2009. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Purpose/Business Case:** This authorization will provide for full construction inspection and testing services to be performed on I-196 from 1.1 miles south of the M-140 interchange to 700 feet south of 71st Street in South Haven and Casco Townships, Van Buren and Allegan Counties. The work items include HMA shoulder reconstruction and HMA traffic cross over construction.

**Benefit:** Will provide supplemental construction staff to perform adequate construction inspection services while maintaining reasonable civil engineering costs.

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

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

**Risk Assessment:** The risks of incomplete consultant construction services include inadequate inspection and testing, late posting of contract pay items, late contractor estimates, and overextension of current inspections to properly cover all projects.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 49090.

36. HIGHWAYS - IDS Engineering Services

Authorization (Z5) under Contract (2006-0181) between MDOT and Soil and Materials Engineers, Inc., will provide for as-needed geotechnical and pavement investigation services to be performed for various projects in the Southwest Region. The work items include soil borings, geotechnical investigation, soil classification, gradation analysis, permeability testing, and preparation of test reports. The authorization will be in effect from the date of award through March 7, 2009. The authorization amount will be \$249,930.73. The contract term is March 8, 2006, through March 7, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

\* Denotes a non-standard contract/amendment

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

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

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

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

**Risk Assessment:** Not authorizing this project could result in the project not having adequate inspection and testing. This could result in substandard work. Also, failure to provide the services outlined could result in the loss of federal participation on these highway construction projects.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 49001.

37. HIGHWAYS - IDS Engineering Services

Authorization (Z6) under Contract (2006-0181) between MDOT and Soil and Materials Engineers, Inc., will provide for as-needed inspection and testing services to be performed for the Southwest Region service area. The work items include project administration, hot mix asphalt (HMA) inspection, quality assurance testing, and the preparation and documentation of project records. The authorization will be in effect from the date of award through March 7, 2009. The authorization amount will be \$249,949.45. The contract term is March 8, 2006, through March 7, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide for as-needed inspection and testing services to be performed for the Southwest Region service area.

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

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

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

**Risk Assessment:** Not authorizing this project could result in the project not having adequate construction engineering oversight, including inspection and testing. This could result in substandard work. Also, failure to provide the services outlined could result in the loss of federal participation on these highway construction projects.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 49001.

38. HIGHWAYS - IDS Engineering Services

Authorization (Z6) under Contract (2006-0183) between MDOT and Spicer Group, Inc., will provide for as-needed design survey services to be performed on US-131 for a left turn lane through the city of Mancelona in Antrim County (CS 05071 - JN 79647C). The services will include a road design survey to supply topographical data for the design of the left turn lane. The authorization will be in effect from the date of award through March 7, 2009. The authorization amount will be \$108,553.08. The contract term is March 8, 2006, through March 7, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for as-needed design survey services to be performed on US-131 from Elder Road through the city of Mancelona to north of the M-66 intersection in Antrim County. The purpose of this survey is to supply topographical data for the design of a left turn lane through the city of Mancelona. The survey services will establish horizontal and vertical control points and map out the area for the left turn lane and associated right-of-way concerns.

**Benefit:** Will decrease the number of accidents in the city of Mancelona from the motorists attempting to make left turns throughout the city and will improve the road surface condition and ride quality.

**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 these improvements, the road will continue to deteriorate, and safety risks may increase.

**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:** 49659.

39. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2006-0225) between MDOT and URS Corporation Great Lakes will provide for design services to be performed for reconstruction and widening of the roadway at the US-127 business route (BR) and Old 27/State Road, Clinton County (CS 19032 - JN 79780C). 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 solving any problems that may arise during the design of the project. The authorization will be in effect from the date of award through April 12, 2009. The authorization amount will be \$271,272.07. The contract term is April 13, 2006, through April 12, 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 reconstruction and widening of the roadway at the US-127BR and Old 27/State Road, Clinton County.

**Benefit:** Will enhance public safety and provide a more efficient and safe roadway.

**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 could result in this part of the corridor not consisting of the most efficient and safe design possible and could jeopardize the strategy to improve the existing system and meet 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:** 48879.

40. HIGHWAYS - IDS Engineering Services

Authorization (Z6) under Contract (2006-0225) between MDOT and URS Corporation Great Lakes will provide for design services to be performed for reconstruction and widening of the roadway at M-50/US-127 business route (BR) from Wildwood Avenue north to Ganson Street, Jackson County (CS 38072 - JN 79005C). 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 solving any problems that may arise during the design of this project. The authorization will be in effect from the date of award through April 12, 2009. The authorization amount will be \$259,066.33. The contract term is April 13, 2006, through April 12, 2009. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for design services to be performed for reconstruction and widening of the roadway at M-50/US-127BR from Wildwood Avenue north to Ganson Street, Jackson County.

**Benefit:** Will enhance public safety and provide a safer and more efficient roadway.

**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 service could result in this part of the corridor not consisting of the most efficient and safe design possible and could jeopardize the strategy to improve the existing system and meet 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:** 49201.

41. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2006-0232) between MDOT and Holland Engineering, Inc., will provide for road design surveys to be performed on M-20 from the bridge over the Muskegon River (80th Avenue) to Poe Street, Mecosta County (CS 54022 - JN 56703C). The services will include pavement reconstruction, drainage and safety improvements, widening and replacement of shoulders, and guardrail work. The authorization will be in effect from the date of award through March 22, 2009. The authorization amount will be \$116,854.34. The contract term is March 23, 2006, through March 22, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for road design surveys to be performed on M-20 from the bridge over the Muskegon River (80th Avenue) to Poe Street, Mecosta County. The services will include pavement reconstruction, drainage and safety improvements, widening and replacement of shoulders, and guardrail work.

**Benefit:** Will provide accurate representations of the existing conditions (locations and grades on the existing roadway) needed to facilitate the project design.

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

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

**Risk Assessment::** If this work is not performed, the project's plan completion will be delayed and the project letting will be delayed.

**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:** 49420.

\* Denotes a non-standard contract/amendment

42. HIGHWAYS - IDS University Research Services

Authorization (Z2) under Contract (2006-0414) between MDOT and Michigan Technological University will provide for the development of a simple performance test as part of the hot mix asphalt (HMA) design process to aid in the design and construction of pavements that will resist rutting and cracking. The authorization will be in effect from date of award through two years. The authorization amount will be \$180,001.08. The contract term is from July 13, 2006, through July 12, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the development of a simple performance test as part of the HMA design process to aid in the design and construction of pavements that will resist rutting and cracking.

**Benefit:** Will allow MDOT to determine and specify materials for state roads that will increase design life, increase performance uniformity of new and reconstructed roads, and decrease future maintenance and construction costs. The increase of performance uniformity will increase the accuracy of predictive models used to determine the future costs of maintenance.

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

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

**Risk Assessment:** If this work is not performed, MDOT may lose the opportunity to develop a testing procedure that will create a higher quality road that performs more consistently and helps reduce costs over time.

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

**Selection:** N/A.

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

**Zip Code:** 49931.

43. \*HIGHWAYS - Construction Engineering Services

Contract (2006-0490) between MDOT and B.B.F. Engineering Services, PC, will provide for the performance of construction engineering services for construction projects administered by the Detroit Transportation Service Center in the Metro Region on an as-needed basis. The work items include inspection, quality assurance testing, staking, technical assistance, and the preparation and documentation of project records. The contract will be in effect from the date of award through September 30, 2008. The contract amount will be \$2,199,998.89. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide construction engineering services for construction projects administered by the Detroit Transportation Service Center in the Metro Region on an as-needed basis. The work items include inspection, quality assurance testing, staking, technical assistance, and the preparation and documentation of project records. The services will complement the Metro Region construction program.

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

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

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

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

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48216.

\* Denotes a non-standard contract/amendment

44. HIGHWAYS - IDS Engineering Services  
Contract (2006-0605) between MDOT and Tetra Tech of Michigan, PC, 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.
45. HIGHWAYS - IDS Engineering Services  
Contract (2006-0615) between MDOT and Parsons Brinckerhoff 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.
46. HIGHWAYS - IDS Engineering Services  
Contract (2006-0616) between MDOT and Wade-Trim/Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
47. HIGHWAYS - IDS Engineering Services  
Contract (2006-0620) between MDOT and URS Corporation Great Lakes will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
48. HIGHWAYS (Real Estate) - IDS Real Estate Services  
Contract (2006-0637) between MDOT and Bur Valuation Group, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

49.-54. PASSENGER TRANSPORTATION - Section 5311 Capital Program

The following project authorization revisions issued under master agreements between MDOT and the following agencies will add activity line items and will adjust funding between line items. The authorizations will decrease by \$16,700 in state funds and increase by \$13,360 in revenue toll credits. These changes were requested by the agencies due to changing priorities and were approved by the agencies' rural task forces. The original authorizations provide state matching funds and revenue toll credits for the agencies' FY 2005 Federal Section 5311 Nonurbanized Area Formula Capital Program (Surface Transportation Program, Economic Development Fund - Category D, Congestion Mitigation and Air Quality, and Small Cities 5,000-50,000) grant. The revised total amount of the authorizations will be \$514,800. The revised amount of \$43,160 in toll credits will be allocated as match. The authorization terms remain unchanged, February 24, 2006, through February 23, 2009. The terms of the master agreements for the St. Joseph County Transportation Authority and the Mecosta Osceola Transit Authority are from October 1, 2002, until the last obligations between the parties have been fulfilled. These master agreements include authorizations for program years FY 2003 through FY 2006. The terms of the remaining master agreements are from October 1, 2001, until the last obligations between the parties have been fulfilled. The remaining master agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$455,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$59,800.

	<u>Agreement/Auth.</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
49.	2002-0004/Z10/R1	Alma, City of	Radio Tower	\$ 30,400
			Facility Construction	\$ 33,600
50.	2002-0012/Z20/R1	Bay Area Transportation Authority	Facility Construction	\$ 37,500
			Miscellaneous Bus Equip.	\$ 40,000
			(1) Van	\$ 12,500
51.	2002-0047/Z9/R1	Huron County Board of Commissioners	Administrative Vehicle	\$ 25,600
			Lawn Equipment	\$ 6,400
			(1) Bus	\$115,000
52.	2002-0053/Z14/R1	Isabella County Transportation Commission	Communication Equipment	\$ 31,000
53.	2002-0693/Z12/R1	St. Joseph County Transportation Authority	(1) Minivan	\$ 29,000
			(1) Cutaway Bus	\$ 55,000
			Computers, Software, Printers	\$ 5,900
			Alignment Equipment	\$ 17,900
			Facility Purchase	\$ 50,000
54.	2006-0058/Z6/R1	Mecosta Osceola Transit Authority	Pave Parking Lot and Driveway	\$ 25,000

**Purpose/Business Case:** To provide for a decrease of \$16,700 in state funds, an increase of \$13,360 in the form of revenue toll credits, and the addition of line items for computers, printers, lawn equipment, an administrative vehicle, facility improvements, and construction.

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

**Funding Source:** FTA Funds - \$455,000, FY 2002 State Restricted Comprehensive Transportation Funds - \$59,800.

**Commitment Level:** Authorization amounts are based on cost estimates.

**Risk Assessment:** The risk of not approving these revisions is the loss of federal funds.

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

\* Denotes a non-standard contract/amendment

**Selection:** N/A.

**New Project Identification:** These are not new projects.

**Zip Code:** 48909.

55. PASSENGER TRANSPORTATION - Section 5311 Program

Project Authorization Revision (Z9/R1) under Master Agreement (2002-0086) between MDOT and the Shiawassee Area Transportation Agency (SATA) will extend the authorization term by one year to provide sufficient time for SATA to purchase vehicles. The additional time is needed because SATA researched different options for purchasing the vehicles and this process took longer than anticipated. The original authorization provides state matching funds for SATA's FY 2003 Federal Section 5311 Nonurbanized Area Formula Capital Program grant. The revised authorization term will be November 25, 2003, through November 24, 2007. The authorization amount remains unchanged at \$84,920. 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 - \$67,936; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$16,984.

**Purpose/Business Case:** To extend the authorization by one year to provide sufficient time for SATA to purchase vehicles.

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

**Funding Source:** FTA Funds - \$67,936; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$16,984.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48867.

56. \*PASSENGER TRANSPORTATION - Decrease Amount

Amendatory Contract (2003-0043/A5) between MDOT and VPSI, Inc., will reduce the contract amount by \$181,985 in federal funds to reflect the actual amount of FY 2006 Federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds obligated for the program. State funds will remain unchanged. CMAQ funds were allocated to MDOT at a reduced amount from the original request to the Federal Highway Administration (FHWA). The original contract provides state and federal funding for a statewide vanpool program known as the MichiVan Commuter Vanpool Program. This program effectively utilizes an extensive fleet management system and promotional program to recruit people to utilize vanpools as an alternative transportation mode to the single occupant vehicle work commute trip. The contract term remains unchanged, October 1, 2002, through September 30, 2006. The revised contract amount will be \$3,866,422. Source of Funds: FHWA Funds - \$3,112,822; FY 2003, FY 2004, FY 2005, and FY 2006 State Restricted Comprehensive Transportation Funds - \$753,600.

**Purpose/Business Case:** To decrease federal funding and reduce the contract amount to accurately reflect the CMAQ funds provided by FHWA for this rideshare program.

**Benefit:** Increased transit options and improved air quality.

**Funding Source:** FHWA Funds - \$3,112,822; FY 2003, FY 2004, FY 2005, and FY 2006 State Restricted Comprehensive Transportation Funds - \$753,600.

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

**Risk Assessment:** The risk of not approving this amendment is the inaccurate reporting of obligated federal funds.

\* Denotes a non-standard contract/amendment

**Cost Reduction:** Grant amount is approved by FHWA and is not negotiated.

**Selection:** N/A.

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

**Zip Code:** 48909.

57. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z47) issued under Master Agreement (2003-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide National Scenic Byways funds for the oversight of Phase III of the Woodward Heritage Team project. The authorization will be in effect from October 1, 2006, through September 30, 2007. The authorization amount will be \$175,809. The term of the master agreement is from October 1, 2002, through September 30, 2007. Source of Funds: 86% Federal Highway Administration Funds (FHWA) and 14% SEMCOG Funds.

**Purpose/Business Case:** To provide for Phase III of the Woodward Heritage Team project.

**Benefit:** Will provide federal funds for Phase III of the project.

**Funding Source:** Dedicated federal funds that must be passed through by the federal regulations cited above to MPOs. 86% Federal Highway Administration Funds and 14% SEMCOG 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 each MPO, and the work is expected to be completed in the fiscal year for which it is approved.

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

**Cost Reduction:** 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 cost of this planning activity/equipment is 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.

**Zip Code:** 49022.

58. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z12) issued under Master Agreement (2006-0018) between MDOT and the Northwest Michigan Council of Governments will provide for the development of a transportation plan for the Petoskey area for both state and local roads. The study will identify and prioritize needed transportation improvements to the existing road systems in the city of Petoskey, Resort Township, and Bear Creek Township. The area's land use plans will be reviewed, and transportation land use recommendations will be made to enhance the success of identified transportation system improvements and management strategies. The project will aim to identify methods of improving circulation, mobility, and safety in the Petoskey area. The authorization will be in effect from October 1, 2006, through September 30, 2007. The authorization amount will be \$250,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of a study to identify necessary transportation improvements for the existing road systems in the Petoskey area.

**Benefit:** Will improve transportation circulation, mobility, and safety in the Petoskey area.

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

**Commitment Level:** RPO costs are fixed and limited by line item appropriation.

**Risk Assessment:** The RPOs provide an invaluable extension of MDOT resources. The risk of not performing these activities would be an increased workload for MDOT personnel.

**Cost Reduction:** The costs of funding the RPO program are fixed by our state legislature. Cost reductions can only occur through legislation.

**Selection:** N/A.

**New Project Identification:** This is an ongoing program.

**Zip Code:** 49685.







62. LETTING OF SEPTEMBER 01, 2006  
 PROPOSAL 0609018  
 PROJECT STE 82052-83668, ETC  
 LOCAL AGRMT. 06-5392  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 01, 2008

ENG. EST.  
 \$ 905,077.31

LOW BID  
 \$ 646,000.00

% OVER/UNDER EST.  
 -28.62 %

2.23 mi of landscaping and tree replacement on US-24  
 (Telegraph Road) from Ecorse Road to Van Born Road and on  
 I-94 from Beech Daly Road to Pelham Road in the city of  
 Taylor, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>United Lawnscape, Inc.</b>	<b>\$ 646,000.00</b>	<b>Same</b>	<b>1 **</b>
Three Seasons Landscaping	\$ 686,722.00	Same	2
Tri-Valley Landscaping, Inc.	\$ 758,610.00	Same	3
WH Canon, Inc.	\$ 769,134.00	Same	4
Marine City Nursery Company	\$ 780,294.00	Same	5
DeAngelis Landscape, Inc.	\$ 829,350.00	Same	6
Anderson-Fischer & Associates, Inc.	\$ 955,994.76	Same	7
Warren Contractors & Development,	\$ 1,016,850.00	Same	8

8 Bidders

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

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

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

**Funding Source:**

83668A	
Federal Highway Administration Funds	65.00 %
City of Taylor	35.00 %
84003A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	15.88 %
City of Taylor	2.27 %

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



**Funding Source:**

75246A		
State Restricted Trunkline Funds	100	%
84897A		
Federal Highway Administration Funds	89.59	%
SBC Communications	0.46	%
State Restricted Trunkline Funds	9.95	%
84983A		
Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%
86083A		
Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%
87227A		
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 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:** 48722.

64.	LETTING OF SEPTEMBER 01, 2006	ENG. EST.	LOW BID
	PROPOSAL 0609026	\$ 439,616.60	\$ 438,464.12
	PROJECT M 20014-86806		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JULY 09, 2007		
	COMPLETION DATE - AUGUST 17, 2007		-0.26 %

Installation of dynamic message signs, along with associated foundations, support structures, hardware and communication equipment, at two separate locations, on I-75 from north of the US-127/I-75 junction to south of the city of Grayling, Crawford County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rauhorn Electric, Inc.</b>	\$ 438,464.12	Same	1 **
Windemuller Electric, Inc.	\$ 468,885.00	Same	2
Trans Tech Electric Limited Partner	\$ 481,265.50	Same	3
J. Ranck Electric, Inc.	\$ 509,858.67	Same	4
J R Howell Airport Lighting LLC	\$ 553,262.00	Same	5
Allstate Electric, Inc.			
Metropolitan Power & Lighting, Inc.			

5 Bidders

**Purpose/Business:** The proposed project includes the construction of two Dynamic Message Signs.

**Benefit:** The construction of this project will provide safer and improved traffic flow. The ability to provide the public timely traffic information allows for better decisions and therefore improved traffic flow.

**Funding Source:**

86806A

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 relationships with the motoring public area may be compromised. They are anticipating the completion of this project as announced to support the economics of the area.

**Cost Reduction:** With the construction of this project, our customers will benefit with reduced user delay costs and related safety improvements.

**Selection:** Low bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 49738.

65.	LETTING OF SEPTEMBER 01, 2006	ENG. EST.	LOW BID
	PROPOSAL 0609027	\$ 5,102,169.93	\$ 5,548,907.47
	PROJECT NH 81031-60388		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 15, 2007		8.76 %

3.51 mi of hot mix asphalt cold milling and two course overlay, curb and gutter replacement, intersection improvements, watermain relocation and sewer and drainage improvements on US-12 from Schill Road to Austin Road and from Maple Road to Industrial Drive in the city of Saline, Washtenaw County. This project includes two 5 year material and workmanship pavement warranties.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>C &amp; D Hughes, Inc.</b>	<b>\$ 5,550,671.22</b>	<b>\$ 5,548,907.47</b>	<b>1 **</b>
Fonson, Inc.	\$ 5,768,967.24	Same	2
Dan's Excavating, Inc.	\$ 5,796,953.12	Same	3
Barrett Paving Materials, Inc.	\$ 5,944,693.94	Same	4
Angelo Iafrate Construction Company	\$ 5,965,910.38	Same	5
Dunigan Brothers, Inc.	\$ 6,053,548.60	Same	6
Ajax Paving Industries, Inc.	\$ 6,231,599.99	Same	7
Six-S, Inc.	\$ 6,296,688.23	Same	8
Douglas N. Higgins, Inc.	\$ 6,356,233.80	Same	9
Peter A. Basile Sons, Inc.			
Fisher Contracting Company			
E.T. MacKenzie Company			
Cadillac Asphalt, LLC.			

9 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:**

60388A  
 Federal Highway Administration Funds 81.85 %  
 State Restricted Trunkline Funds 18.15 %

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

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

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

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48176.

66. LETTING OF SEPTEMBER 01, 2006  
 PROPOSAL 0609028 ENG. EST. LOW BID  
 \$ 2,040,404.40 \$ 1,595,270.39  
 PROJECT STE 25132-87426  
 LOCAL AGRMT. 06-5313 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 19, 2009 -21.82 %

Aesthetics and landscaping on I-69 from west of Grand Traverse Street to I-475 and on I-475 from Hemphill Road to Robert T. Longway Boulevard in the cities of Burton and Flint, Genesee County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rite Way Fence, Inc.</b>	<b>\$ 1,593,270.39</b>	<b>\$ 1,595,270.39</b>	<b>1 **</b>
Posen Construction, Inc.	\$ 1,759,109.89	Same	2
Nationwide Fence & Supply Company	\$ 1,829,999.33	\$ 1,829,899.33	3
Snowden, Inc.			

3 Bidders

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

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

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

**Funding Source:**

87426A

Federal Highway Administration Funds	80.00 %
City of Flint	2.31 %
State Restricted Trunkline Funds	17.69 %

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

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

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

**Selection:** Low bid.

**New Project Identification:** Enhancement.

**Zip Code:** 48503.

67.	LETTING OF SEPTEMBER 01, 2006	ENG. EST.	LOW BID
	PROPOSAL 0609029	\$ 872,154.32	\$ 783,278.50
	PROJECT BHN 25031-59612		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 18, 2007		
	COMPLETION DATE - JUNE 27, 2007		-10.19 %

Structural steel repairs; pin and hanger, deck joint, bearing and end diaphragm replacement, heat straightening, full coating, slope paving, approach work, curb and gutter and thrie-beam retrofit on US-23 under Lahring Road, Genesee County. This project includes a 2 year bridge painting warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>J. Slagter &amp; Son Construction Co.</b>	<b>\$ 783,278.50</b>	<b>Same</b>	<b>1 **</b>
Walter Toebe Construction Co.	\$ 807,831.82	Same	2
Anlaan Corporation	\$ 827,682.75	Same	3
Posen Construction, Inc.	\$ 846,748.18	Same	4
Midwest Bridge Company	\$ 896,330.62	Same	5
C.A. Hull Co., Inc.	\$ 903,416.85	Same	6
Davis Construction, Inc.	\$ 937,065.22	Same	7
Abhe & Svoboda, Inc.	\$ 1,304,770.00	Same	8
L.W. Lamb, Inc.			
Structural Group, Inc.			
Hardman Construction, Inc.			

8 Bidders

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

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

**Funding Source:**

59612A

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

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

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

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

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48430.

68.	LETTING OF SEPTEMBER 01, 2006	ENG. EST.	LOW BID
	PROPOSAL 0609030	\$ 898,161.48	\$ 987,257.30
	PROJECT ST 11053-85854		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - OCTOBER 02, 2006		
	COMPLETION DATE - JUNE 08, 2007		9.92 %

2.62 mi of concrete pavement repair, diamond grinding, cold milling, and resurfacing on I-94BL from Pearl Street to Port Street and on Ship Street from Main Street to Wayne Street, and on I-94BL from east of M-139 (Martin Luther King Boulevard) to I-94 in the city of St. Joseph, Berrien County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Causie Contracting, Inc.</b>	\$ 987,257.30	Same	1 **
Michigan Paving & Materials Co.	\$ 1,000,851.42	Same	2
Rieth-Riley Construction Co., Inc.	\$ 1,018,728.34	Same	3
Florence Cement Company			

3 Bidders

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

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

**Funding Source:**

85854A

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.





**Funding Source:**

79794A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%
83742A		
Federal Highway Administration Funds	81.85	%
State Restricted Trunkline Funds	18.15	%
84943A		
Eaton County	20.00	%
Federal Highway Administration Funds	80.00	%
84946A		
Eaton County	20.00	%
Federal Highway Administration Funds	80.00	%
87820A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%

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

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments. Loss of federal funds are possible and continued non-attainment in air quality.

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

**Selection:** Low bid.

**New Project Identification:** Maintenance, reconstruction and rehabilitation.

**Zip Code:** 48837.

71.	LETTING OF SEPTEMBER 01, 2006	ENG. EST.	LOW BID
	PROPOSAL 0609033	\$ 1,359,173.51	\$ 1,437,241.68
	PROJECT BI06 48042-75286		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 24, 2007		5.74 %

3.31 mi of hot mix asphalt cold milling and resurfacing with guardrail reconstruction and culvert end modifications on M-28 from west of M-117 easterly to east of M-123, Luce County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 1,437,241.68	Same	1 **
Payne & Dolan, Inc.	\$ 1,494,680.82	Same	2
Bacco Construction Company	\$ 1,565,492.06	Same	3

3 Bidders

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

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

**Funding Source:**

75286A

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:** 49868.

72.	LETTING OF SEPTEMBER 01, 2006	ENG. EST.	LOW BID
	PROPOSAL 0609034	\$ 1,363,718.12	\$ 1,303,249.61
	PROJECT EDA 55022-85425		
	LOCAL AGRMT. 06-5408		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 24, 2007		-4.43 %

1.50 mi of hot mix asphalt cold milling and resurfacing, reconstruction and safety upgrades on US-2 from Ray Lane easterly to east of the Menominee and Delta County line, Menominee and Delta Counties. This project includes a 5 year materials and workmanship pavement warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Bacco Construction Company</b>	\$ 1,303,249.61	Same	1 **
Payne & Dolan, Inc.	\$ 1,419,358.03	Same	2
A. Lindberg & Sons, Inc.			
Oberstar, 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 proposed project includes three road improvements to address safety issues at the resort. First, the current US-2 & 41 has a vertical curve "hill" as it approaches the Hannahville Road intersection, west of the resort. The hill will be lowered and a right turn lane will be added from US-2 & 41 to southbound Hannahville Road. Second, Hannahville Road will be resurfaced to all-season standards to allow the resort to have all truck traffic access the facility off of Hannahville Road. Currently, truck traffic mixes with vehicular traffic in the parking lot which is a safety issue for pedestrians. Third, the resort currently has four entrances/exits that will be consolidated into one main entrance and one relocated auxiliary entrance at the east end of the facility. This will better facilitate on-site traffic flows. These improvements will greatly increase the safety of resort customers.

**Benefit:** The construction of this project will provide safer and improved traffic flow. The initial maintenance costs will be reduced within the project limits. There should be a significant economic benefit to the area with the safer and improved traffic flow.

**Funding Source:**

85425A

Hannahville Indian Community	27.00 %
State Restricted Trunkline Funds	73.00 %

**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 relationships with the communities and businesses in the Menominee area may be compromised. They are anticipating the completion of this project as announced to support the economics of the area.

**Cost Reduction:** With the reconstruction of this infrastructure, initial maintenance costs will be greatly reduced within the project limits. Our customers will benefit with a greatly reduced user delay costs and related safety improvements.

**Selection:** Low bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 49829.

73.	LETTING OF SEPTEMBER 01, 2006	ENG. EST.	LOW BID
	PROPOSAL 0609035	\$ 203,649.44	\$ 188,709.78
	PROJECT STE 29042-86884		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 16, 2007		
	COMPLETION DATE - MAY 20, 2009		-7.34 %

0.19 mi of streetscaping including stamped sidewalk, curb and gutter and tree planting on M-46 from Fifth Street easterly to Eighth Street (McClelland Road), in the village of Breckenridge, Gratiot County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Eastlund Concrete Construction</b>	\$ 188,709.78	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 199,793.33	Same	2
A. J. Rehms & Son, Inc.			

2 Bidders

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

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

**Funding Source:**

86884A

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

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

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



75. LETTING OF SEPTEMBER 01, 2006  
 PROPOSAL 0609037 ENG. EST. LOW BID  
 \$ 243,084.79 \$ 238,232.36  
 PROJECT M 40023-87835, ETC  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - MAY 07, 2007  
 COMPLETION DATE - 13 working days -2.00 %

0.22 mi of hot mix asphalt pavement widening, cold milling,  
 and minor drainage improvements on M-72 at the  
 intersection with Birch Street in the village of Kalkaska,  
 Kalkaska County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>D.J. McQuestion &amp; Sons, Inc.</b>	<b>\$ 238,232.36</b>	<b>Same</b>	<b>1 **</b>
Rieth-Riley Construction Co., Inc.	\$ 241,640.48	Same	2
Elmer's Crane & Dozer, Inc.	\$ 269,917.85	Same	3
Payne & Dolan, Inc.			
Pyramid Paving & Contracting Co.			
SRW Contracting/Paving LLC			
CJ's Excavating Septic Service			
M & M Excavating Co., Inc.			

3 Bidders

**Purpose/Business Case:** This project is a combination of the Traffic and Safety Program and the Capital Preventive Maintenance Programs to preserve the integrity of MDOT's safety assets and structural integrity, and extend the service life of the state trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments retard future deterioration, maintain or improve the functional condition of the system. In addition, the treatments will reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system resulting in longer pavement surface life.

**Funding Source:**

87835A	State Restricted Trunkline Funds	100 %
87993A	State Restricted Trunkline Funds	100 %

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

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

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

**Selection:** Low bid.

**New Project Identification:** Maintenance & reconstruction.

**Zip Code:** 49646.









80. LETTING OF SEPTEMBER 01, 2006  
 PROPOSAL 0609049 \$ ENG. EST. 449,236.09 \$ LOW BID 403,029.21  
 PROJECT CM 25131-87792  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - MAY 30, 2007  
 COMPLETION DATE - JULY 11, 2007 -10.29 %

Construction of a new park and ride facility off southbound  
 Dixie Highway in the northeast quadrant of the I-75/Dixie  
 Highway interchange, Genesee County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Angelo Iafrate Construction Company</b>	<b>\$ 403,029.21</b>	<b>Same</b>	<b>1 **</b>
Fonson, Inc.	\$ 413,050.77	\$ 412,918.27	2
Zito Construction Co.	\$ 415,610.90	Same	3
D.L.F. Trucking, Inc.	\$ 442,723.06	\$ 441,068.06	4
Posen Construction, Inc.	\$ 446,904.93	Same	5
Warren Contractors & Development	\$ 447,935.37	\$ 447,685.37	6
DiPonio Contracting L.L.C.	\$ 448,104.75	\$ 447,970.75	7
Young's Environmental Cleanup, Inc.	\$ 459,537.00	Same	8
Rohde Brothers Excavating, Inc.	\$ 480,341.00	Same	9
Ron Bretz Excavating, Inc.	\$ 480,977.58	Same	10
Champagne and Marx Excavating, Inc.	\$ 540,924.15	\$ 540,916.15	11
San Marino Excavating, Inc.	\$ 566,674.70	\$ 566,479.70	12
L.J. Construction, Inc.	\$ 571,797.50	Same	13
L.A. Construction Corporation	\$ 578,692.46	\$ 576,918.46	14
Saginaw Asphalt Paving Company			
Ace Asphalt & Paving Co.			
Pro-Line Asphalt Paving Corp.			
Commerce Construction & Landscaping			
CRS/Shaw Contracting Co.			
Barrett Paving Materials, Inc.			
Lois Kay Contracting Co.			
Florence Cement Company			
Fisher Contracting Company			
Cadillac Asphalt, LLC.			

14 Bidders

**Purpose/Business Case:** The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users also allows CMAQ funding to be expended in particulate matter (PM) non-attainment and maintenance areas.  
**Benefit:** Reduction in transportation related emissions.

**Funding Source:**

87792A

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.









85. LETTING OF SEPTEMBER 01, 2006  
 PROPOSAL 0609054 \$ ENG. EST. 652,805.25 \$ LOW BID 545,454.54  
 PROJECT CMG 63900-86066  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - APRIL 01, 2007 -16.44 %

Traffic signal modernization, actuation and optimization at 9 locations, in the cities of Farmington and Madison Heights, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Metropolitan Power &amp; Lighting, Inc.</b>	<b>\$ 545,454.54</b>	<b>Same</b>	<b>1 **</b>
Rauhorn Electric, Inc.	\$ 572,211.35	Same	2
Posen Construction, Inc.	\$ 601,187.50	Same	3
J. Ranck Electric, Inc.	\$ 621,133.26	Same	4
Motor City Electric Utilities Co.	\$ 635,603.95	Same	5
Alpha Electric, Inc.	\$ 643,561.00	Same	6

6 Bidders

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

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

**Funding Source:**

86066A

Federal Highway Administration Funds 100 %

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

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

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

**Selection:** Low Bid.

**New Project Identification:** Signal upgrade.

**Zip Code:** 48328.



87. LETTING OF SEPTEMBER 01, 2006  
 PROPOSAL 0609056 ENG. EST. LOW BID  
 \$ 663,139.38 \$ 621,055.60  
 PROJECT CMG 13900-87655, ETC  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 31, 2007 -6.35 %

Traffic signal modernization, actuation and/or  
 interconnect at 11 locations, Calhoun County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Severance Electric Co., Inc.</b>	<b>\$ 621,055.60</b>	<b>Same</b>	<b>1 **</b>
Strain Electric Company	\$ 625,277.94	Same	2
J. Ranck Electric, Inc.	\$ 640,042.49	Same	3
Metropolitan Power & Lighting, Inc.	\$ 695,404.00	Same	4
J R Howell Airport Lighting LLC	\$ 728,664.00	Same	5
Windemuller Electric, Inc.	\$ 737,074.50	Same	6
Trans Tech Electric Limited Partner			
Rauhorn Electric, Inc.			
DVT Electric, Inc			

6 Bidders

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

**Benefit:** Reduction in transportation related emissions. The treatments will reduce traffic accidents and injuries, vehicle delay, fuel consumption, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

87655A	Federal Highway Administration Funds	100	%
87656A	Federal Highway Administration Funds	100	%
87657A	Federal Highway Administration Funds	100	%

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

**Risk Assessment:** A greater risk of accidents and injuries by not implementing safety treatments. Loss of federal funds and continued non-attainment in air quality.

**Cost Reduction:** Less congestion and reduced maintenance and operating costs due to increased carpooling. Increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low bid.

**New Project Identification:** Signal upgrade.

**Zip Code:** 49068.

88. LETTING OF SEPTEMBER 01, 2006  
 PROPOSAL 0609057 ENG. EST. LOW BID  
 \$ 216,655.24 \$ 227,086.09  
 PROJECT CM 39024-87393  
 LOCAL AGRMT. 06-5395 % OVER/UNDER EST.  
 START DATE - OCTOBER 16, 2006  
 COMPLETION DATE - OCTOBER 27, 2006 4.81 %

0.12 mi of existing exit ramp removal and new exit ramp reconstruction on I-94, eastbound to southbound Westnedge Avenue exit ramp (Exit 76A) in city of Portage, Kalamazoo County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Interstate Highway Construction</b>	<b>\$ 227,086.09</b>	<b>Same</b>	<b>1 **</b>
Peters Construction Co.	\$ 240,173.92	Same	2
Kamminga & Roodvoets, Inc.	\$ 251,172.89	Same	3
Hoffman Bros., Inc.	\$ 264,090.81	Same	4
Robert Bailey Contractors, Inc.	\$ 273,130.13	\$ 272,130.13	5
Northern Construction Services, Co.	\$ 280,902.50	Same	6
Diversco Construction Company Inc.	\$ 306,896.20	\$ 306,821.20	7
Brenner Excavating, Inc.			
E. C. Korneffel Co.			
Nashville Construction Company			
Balkema Excavating, Inc.			
Fisher Contracting Company			
Milbocker and Sons, Inc.			
Weick Bros., Inc.			
L.J. Construction, Inc.			

7 Bidders

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

**Purpose/Business Case:** The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users also allows CMAQ funding to be expended in particulate matter (PM) non-attainment and maintenance areas.  
**Benefit:** Reduction in transportation related emissions.

**Funding Source:**

87393A	
Federal Highway Administration Funds	80.00 %
City of Portage	2.21 %
State Restricted Trunkline Funds	17.79 %

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

**Risk Assessment:** Loss of federal funds and continued non-attainment in air quality.

**Cost Reduction:** Less congestion and reduced maintenance costs due to increased carpooling.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49002.



90. LETTING OF SEPTEMBER 01, 2006  
 PROPOSAL 0609059 \$ ENG. EST. 73,358.22 \$ LOW BID 60,047.60  
 PROJECT STG 41014-82715, ETC  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - APRIL 09, 2007  
 COMPLETION DATE - AUGUST 03, 2007 -18.14 %

7.29 mi of non-freeway signing upgrades on I-196BS from I-196 to US-131 and US-131BR from US-131(south) to US-131(north), Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J & J Contracting, Inc.	\$ 60,047.60	Same	1 **
Highway Service Co., Inc.	\$ 68,665.61	Same	2
Trans Tech Electric Limited Partner	\$ 72,650.80	Same	3
Action Traffic Maintenance, Inc.	\$ 73,331.20	Same	4
NES Traffic Safety Limited Partner	\$ 76,645.55	Same	5
Sterling Sign Co. Inc.	\$ 98,822.00	Same	6
Midwest Bridge Company			

6 Bidders

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

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

**Funding Source:**

82715A	Federal Highway Administration Funds	100 %
82753A	Federal Highway Administration Funds	100 %

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

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

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

**Selection:** Low Bid.

**New Project Identification:** Sign upgrade.

**Zip Code:** 49509.

91. LETTING OF SEPTEMBER 01, 2006  
 PROPOSAL 0609060 ENG. EST. LOW BID  
 \$ 765,505.21 \$ 739,870.97  
 PROJECT CM 84916-86550, ETC  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 03, 2007 -3.35 %

Traffic signal modernization and actuation and/or interconnect on I-96BL, I-69BL, M-21 and Old US-27 in the village of Ovid, city of Lansing, Clinton, Eaton and Ingham Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>J. Ranck Electric, Inc.</b>	\$ 739,870.97	Same	1 **
Strain Electric Company	\$ 740,213.56	Same	2
Metropolitan Power & Lighting, Inc.	\$ 854,854.54	Same	3
Windemuller Electric, Inc.	\$ 929,204.00	Same	4
Severance Electric Co., Inc.			
Trans Tech Electric Limited Partner			
Rauhorn Electric, Inc.			
DVT Electric, Inc			

4 Bidders

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

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

**Funding Source:**

86550A		
Federal Highway Administration Funds	80.00 %	
State Restricted Trunkline Funds	20.00 %	
87918A		
Federal Highway Administration Funds	100 %	

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

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

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

**Selection:** Low Bid.

**New Project Identification:** Signal upgrade.

**Zip Code:** 48823 region-wide.

92. LETTING OF SEPTEMBER 01, 2006  
 PROPOSAL 0609061 \$ ENG. EST. 28,089.54 \$ LOW BID 25,438.34  
 PROJECT STG 58091-85474  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - NOVEMBER 06, 2006  
 COMPLETION DATE - MAY 01, 2007 -9.44 %

2.99 mi of non-freeway signing upgrades on I-75 connector  
 from M-125 south to I-75, Monroe County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Highway Service Co., Inc.	\$ 25,438.34	Same	1 **
Trans Tech Electric Limited Partner	\$ 25,797.75	Same	2
J & J Contracting, Inc.	\$ 26,808.40	Same	3
Action Traffic Maintenance, Inc.	\$ 27,109.88	Same	4
Sterling Sign Co. Inc.	\$ 31,792.00	Same	5
Midwest Bridge Company			

5 Bidders

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

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

**Funding Source:**

85474A

Federal Highway Administration Funds 100 %

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

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

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

**Selection:** Low Bid.

**New Project Identification:** Sign upgrade.

**Zip Code:** 48133.







96. LETTING OF SEPTEMBER 01, 2006  
 PROPOSAL 0609004 \$ ENG. EST. 260,090.00 \$ LOW BID 239,014.50  
 PROJECT BRO 73022-86281  
 LOCAL AGRMT. 06-5368 % OVER/UNDER EST.  
 START DATE - APRIL 16, 2007  
 COMPLETION DATE - JUNE 22, 2007 -8.10 %

Bridge removal and replacement along with related approach work on Marion Road over Carson Drain, Saginaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Heystek Contracting Inc.</b>	<b>\$ 239,014.50</b>	<b>Same</b>	<b>1 **</b>
Milbocker and Sons, Inc.	\$ 261,245.50	Same	2
Wooten Contracting Co.	\$ 261,358.85	Same	3
Champagne and Marx Excavating, Inc.	\$ 272,890.45	Same	4
C. R. Hunt Construction Company	\$ 275,712.66	Same	5
Ron Bretz Excavating, Inc.	\$ 278,914.56	Same	6
Zito Construction Co.	\$ 304,322.85	Same	7
E.T. MacKenzie Company	\$ 307,475.32	Same	8
J.E. Kloote Contracting, Inc.	\$ 308,145.75	Same	9
John Henry Excavating, Inc.	\$ 309,730.00	Same	10
Rohde Brothers Excavating, Inc.	\$ 311,202.00	Same	11
Davis Construction, Inc.	\$ 318,028.59	Same	12
Anlaan Corporation	\$ 319,813.01	Same	13
S.L. & H. Contractors, Inc.	\$ 320,363.90	Same	14
J. Slagter & Son Construction Co.	\$ 332,569.55	Same	15
L.J. Construction, Inc.	\$ 332,720.00	Same	16
Lee Wood Contracting, Inc.			
Hardman Construction, Inc.			
Fisher Contracting Company			
Young's Environmental Cleanup, Inc.			
Miller Development, Inc.			
McDowell Construction , L.L.C.			

16 Bidders

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

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

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

**Funding Source:**

86281A	
Saginaw County	5.24 %
Federal Highway Administration Funds	79.80 %
State Restricted Trunkline Funds	14.96 %

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

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

**Selection:** Low bid.

**New Project Identification:** Bridge replacement.

**Zip Code:** 48605.

97. LETTING OF SEPTEMBER 01, 2006  
 PROPOSAL 0609005 \$ ENG. EST. 82,969.00 \$ LOW BID 52,121.44  
 PROJECT MCS 81003-53417  
 LOCAL AGRMT. 06-5361 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 15, 2006 -37.18 %

Remove existing structure and construction of earth embankments on Wallace Road over River Raisin, Washtenaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>C &amp; D Hughes, Inc.</b>	<b>\$ 52,121.44</b>	<b>Same</b>	<b>1 **</b>
Fonson, Inc.	\$ 55,354.30	Same	2
E.T. MacKenzie Company	\$ 65,181.23	Same	3
ABC Paving Company	\$ 65,499.86	Same	4
J.E. Kloote Contracting, Inc.	\$ 67,072.16	Same	5
Blaze Contracting Inc.	\$ 72,000.00	Same	6
Bailey Excavating, Inc.	\$ 72,941.95	Same	7
L.J. Construction, Inc.	\$ 73,888.00	Same	8
Brady Sand & Gravel, Inc.	\$ 75,994.46	Same	9
J. Slagter & Son Construction Co.	\$ 76,483.51	Same	10
Anlaan Corporation	\$ 76,901.61	Same	11
Tri-Valley Landscaping, Inc.	\$ 85,498.70	Same	12
E. C. Korneffel Co.	\$ 88,422.42	Same	13
S.L. & H. Contractors, Inc.	\$ 98,301.36	Same	14
C.A. Hull Co., Inc.			
D.L.F. Trucking, Inc.			
J. Sebastian Trucking & Exc. Inc.			
Walter Toebe Construction Co.			
Rasins Landscape and Associates			

14 Bidders

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

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

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

**Funding Source:**

53417A

Washtenaw County	5.00 %
State Restricted Trunkline Funds	95.00 %

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

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

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

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 48158.

98. LETTING OF SEPTEMBER 01, 2006  
 PROPOSAL 0609007 \$ ENG. EST. 675,261.00 \$ LOW BID 485,530.20  
 PROJECT STL 19403-74633  
 LOCAL AGRMT. 06-5385 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 24, 2006 -28.10 %

2.97 mi of hot mix asphalt resurfacing and placing aggregate shoulders on South Wright Road from Pioneer Road to Centerline Road, Clinton County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>C &amp; D Hughes, Inc.</b>	<b>\$ 485,530.20</b>	<b>Same</b>	<b>1 **</b>
Michigan Paving & Materials Co.	\$ 498,223.03	Same	2
Sandborn Construction, Incorp.	\$ 525,455.50	Same	3
Dunigan Brothers, Inc.	\$ 533,599.00	Same	4
Aggregate Industries-Central Region	\$ 553,854.14	Same	5
Rieth-Riley Construction Co., Inc.	\$ 555,657.87	Same	6
Cadwell Brothers Construction	\$ 566,352.73	Same	7
Bailey Excavating, Inc.	\$ 569,139.00	Same	8
Nashville Construction Company	\$ 611,366.68	Same	9
L & L Construction Co., Inc.			
ABC Paving Company			
Youngstrom Contracting, Inc.			

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:**

74633A  
 Clinton County 20.00 %  
 Federal Highway Administration Funds 80.00 %

**Selection:** Low bid.

**Zip Code:** 48835.







102. LETTING OF SEPTEMBER 01, 2006  
 PROPOSAL 0609020  
 PROJECT STU 50458-75486, ETC  
 LOCAL AGRMT. 06-5311  
 START DATE - 10 days after award  
 COMPLETION DATE - MAY 15, 2008

ENG. EST.  
 \$ 10,163,036.30

LOW BID  
 \$ 8,756,229.40

% OVER/UNDER EST.  
 -13.84 %

1.80 mi of road reconstruction, including pavement removal, drainage improvements, concrete pavement with curb and gutter, pavement markings, and bridge removal and replacement, on 23 Mile Road from Hayes Road to east of Woodside Drive and at the middle branch of the Clinton River, Macomb County.

12.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Dan's Excavating, Inc.</b>	<b>\$ 8,756,229.40</b>	<b>Same</b>	<b>1 **</b>
John Carlo, Inc.	\$ 8,874,021.84	Same	2
L. D'Agostini & Sons, Inc.	\$ 8,964,604.55	Same	3
Pamar Enterprises, Inc.	\$ 9,268,949.30	Same	4
B & V Construction, Inc.	\$ 9,588,535.08	Same	5
Angelo Iafrate Construction Company	\$ 9,688,681.73	Same	6
Six-S, Inc.	\$ 9,699,498.05	Same	7
DeAngelis Landscape, Inc.			
E. C. Korneffel Co.			
Florence Cement Company			
Walter Toebe Construction Co.			
Posen Construction, Inc.			
Tony Angelo Cement Construction Co.			
Fisher Contracting Company			
Peter A. Basile Sons, Inc.			
Ajax Paving Industries, Inc.			

7 Bidders

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

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

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

**Funding Source:**

75486A	
Macomb County	18.15 %
Federal Highway Administration Funds	81.85 %
83887A	
Macomb County	12.11 %
State Restricted Trunkline Funds	87.89 %

**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.















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

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

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

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49017.

**EXTRAS**

110. **Extra 2006 - 131**

Control Section/Job Number: 41544-74898 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Diversco Construction Company, Inc.  
675 Clyde Ct. SW  
Byron Center, MI 49315

Designed By: Local Agency  
Engineer's Estimate: \$5,128,686.10

Description of Project:

1.6 miles of road reconstruction, including water main, sanitary sewer, storm sewer, drainage structures, concrete curb and gutter, concrete sidewalk and hot mix asphalt paving on Wilson Avenue from south of 64th Street to north 52nd Street, in the city of Wyoming, Kent County.

Administrative Board Approval Date:	April 18, 2006	
Contract Date:	April 25, 2006	
Original Contract Amount:	\$5,484,100.12	
Total of Overruns/Changes (Approved to Date):	(31,416.40)	- 0.57%
Total of Extras/Adjustments (Approved to Date):	95,957.00	+ 1.75%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>115,000.00</u></b>	<b><u>+ 2.10%</u></b>
<b>Revised Total</b>	<b><u>\$5,663,640.72</u></b>	<b>+ 3.28%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.18% over the original budget for an **Authorized to Date Amount** of \$5,548,640.72.

Approval of this extra will place the authorized status of the contract 3.28% or \$179,540.60 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3

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

**CM 3**

Culv, PreCast Conc Box, 18 Ft by 6 Ft

1.000 Ea @ \$115,000.00/Ea

\$115,000.00**Total****\$115,000.00****Reason(s) for Extra(s)/Adjustment(s):**

The contractor was directed to replace the Knight Drain culvert at Wilson Avenue. This drain was intended to be replaced as part of the original design, but pay items for the work were omitted from the project plans. The existing culvert was in poor condition and in need of replacement. Additionally, the existing culvert was designed for flooding over the road in the event of a 100 year flood. The decision was made to increase the size of the culvert to reduce the amount of road flooding during a 100-year flood event. The plans were reviewed by the controlling culvert agency after project award due to miscommunication and the decision was made to replace the culvert. The cost for Culv, PreCast Conc Box, 18 Ft by 6 Ft was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar work at the local agency and MDOT's Average Unit Price Index.

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

This Extra 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, 80%; City of Wyoming, 20%.

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

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

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

**Selection:** Low bid.

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

**Zip Code:** 49509.

111. **Extra 2006 - 132**

Control Section/Job Number: 82544-49909 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: Wade-Trim/Associates, Inc.  
Engineer's Estimate: \$1,561,828.60

Description of Project:

Concrete base widening with integral curb, bituminous resurfacing, drainage improvements and traffic signal modernization on Schaefer Highway from Seven Mile Road to Eight Mile Road, on Warren Avenue and Anthony Wayne Drive, and on Warren and Cass Avenues, in the city of Detroit, Wayne County.

Administrative Board Approval Date:	July 1, 2203	
Contract Date:	September 3, 2003	
Original Contract Amount:	\$1,375,805.04	
Total of Overruns/Changes (Approved to Date):	86,129.89	+ 6.26%
Total of Extras/Adjustments (Approved to Date):	55,639.24	+ 4.04%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>74,682.75</u></b>	<b><u>+ 5.43%</u></b>
<b>Revised Total</b>	<b><u>\$1,592,256.92</u></b>	<b>+ 15.73%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.30% over the original budget for an **Authorized to Date Amount** of \$1,517,574.17.

Approval of this extra will place the authorized status of the contract 15.73% or \$216,451.88 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 7

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

Extra Cables Interconnect for 2 Signals	\$20,131.67
Fiberglass Conduit @ Warren and Cass	1,146.60
Hydrovac Excavation of Foundations	<u>53,404.48</u>
<b>Total</b>	<b><u>\$74,682.75</u></b>

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

The project plans depict the usage of existing cables to provide power and interconnect to the new traffic signals. The existing cables at one project intersection were unusable and the contractor was directed to remove and replace the existing cables. At a different project intersection the plans depict the use of existing power cables to feed the new traffic signals, but there were no existing power cables. The contractor was directed to place new cables and interconnect. The extra cost for Extra Cables Interconnect for 2 Signals was negotiated per Section 103.04 of the Standard Specifications for Construction. The cost was deemed reasonable when compared to daily field records and cost submittals from the contractor.

The project specifications require the use of plastic conduit. At one project intersection conduit was placed in close proximity to an existing steam line. The heat generated from the steam line melted the new plastic conduit. The contractor was directed to remove and replace the plastic conduit with concrete encased fiberglass conduit. The extra cost for Fiberglass Conduit @ Warren and Cass was negotiated per Section 103.04 of the Standard Specifications for Construction. The cost was deemed reasonable when compared to daily field records and cost submittals from the contractor.

The contractor was directed to utilize a hydrovac excavator for traffic signal pole foundations on one project roadway due to the high number of fiber optic cables for Wayne State University. Damage to the fiber optic cables would have disrupted communications at the university. The hydrovac excavator uses water to displace the soil, and a vacuum to remove the soil and water. A backhoe was utilized for removal of larger concrete and rocks. This method was used on eight traffic signal strain pole foundations and represents additional cost beyond the original pay item Strain Pole, Steel, Anchor Fdn. The extra cost for Hydrovac Excavation of Foundations was negotiated per Section 103.04 of the Standard Specifications for Construction. The cost was deemed reasonable when compared to daily field records and cost submittals from the contractor.

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

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

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

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

**Funding Source:** FHWA, 80%; State Restricted Trunkline, 20%.

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

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

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

**Selection:** Low bid.

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

**Zip Code:** 48201.

112. **Extra 2006 - 133**

Control Section/Job Number:	33035-51771	MDOT Project
State Administrative Board -	This project has at least one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Rieth-Riley Construction Co., Inc. P.O. Box 477 Goshen, IN 46527	
Designed By:	MDOT	
Engineer's Estimate:	\$20,970,548.82	

Description of Project:

12.89 miles of rubblizing and hot mix asphalt overlay, concrete pavement restoration, hot mix asphalt shoulders, guardrail upgrade, and bridge rehabilitation on 12 structures on US-127 from south of M-36 (Cedar Street) to north of I-96 and from Trowbridge Road to I-69 in the cities of Mason, Lansing and East Lansing, in the townships of Vevay, Alaiedon, Delhi, Lansing and DeWitt, Ingham and Clinton Counties.

Administrative Board Approval Date:	April 5, 2005	
Contract Date:	April 7, 2005	
Original Contract Amount:	\$20,263,823.29	
Total of Overruns/Changes (Approved to Date):	806,600.17	+ 3.98%
Total of Extras/Adjustments (Approved to Date):	686,461.65	+ 3.39%
Total of Negative Adjustments (Approved to Date):	(147,703.94)	- 0.73%
<b>THIS REQUEST</b>	<b><u>138,693.39</u></b>	<b>+ <u>0.68%</u></b>
<b>Revised Total</b>	<b><u>\$21,747,874.56</u></b>	<b>+ 7.32%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.64% over the original budget for an **Authorized to Date Amount** of \$21,609,181.17.

Approval of this extra will place the authorized status of the contract 7.32% or \$1,484,051.27 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-140	13 r. 1	\$155,000.00	12/06/05
2006-003	15	\$268,676.10	02/07/06

Contract Modification Number(s): 28

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

Extra Slope Restoration	<u>\$138,693.39</u>
<b>Total</b>	<b><u>\$138,693.39</u></b>

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

The contractor was directed to repair the outside roadway slope in both directions within the project limits. This work was directed because of severe weather conditions over the winter months that caused extreme soil erosion on the project slopes. This work included significant grading, material placement, and labor, as the roadway slope was repaired throughout the project limits. The extra cost for Extra Slope Restoration 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.

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, 80%; State Restricted Trunkline, 20%.  
**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.  
**Risk Assessment:** These items were required for the safe and timely completion of the project.  
**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.  
**Selection:** Low bid.  
**New Project Identification:** This is an existing project already under contract.  
**Zip Code:** 48854.

113. **Extra 2006 - 134**

Control Section/Job Number: 41131-45811 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Kamminga & Roodvoets, Inc.  
3435 Broadmoor Avenue SE  
Grand Rapids, MI 49512

Designed By: MDOT / Wilcox Professional Services, LLC  
 Engineer's Estimate: \$18,412,663.24

Description of Project:

2.09 miles of road reconstruction and addition of weave merge lane on I-296/US-131 southbound from Ann Street to North Park Street, 1.58 mi of concrete reconstruction, addition of weave merge lane, and ramp reconstruction on US-131 from North Park Street to the West River Drive on-ramp, and deck patching, joint replacements, and rocker realignment on 7 bridges in the cities of Grand Rapids and Walker, Plainfield Township, Kent County.

Administrative Board Approval Date:	February 1, 2005	
Contract Date:	February 18, 2005	
Original Contract Amount:	\$19,492,638.11	
Total of Overruns/Changes (Approved to Date):	(319,179.12)	- 1.64%
Total of Extras/Adjustments (Approved to Date):	407,587.79	+ 2.09%
Total of Negative Adjustments (Approved to Date):	(14,555.70)	- 0.07%
<b>THIS REQUEST</b>	<b><u>159,408.80</u></b>	<b><u>+ 0.82%</u></b>
<b>Revised Total</b>	<b><u>\$19,725,899.88</u></b>	<b>+ 1.20%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.38% over the original budget for an **Authorized to Date Amount** of \$19,566,491.08.

Approval of this extra will place the authorized status of the contract 1.20% or \$233,261.77 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 43

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

Value Engineering, US-131 Traffic Maintenance & Construction	<u>\$159,408.80</u>
<b>Total</b>	<b><u>\$159,408.80</u></b>

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

A Value Engineering Change Proposal (VECP) was submitted by the contractor. The VECP was submitted per the requirements in the supplemental specification as contained in the project proposal. The VECP was submitted with a decrease in contract work of \$318,817.60 which resulted in a net project savings. The contractor is to receive one-half net savings; therefore, this contract modification will authorize payment to the contractor in the amount of \$159,408.80. The VECP proposed a revision to the project staging and associated traffic control. The contractor's proposal implemented a revised staging plan that reduced the cost of traffic maintenance and the number of traffic configurations, and allowed for full width construction for 50 percent of the project. The original plan depicted part width construction for the entire project.

The VECP extra work item was applied between three project categories in order to accurately represent the funding splits on the project. This extra work is funded with \$79,233.37 Federal Highway Administration funds, \$80,166.37 State Restricted Trunkline funds, and \$9.06 City of Grand Rapids funds. The cost for Value Engineering, US-131 Traffic Maintenance & Construction was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and the Supplemental Specification for Value Engineering Change Proposal. The cost was deemed reasonable as a part of a VECP review.

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

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

**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:** 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:** 49504, 49505, 49544.

114. **Extra 2006 - 135**

Control Section/Job Number: 82123-52803 MDOT Project

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

State Transportation Commission - Does not meet criteria.

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

Designed By: MDOT

Engineer's Estimate: \$87,017,186.71

Description of Project:

7.04 miles of pavement reconstruction, cold milling and resurfacing, and 35 structure rehabilitations on I-96 from west of M-39 to Roosevelt Street in the city of Detroit, Wayne County.

Administrative Board Approval Date:	February 15, 2005	
Contract Date:	February 15, 2005	
Original Contract Amount:	\$80,526,088.08	
Total of Overruns/Changes (Approved to Date):	(\$4,133,361.05)	- 5.13%
Total of Extras/Adjustments (Approved to Date):	4,954,370.11	+ 6.15%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>227,022.64</u></b>	<b><u>+ 0.28%</u></b>
<b>Revised Total</b>	<b><u>\$81,574,119.78</u></b>	<b>+ 1.30%</b>

**Offset Information**

Total Offsets This Request	(\$56.61)	- 0.00%
Net Revised Request	\$226,966.03	+ 0.28%

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.02% over the original budget for an **Authorized to Date Amount** of \$81,347,097.14.

Approval of this extra will place the authorized status of the contract 1.30% or \$1,048,031.70 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-073	1 r. 1	\$380,033.85	07/05/05
2005-087	10	\$178,928.00	08/02/05
2005-097	11 r. 1, 12	\$336,851.70	09/06/05
2005-098	6 r. 3, 9	\$1,014,054.30	09/06/05
2005-126	16 r. 1	\$455,972.00	11/01/05
2005-148	34 r. 3	\$629,562.35	12/06/05
2006-025	46 r. 1	\$305,457.15	03/07/06
2006-034	50 r. 1	\$189,280.00	03/21/06
2006-067	63 r. 1	\$474,626.25	06/06/06
2006-079	69 r. 1, 77 r. 1	\$190,144.73	06/20/06
2006-096	80	\$122,942.53	07/05/06

Contract Modification Number(s): 86 r. 2, 92

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

**CM 86**

Rem Light Standard Fnd

Replace Barrier (Structure)	1.000 Ea @ \$3,675.00/Ea	\$3,675.00
Concrete Surface Sealer Substructure Special XO6 CSX RR, P03 Cherrylawn	1,915.200 Syd @ \$9.19/Syd	17,600.69
Concrete Surface Sealer Superstructure Special P03 Cherrylawn	2,178.800 Syd @ \$15.49/Syd	33,749.61
Traffic Control Set up and Lane Shifts Force Account Budget		11,327.82
Traffic Control-Wyoming Under Bridge Ltg Replacement and Davison Dir. Bore	4.000 Ea @ \$2,625.00/Ea	10,500.00
Concrete QA Special		1,599.15
Placing Shims		14,015.85
Under Bridge Ltg @ Wyoming Over I-96 Rem And Replace 16 Fixture System		56,298.90
Relocate Truss, Modify Barrier Wall		12,974.97
Under Bridge Lighting at Davison and I-96		<u>59,316.00</u>
Total		<u>\$221,057.99</u>

**CM 86 Offset Information**

Conc Quality Assurance	-62.900 Cyd @ \$0.90/Cyd	<u>(\$56.61)</u>
Total		<u>(\$56.61)</u>

**CM 92**

P02 Sidewalk Approach		<u>\$5,964.65</u>
Total		<u>\$5,964.65</u>

**Grand Total**

**\$227,022.64**

Net Revised Request

\$226,966.03

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

**CM 86**

The following extra work items were established on previous contract modifications. These increases will adjust the previously authorized quantities to the current as-constructed quantities.

The existing light standard foundations on the bridge railings at the M-39 and I-96 interchange were in a severely deteriorated condition. This was discovered when the interchange was intermittently closed during the 2005 construction season for bridge rehabilitation work. Rehabilitation work to address the condition of the existing light standard foundations was omitted from the project plans. The contractor was directed to remove the light standards that were mounted on the bridge railings and install a tower lighting system. This work was necessary for the safety of the motoring public to prevent concrete debris from falling onto the roadway and to reduce future maintenance issues. This extra work required supplemental FHWA concurrence for federal funding participation, which has been received. The extra cost for Rem Light Standard Fnd Replace Barrier (Structure) 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 and similar work in the region.

The contractor was directed to place concrete surface sealer on the wing walls for several structures. Surface sealer work was included in the original plans for structure abutments, and the contractor was directed to place it on wing walls and parapets to create visual uniformity and seal the concrete surface throughout the I-96 corridor. The extra cost for Concrete Surface Sealer Substructure Special XO6 CSX RR, P03 Cherrylawn and Concrete Surface Sealer Superstructure Special P03 Cherrylawn was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar bid items.

The contractor was informed that the cost for traffic control related to the tower lighting work, as described above, would be compensated per force account records. This direction was provided, as the maintaining traffic signage and maintenance was substantially different from the original roadway reconstruction work. The original contract required placement of signs and these signs would remain static until the end of the project. The traffic control for the tower lighting work required daily action and sign changes. The extra cost for Traffic Control Set up and Lane Shifts Force Account Budget is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The following items were newly established on this contract modification.

Additional traffic control was necessary to complete the removal and replacement of the existing under bridge lighting system at Wyoming Street over I-96, as described below. Furthermore, directional bore work at an adjacent ramp will also be completed under this traffic control. The extra work item includes set up and removal of 2 two-lane freeway closures and 1 one-lane freeway closure per day for an estimated 4 days. This traffic control was substantially different from the original traffic control work that was static for the entire project. The traffic control for this work had to be moved 3 times per day because of traffic restrictions and work activities. The extra cost for Traffic Control-Wyoming Under Bridge Ltg Replacement and Davison Dir. Bore was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with daily records and similar original bid items.

A tower lighting system was installed at the M-39 and I-96 interchange after all other concrete work on the project was complete. The contractor was informed that all concrete for this work was to be placed as part of the concrete quality assurance program and compensation would be negotiated, as this work was completed after the regular project concrete work. The extra cost for Concrete QA Special 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 and similar original bid items. This extra work is partially offset by a \$56.61 reduction in the original bid item, Conc Quality Assurance.

A sign truss was installed at the ramp from westbound I-96 to northbound M-39, per the project plans. The proposed truss was not level due to a plan error in truss foundation elevations. The contractor was directed to place metal shims under the truss base to level the truss. The extra cost for Placing Shims is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The existing under bridge lighting system at the Wyoming Street bridge over I-96 was in a severely deteriorated condition and replacement was necessary to increase the safety to the motoring public. The deteriorated condition was discovered after the project was opened to traffic when final work was being completed. The contractor was directed to remove and replace the existing deteriorated lighting system. The extra cost for Under Bridge Ltg @ Wyoming Over I-96 Rem And Replace 16 Fixture System was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to daily records, force account documentation, and similar original bid work.

A proposed sign truss, installed per the project plans at the ramp from northbound M-39 to eastbound and westbound I-96, had to be relocated due to a conflict with traffic. Disabled trucks would have struck the sign if utilizing the roadway shoulder. In addition, the existing barrier wall on northbound M-39 was modified to allow the safe placement of the sign truss. The sign bracket protruded from the barrier wall and the wall was thickened to provide proper coverage of the bracket. This extra work was necessary for the safety of the traveling public. The extra cost for Relocate Truss, Modify Barrier Wall is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The existing under bridge lighting system at I-96 and Davison Street was severely deteriorated. After further investigation, the contractor was directed to remove and replace the lighting system for the safety of the traveling public. The extra cost for Under Bridge Lighting at Davison and I-96 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

## **CM 92**

The contractor was directed to reconstruct the existing sidewalk approaches at the project pedestrian overpass due to their extremely deteriorated condition. The extra cost for P02 Sidewalk Approach 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 are recommended for approval by the State Administrative Board.

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

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

**Funding Source:** FHWA, 87.98%; State Restricted Trunkline, 10.92%; City of Detroit, 1.10%.

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

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

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.  
**Selection:** Low bid.  
**New Project Identification:** This is an existing project already under contract.  
**Zip Code:** 48223, 48227, 48228.

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

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of May 17, 2006.

Respectfully submitted,

Kirk T. Steudle  
Director

## **SUPPLEMENTAL AGENDA**

### **DEPARTMENT OF TRANSPORTATION**

#### **TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD**

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

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This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

### **CONTRACTS**

1. **\*HIGHWAYS – Increase Services and Amount, Extend Time**  
Amendatory Contract (2004-0808/A2) between MDOT and The Corradino Group of Michigan, Inc., will provide for the performance of additional services necessary for the preparation of the Draft Environmental Impact Statement (DEIS) and early preliminary engineering services for a new Detroit River International Crossing located within the geographic area of the cities of Detroit, Ecorse, River Rouge, and Wyandotte in Wayne County, will increase the contract amount by \$1,941,391, and will extend the contract term by approximately six months. The additional services include geotechnical analysis needed prior to drilling, additional public involvement, additional governance specialist services, additional workshops and Context Sensitive Solutions public meetings, the retaining of rail specialists, and additional coordination with the Canadian team. The study limits extend from Belle Isle on the north, to the I-94 corridor on the west, to Grosse Isle on the south, to the Canadian border on the Detroit River. The original contract provides for the undertaking of a study for all work related to the route planning and Environmental Impact Statement through the record of decision (ROD), including all work related to the preparation of documentation to receive approvals under the United States National Environmental Policy Act (NEPA) and the coordination of NEPA activities with the Canadian Environmental Assessment Act and the Ontario Environmental Assessment Act, for a new Detroit River International Crossing. The revised contract term will be December 27, 2004, through December 31, 2008. The revised contract amount will be \$21,475,765. Source of Funds: 80% Federal Highway Administration (FHWA) Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of additional services necessary for the preparation of the DEIS and early preliminary engineering services for a new Detroit River International Crossing, to increase the contract amount by \$1,941,391, and to extend the contract term by approximately six months.

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

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

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

**Risk Assessment:** If this amendment is not approved, the Final Environmental Impact Statement cannot be completed and the ROD cannot be obtained. MDOT's commitment to its Canadian partners, who are moving forward to begin the environmental clearance process, would be harmed.

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

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

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

**Zip Code:** 48202.

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 May 17, 2006.

Respectfully submitted,

Kirk T. Steudle  
Director