

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: November 15, 2006 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: November 21, 2006 – Lake Ontario Room,
3rd Floor, Michigan Library and Historical Center, 11:00 AM

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

CONTRACTS

1. HIGHWAYS (Real Estate) – Resolution “A” (Sale to Abutting Owner)
Tract 961, Control Section 63102, Parcel 2451, Part A

The subject tract is located in the township of Royal Oak, Oakland County, Michigan, and contains approximately 4,272 square feet. The tract is undersized and will not qualify for individual use. The highest and best use is assemblage with the abutting land. The tract was appraised by Bonnie Bowers, Metro Region Property Analyst, on July 6, 2006, at \$2,500. The appraised tract was approved for sale by Glenn McKennon, Metro Region Acting Appraisal Manager, on July 13, 2006, for the amount of \$2,500. The sole abutting owners, Mark and Roberta Hardy, have submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$500, which represents a 20 percent bid deposit. The tract was not offered to the local municipalities prior to being offered to the public because there is an encroachment on the tract. The property has been declared excess by the Bureau of Highways – Development.

\$2,500

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 governments, 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: 48237.

2. HIGHWAYS (Real Estate) – Resolution “B” (Transfer to Governmental Agency for Transportation Use)
Tract 976, Control Section 41064, Parcel 787, Part A

The subject tract is located in the township of Byron, Kent County, Michigan, and contains approximately 7,210 square feet. The Township of Byron indicated that this property was needed for a county road. The transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. The deed is subject to a permanent reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and if at any time the property is not used for transportation purposes, the ownership of the property will revert to MDOT. The tract was approved for sale by Peter Loftis, Grand Region Real Estate Agent, on October 18, 2006. The property was not offered to all local municipalities because it is a transfer sale to a specific local municipality for a transportation purpose. The property has been declared excess by the Bureau of Highways – Development.

\$0

Purpose/Business Case: The purpose of excess property sale contracts for transportation purposes is to support the development of transportation infrastructure by state agencies and local units of governments.

Benefit: MDOT benefits by reducing the inventory of state-owned property and promoting transportation infrastructure.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property used for transportation purpose is transferred to state agencies and local units of governments at no cost with a permanent reverter.

Risk Assessment: If excess property is not used for transportation purposes, we would not be supporting the development of transportation infrastructure.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49315.

3. HIGHWAYS (Real Estate) – Resolution “C” (Transfer to Governmental Agency for Transportation Use)
Tract 977, Control Section 41064, Parcel 787, Part B

The subject tract is located in the township of Byron, Kent County, Michigan, and contains approximately 18,480 square feet. The Township of Byron indicated that this property was needed for a staging area for the M-6 non-motorized trail. The transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. The deed is subject to a permanent reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and if at any time the property is not used for transportation purposes, the ownership of the property will revert to MDOT. The tract was approved for sale by Peter Loftis, Grand Region Real Estate Agent, on October 18, 2006. The property was not offered to all local municipalities because it is a transfer sale to a specific local municipality for a transportation purpose. The property has been declared excess by the Bureau of Highways – Development.

\$0

Purpose/Business Case: The purpose of excess property sale contracts for transportation purposes is to support the development of transportation infrastructure by state agencies and local units of governments.

Benefit: MDOT benefits by reducing the inventory of state-owned property and promoting transportation infrastructure.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property used for transportation purpose is transferred to state agencies and local units of governments at no cost with a permanent reverter.

Risk Assessment: If excess property is not used for transportation purposes, we would not be supporting the development of transportation infrastructure.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49315.

4. HIGHWAYS (Real Estate) – Resolution “D” (Sale to Abutting Owner)

Tract 1062, Control Section 50014, Parcel 712, Part I

The subject tract is located in the city of Sterling Heights, Macomb County, Michigan, and contains approximately 0.23 acres. The tract is undersized and will not qualify for individual use. It has two abutting owners and is being sold with an undivided one-half interest directly to both abutting owners because they have a vested right of access to Mound Road over the subject tract. The tract was appraised by Paul Sander, Metro Region Appraisal Manager, on August 25, 2006, at \$5,000. The appraised tract was approved for sale by Tom Jay, Metro Region Real Estate Agent, on September 13, 2006, for the amount of \$5,000. The abutting owners, JRD Properties, LLC, and Finkbeiner & Associates, LLC, have each submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$500, which represents a 20 percent bid deposit. The tract was not offered to the local municipalities because the abutting owners would be landlocked if this tract was sold to anyone else. The property has been declared excess by the Bureau of Highways – Development.

\$5,000

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 governments, 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: 48310.

5. HIGHWAYS (Real Estate) – Resolution “E” (Transfer to Governmental Agency for Transportation Use – Release of Limited Access)
 Tract 1054, Control Section 37011, Parcel 1, Part A, Parcel 2C, Part A

The subject tract is located in the township of Union, Isabella County, Michigan, and contains approximately 150 lineal feet. The Isabella County Road Commission requested a break in limited access at this location to allow access to the US-127 business route (BR) from Isabella Road. This new access will help deter existing traffic on the US-127 BR, which will be a benefit to both the Isabella County Road Commission and MDOT. An appraisal was not completed since the transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. The tract was approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Real Estate Division, on October 24, 2006. The deed is subject to a reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and if at any time the property is not used for transportation purposes, the ownership of the property will revert to MDOT. The tract was not offered to the local municipalities because MDOT is only releasing the limited access and it will be transferred to a local municipality for a transportation purpose.

\$1

Purpose/Business Case: The purpose of excess property sale contracts for transportation purposes is to support the development of transportation infrastructure by state agencies and local units of governments.

Benefit: MDOT benefits by reducing the inventory of state-owned property and promoting transportation infrastructure.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property used for transportation purpose is transferred to state agencies and local units of governments at no cost with a permanent reverter.

Risk Assessment: If excess property is not used for transportation purposes, we would not be supporting the development of transportation infrastructure.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48858.

6. *AERONAUTICS AND FREIGHT (Aeronautics) - Increase Amount

Amendatory Contract (2005-0462/A1) between MDOT and the City of Holland will increase the contract amount by \$68,000 due to higher than anticipated costs associated with the construction of the security fencing. The original contract provides for the construction of security fencing at the Tulip City Airport in Holland, Michigan. The contract term remains unchanged, September 1, 2005, through August 31, 2025. The revised contract amount will be \$650,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$465,600	\$54,400	\$520,000
State Restricted Aeronautics Funds	\$101,850	\$11,900	\$113,750
City of Holland Funds	\$ 14,550	\$ 1,700	\$ 16,250
Total	<u>\$582,000</u>	<u>\$68,000</u>	<u>\$650,000</u>

* Denotes a non-standard contract/amendment

Purpose/Business Case: To increase the contract amount by \$68,000 to cover higher than anticipated costs associated with the construction of security fencing. The original costs were based on estimates.

Benefit: Will provide the additional funding needed to complete the work and close the project.

Funding Source: Federal Aviation Administration Funds - \$520,000; State Restricted Aeronautics Funds - \$113,750; City of Holland Funds - \$16,250; Contract Total - \$650,000.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

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

Zip Code: 49423.

7. *AERONAUTICS AND FREIGHT (Aeronautics) - Reverter Clause Release

Memorandum of Agreement (MOA) (2007-0320) between MDOT and the Clare County Board of Commissioners will provide for MDOT to release Clare County from a reverter clause specifying that the property must be used for aeronautical purposes that MDOT placed on a portion of airport property at the Clare County Airport in Harrison, Michigan. This will allow Clare County to sell the property at fair market value and to reimburse MDOT all proceeds from the sale over a ten-year period or to invest an equal amount in airport improvement projects. The MOA will be in effect from the date of award through ten years. This is a zero dollar MOA.

Purpose/Business Case: To provide Clare County with release from the reverter that MDOT placed on the airport property. In 1948, MDOT deeded the property to Clare County with a reverter clause stipulating that the property would be used for aeronautical purposes. The County wishes to sell a portion of the property at fair market value. MDOT has determined that the portion of the property to be sold is no longer needed for aeronautical purposes. The county will reimburse MDOT all proceeds from the sale over a ten-year period or will invest an equal amount in airport improvement projects for the Clare County Airport.

Benefit: The sale of the airport property will provide economic benefits to the community through airport improvement projects and expanding businesses.

Funding Source: This is a zero dollar MOA. However, proceeds from the sale of the property will be invested in the airport or reimbursed to MDOT.

Commitment Level: The County will establish fair market value by obtaining an appraisal that will be approved by both MDOT and the County.

Risk Assessment: If this MOA is not approved, related economic benefits to the community will not be realized.

Cost Reduction: There will be no cost to MDOT.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48625.

8. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2007-0335) between MDOT and the City of Hillsdale will provide federal and state grant funds for the land acquisition costs for parcels 6 through 11, 36, 40, 41, 42, 44, 45, 47 through 58, 62, 72, and 74 at the Hillsdale Municipal Airport in Hillsdale, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$1,250,000. Source of Funds: FAA Funds (via block grant) - \$1,000,000; State Restricted Aeronautics Funds - \$218,750; City of Hillsdale Funds - \$31,250.

Purpose/Business Case: To provide for the land acquisition costs of parcels 6 through 11, 36, 40, 41, 42, 44, 45, 47 through 58, 62, 72, and 74. The costs include consultant costs and parcel, closing, and relocation costs.

Benefit: Acquiring the land will enhance the safety of airport users by allowing the airport to maintain an obstruction-free approach to the airport.

Funding Source: FAA Funds (via block grant) - \$1,000,000; State Restricted Aeronautics Funds - \$218,750; City of Hillsdale Funds - \$31,250; Contract Total - \$1,250,000.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

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

Zip Code: 49242.

9. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2007-0336) between MDOT and the County of Oakland will provide federal and state grant funds for the land acquisition costs associated with parcels E2 through E19 at the Oakland Southwest Airport in New Hudson, 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 \$185,000. Source of Funds: FAA Funds (via block grant) - \$148,000; State Restricted Aeronautics Funds - \$32,375; Oakland County Funds - \$4,625.

Purpose/Business Case: To provide for the land acquisition costs for parcels E2 through E19. The costs includes surveys, development of Exhibit X, update of the Exhibit A property map, 4F coordination, non-hazard determination, preliminary interviews, appraisals and appraisal reviews, and a market study.

Benefit: Acquiring the land and aviation easements will enhance the safety of airport users by allowing the airport to remove existing obstructions and maintain an obstruction-free approach to the airport.

Funding Source: FAA Funds (via block grant) - \$148,000; State Restricted Aeronautics Funds - \$32,375; Oakland County Funds - \$4,625; Contract Total - \$185,000.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

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

Zip Code: 48327.

10. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2007-0337) between MDOT and the Southwest Michigan Regional Airport Authority (SMRAA) will provide federal and state grant funds for the land acquisition costs of parcels in the Benton Heights area (phase 2) at the Southwest Michigan Regional Airport in Benton Harbor, 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 \$394,956. Source of Funds: FAA Funds (via block grant) - \$315,965; State Restricted Aeronautics Funds - \$69,117; SMRAA Funds - \$9,874.

Purpose/Business Case: To provide for the land acquisition costs of parcels in the Benton Heights area (phase 2). The project includes additional acquisition required to complete phase 2, including parcel acquisition, relocation, closing costs, and a sponsor credit and refund for parcels acquired locally.

Benefit: Acquiring the land will benefit the airport by providing the ability to extend the runway to 6,000 feet. The additional runway length will allow aircraft with heavier payloads and additional fuel to use the airport in adverse weather conditions.

Funding Source: FAA Funds (via block grant) - \$315,965; State Restricted Aeronautics Funds - \$69,117; SMRAA Funds - \$9,874; Contract Total - \$394,956.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is phase 2 of an existing project.

Zip Code: 49022.

11. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2007-0338) between MDOT and the City of Detroit will provide federal and state grant funds for the land reimbursement costs for parcels 392, 488, 491, 511, 626, 710, 711, 715, 731, 732, 939, 940, 943, 956, 958, 959, 960, and 961 at the Coleman A. Young Municipal Airport in Detroit, 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 \$600,000. Source of Funds: FAA Funds (via block grant) - \$480,000; State Restricted Aeronautics Funds - \$105,000; City of Detroit Funds - \$15,000.

Purpose/Business Case: To provide for reimbursement to the City of Detroit for the purchase of parcels 392, 488, 491, 511, 626, 710, 711, 715, 731, 732, 939, 940, 943, 956, 958, 959, 960, and 961. The land reimbursement is part of an ongoing process by the city to purchase adjacent land to protect the transitional surfaces of the approaches to the runways. The time involved with purchasing land frequently exceeds the limits allowed in the federal grants, thus the FAA allows the city to purchase land, under strict federal standards, then is reimbursed at a later date.

Benefit: Purchasing the transitional surface areas will protect the airport from adjacent property owners who could erect objects that would be obstructions to the standard airspace required by the FAA.

Funding Source: FAA Funds (via block grant) - \$480,000; State Restricted Aeronautics Funds - \$105,000; City of Detroit Funds - \$15,000; Contract Total - \$600,000.

* Denotes a non-standard contract/amendment

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The costs were reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is an ongoing project for land reimbursement.

Zip Code: 48213.

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

Authorization (70080-89107) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the realignment of existing track facilities to effect the elimination of two CSX grade crossings in the city of Holland, Michigan. This work, to be undertaken as part of MDOT's crossing elimination program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Holland and approved on October 25, 2006. The project cost is estimated at \$565,547. Source of Funds: FY 2007 State Restricted Trunkline Funds - \$110,000; City of Holland Funds - \$455,547.

Purpose/Business Case: The project will provide for the realignment of railroad track facilities to eliminate two existing grade crossings of CSX in the city of Holland, Michigan.

Benefit: Eliminating crossings enhances safety and mobility for the public.

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) and local funds. FY 2007 State Restricted Trunkline Funds - \$110,000; City of Holland Funds - \$455,547.

Commitment Level: The authorization amount is based on CSX's detailed estimate and will be paid on a force account basis. MDOT's participation is capped at \$110,000.

Risk Assessment: The realignment of tracks to eliminate crossings is a significant public safety enhancement that eliminates highway-railroad related risk at these two locations.

Cost Reduction: The work will be performed by CSX on a force account basis, so MDOT will reimburse only the actual costs incurred, up to a maximum of \$110,000. Ongoing maintenance will be the responsibility of CSX.

Selection: N/A.

New Project Identification: This will allow for the elimination of two existing crossings.

Zip Code: 49423.

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

Authorization (69001-87427), under Master Agreement (94-0810), dated July 15, 1994, between MDOT and Lake State Railway Company (Lake State) will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of Dickerson Road in Otsego County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Otsego County Road Commission and approved on September 28, 2006. The project cost is estimated at \$133,369.16. Source of Funds: Federal Highway Administration Funds - \$66,684.58; FY 2007 State Restricted Trunkline Funds - \$66,684.58.

Purpose/Business Case: The project will provide for the installation of flashing-light signals and half-roadway gates at the grade crossing of Dickerson Road in Otsego County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Otsego County Road Commission, Lake State Railway Company, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and by state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660 (1)(a). Federal Highway Administration Funds - \$66,684.58; FY 2007 State Restricted Trunkline Funds - \$66,684.58.

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

Risk Assessment: The installation of flashing-light signals and half-roadway gates will reduce motorist exposure to risk by 89 percent.

Cost Reduction: The work will be performed by Lake State Railway Company on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of Lake State and the Otsego County Road Commission.

Selection: N/A.

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

Zip Code: 49735.

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

Authorization (58003-89080) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway (NS) will provide funding for the installation of new side-of-street flashers, one half-roadway gate, and appropriate activation circuitry at NS's grade crossing of Newport Road in Monroe County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Monroe County Road Commission and approved on October 18, 2006. The project cost is estimated at \$175,000. Source of Funds: Federal Highway Administration Funds - \$105,000; FY 2007 State Restricted Trunkline Funds - \$70,000.

Purpose/Business Case: The project will provide for the installation of new side-of-street flashers, one half-roadway gate, and appropriate activation circuitry at the existing grade crossing of NS with Newport Road in Monroe County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new flashing-light signals, one half-roadway gate, and circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$105,000; FY 2007 State Restricted Trunkline Funds - \$70,000.

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

Risk Assessment: This crossing is currently equipped with passive crossbuck and stop signs. The installation of active warning devices will reduce motorist exposure to risk by 86 percent.

Cost Reduction: The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Monroe County Road Commission.

Selection: N/A.

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

Zip Code: 48166.

15. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work
Authorization (58005-89079) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway (NS) will provide funding for the installation of new side-of-street flashers, one half-roadway gate, and appropriate activation circuitry at NS's grade crossing of Victory Road in Monroe County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Monroe County Road Commission and approved on October 18, 2006. The project cost is estimated at \$250,000. Source of Funds: Federal Highway Administration Funds - \$150,000; FY 2007 State Restricted Trunkline Funds - \$100,000.

Purpose/Business Case: The project will provide for the installation of new side-of-street flashers, one half-roadway gate, and appropriate activation circuitry at the existing grade crossing of NS with Victory Road in Monroe County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new flashing-light signals, one half-roadway gate, and circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$150,000; FY 2007 State Restricted Trunkline Funds - \$100,000.

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

Risk Assessment: This crossing is currently equipped with passive crossbuck and stop signs. The installation of active warning devices will reduce motorist exposure to risk by 86 percent.

Cost Reduction: The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Monroe County Road Commission.

Selection: N/A.

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

Zip Code: 48133.

16. *EXECUTIVE – Construction Management Engineering Services
Contract (2007-0347) between MDOT and Tri-Star Industries, Inc., will provide for as-needed construction management engineering services to be performed to assess MDOT's organizational practices and procedures for delivering the road and bridge construction program and make recommendations. The contract will be in effect from December 1, 2006, through December 1, 2008. The contract amount will be \$393,120. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To allow MDOT to identify opportunities to optimize the procedures and business practices associated with delivering its road and bridge construction program.

Benefit: Will support MDOT's goal of developing the organizational practices and procedures associated with delivering the capital construction program.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If this contract is not approved, MDOT will miss an important opportunity to improve the delivery of the road and bridge construction program.

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: Sole source.
New Project Identification: This is a new project.
Zip Code: 48909.

17. HIGHWAYS - IDS Time Extension

Amendatory Contract (2003-0712/A1) between MDOT and Wilbur Smith Associates, Inc., Michigan will extend the indefinite delivery of services (IDS) contract term by two years to provide sufficient time for the consultant to complete the services for ongoing projects, including work under authorization (Z6). Authorization (Z6) provides for the upgrade of non-freeway signing along the I-96 business route in Ingham and Clinton counties. No new authorizations will be issued under this IDS contract. The revised contract term will be December 2, 2003, through December 1, 2008. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To extend the contract term by two years to provide sufficient time for the consultant to complete the services for ongoing projects, including work under authorization (Z6).

Benefit: Will allow authorizations issued under this contract to be extended, pending State Administrative Board approval, as applicable.

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 extend the contract term will allow the contract to terminate and will not allow ongoing authorizations issued under it to be extended.

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 and for the original IDS contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

18. HIGHWAYS - IDS Time Extension

Amendatory Contract (2004-0174/A1) between MDOT and Wade-Trim/Associates, Inc., will extend the indefinite delivery of services (IDS) contract term by two years to provide sufficient time for the consultant to complete the services for ongoing projects, including work under authorization (Z7). (See following item.) The original contract provides for consultant engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be April 7, 2004, through April 6, 2009. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To extend the contract term by two years to provide sufficient time for the consultant to complete the services for ongoing projects, including work under authorization (Z7).

Benefit: Will allow authorizations issued under this contract to be extended, pending State Administrative Board approval, as applicable.

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 extend the contract term will allow the contract to terminate and will not allow ongoing authorizations issued under it to be extended.

* Denotes a non-standard contract/amendment

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

Selection: N/A for amendment and for the original IDS contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

19. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z7/R2) under Contract (2004-0174) between MDOT and Wade-Trim/Associates, Inc., will extend the authorization term by two years to provide sufficient time for the completion of the design services. The original authorization provides for signing upgrades on US-127 for 10.5 miles from the I-94 west junction to the Jackson/Ingham County line in Jackson County (CS 38131 - JN 80653C). The revised authorization term will be September 28, 2004, through April 6, 2009. The authorization amount remains unchanged at \$260,248.11. The contract term will be April 7, 2004, through April 6, 2009. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: To extend the authorization term by two years to provide sufficient time for the completion of the design services.

Benefit: The design services can be completed.

Funding Source: 100% Federal Highway Administration Funds.

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

Risk Assessment: The design services cannot be completed.

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: 49201.

20. HIGHWAYS - IDS Time Extension

Amendatory Contract (2004-0226/A1) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will extend the indefinite delivery of services (IDS) contract term by two years to provide sufficient time for the consultant to complete the services for ongoing projects, including work under authorization (Z6). (See following item.) The original contract provides for consultant engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be May 4, 2004, through May 3, 2009. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To extend the contract term by two years to provide sufficient time for the consultant to complete the services for ongoing projects, including work under authorization (Z6).

Benefit: Will allow authorizations issued under this contract to be extended, pending State Administrative Board approval, as applicable.

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 extend the contract term will allow the contract to terminate and will not allow ongoing authorizations issued under it to be extended.

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 and for the original IDS contract.
New Project Identification: This is not a new project.
Zip Code: 48909.

21. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z6/R3) under Contract (2004-0226) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will extend the authorization term by two years to provide sufficient time for the completion of the design services. The original authorization provides for signing upgrades on US-127 for 78 miles in Clare, Gratiot, and Isabella Counties (CS Various - JN 80454C). The revised authorization term will be November 15, 2004, through May 3, 2009. The authorization amount remains unchanged at \$406,269.51. The contract term will be May 4, 2004, through May 3, 2009. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: To extend the authorization term by two years to provide sufficient time for the completion of the design services.

Benefit: The design services can be completed.

Funding Source: 100% Federal Highway Administration Funds.

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

Risk Assessment: The design services cannot be completed.

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: 48617.

22. HIGHWAYS - IDS Engineering Services

Authorization (Z25) under Contract (2005-0137) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for the performance of road design engineering services for the rehabilitation of M-53 for 3.14 miles from 24 Mile Road to 27 Mile Road in Shelby Township and Washington Township, Macomb County (CS 50013 - JN 76905C). The existing roadway was constructed in 1965 and carries about 50,000 vehicles per day as the only north-south freeway in Macomb County. The existing pavement is in very poor condition, presenting safety and maintenance challenges that can no longer be mitigated. The project will bring several geometric elements up to current safety standards, including pavement cross slope, shoulder width, super-elevation, and ramp tapers. The work items include design surveys, design plans, drainage study/design, maintaining traffic plans, pavement marking plans, signing plans, and safety analysis. The authorization will be in effect from the date of award through April 5, 2008. The authorization amount will be \$699,246.73. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of road design engineering services for the rehabilitation of M-53 for 3.14 miles from 24 Mile Road to 27 Mile Road in Shelby Township and Washington Township, Macomb County (CS 50013 - JN 76905C). The existing pavement is in very poor condition, presenting safety and maintenance challenges that can no longer be mitigated.

Benefit: Will improve the pavement ride and the surrounding conditions, including numerous geometric problems. The project will result in a safer, more efficient roadway, and long-term maintenance costs will be significantly reduced. The service life of the roadway will be extended by ten to twenty years.

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

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

Risk Assessment: If this project is not performed, maintenance costs will continue to increase for repair services that can no longer be effective, and an opportunity will be lost to restore the roadway and increase roadway safety.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48317.

23. HIGHWAYS - IDS Engineering Services

Authorization (Z11) under Contract (2006-0082) between MDOT and Bergmann Associates, Inc., will provide for as-needed computer automated drafting design (CADD) services to be performed for road and other miscellaneous design projects throughout the Lansing Transportation Service Center (TSC) area, including Clinton, Eaton, Ingham, and Shiawassee Counties (CS 84916 - JN 88927C). The work items include performing drafting technician services in accordance with MDOT's plan preparation guidelines and all other applicable references and/or procedures manuals and participating in minor pick-up surveys. The authorization will be in effect from the date of award through December 20, 2008. The authorization amount will be \$249,366.07. The contract term is December 21, 2005, through December 20, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for as-needed CADD services to be performed for road and other design projects throughout the Lansing TSC area, including Clinton, Eaton, Ingham, and Shiawassee Counties.

Benefit: Will allow various road design projects to be completed, which will result in original letting schedule compliance.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: Not authorizing this service will result in various road projects not being designed on schedule and causing letting delays. These delays could result in much higher construction bid prices.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

24. HIGHWAYS - IDS Engineering Services

Authorization (Z13) under Contract (2006-0225) between MDOT and URS Corporation Great Lakes will provide for the development of an Intelligent Transportation System (ITS) architecture and deployment plan for the Southwest Region and portions of the University Region (CS 84900 - JN 86777). The authorization will be in effect from the date of award through April 12, 2009. The authorization amount will be \$199,957.59. The contract term is April 13, 2006, through April 12, 2009. Source of Funds: 50% Federal Highway Administration Funds and 50% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the development of an ITS architecture and deployment plan for the Southwest Region and portions of the University Region.

Benefit: The development of the ITS architecture and deployment plan for the Southwest Region and portions of the University Region will permit the use of federal funds for ITS projects, including deployment, operations, and maintenance. The plan will also ensure a prioritized project list focused on the ITS deployments meeting regional needs.

Funding Source: 50% Federal Highway Administration Funds and 50% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

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

Risk Assessment: Not completing the study and deployment plan will preclude MDOT (and any interested local agencies) from using federal funds for the deployment of ITS in areas currently without ITS architecture plans. Not developing plans for deployment could result in deployments that are not interoperable and coordinated in their operations and deployment schedules. Not completing the project could also result in the inability to complete key components of the MDOT ITS Strategic Plan.

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.

Zip Code: 48909.

25. HIGHWAYS - IDS University Research Services

Authorization (Z2) under Contract (2006-0412) between MDOT and the University of Michigan (U of M) will provide for the continued services of the Bridges and Structures Research Center of Excellence at U of M for fiscal year 2007. The center researches structure durability and develops design process recommendations based on the performance of structures in service. The authorization will be in effect from the date of award through September 30, 2007. The authorization amount will be \$28,799.51. The contract term is from August 15, 2006, through August 14, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of research on structure durability and the development of design process recommendations based on the performance of structures in service for fiscal year 2007.

Benefit: Will provide for the integration of discrete projects, the development of a database of specific durability, and the preparation and presentation of the integrated findings.

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 project is not authorized, the overall quality of research and timeliness of services will be sacrificed.

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 project.

Zip Code: 48109.

26. HIGHWAYS - IDS University Research Services

Authorization (Z1) under Contract (2006-0413) between MDOT and the Wayne State University (WSU) will provide for the continued services of the Center of Structural Durability (CSD) at WSU for fiscal year 2007. The CSD researches structure durability and develops design process recommendations based on the performance of structures in service. The authorization will be in effect from the date of award through September 30, 2007. The authorization amount will be \$39,571.58. The contract term is from September 12, 2006, through September 11, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of research on structure durability and the development of design process recommendations based on the performance of structures in service for fiscal year 2007.

Benefit: Will allow WSU to continue to perform research and provide recommendations to improve the states of aging bridge and highway structural systems to improve safety and mobility.

Funding Source: 100% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

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

Risk Assessment: If these services are not approved, an opportunity will be lost to improve the safety and mobility of Michigan's highway system.

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 project.

Zip Code: 48202.

27. HIGHWAYS - IDS University Research Services

Authorization (Z4) under Contract (2006-0414) between MDOT and Michigan Technological University (MTU) will provide for MTU to produce a publication summarizing MDOT's research findings and the implementation thereof for the MDOT Office of Research and National Best Practices (ORNBP). The authorization will be in effect from the date of award through September 30, 2007. The authorization amount will be \$72,648.62. 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 MTU to produce a publication summarizing MDOT's research findings and the implementation thereof for the ORNBP. The publication will be mailed to local agencies and to other states' departments of transportation.

Benefit: Will provide for an executive summary of research and the potential benefits of using the research findings. This information will help MDOT and other transportation agencies to stay current in implementing new products and technologies.

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 project is not authorized, a lack of information about new research findings, including products and procedures to improve the quality and efficiency of MDOT's roadways, could result in increased maintenance costs for MDOT.

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 project.

Zip Code: 49931.

28. HIGHWAYS - IDS University Research Services

Authorization (Z5) under Contract (2006-0414) between MDOT and the Michigan Technological University of (MTU) will provide for the continued services of the Center of Structural Durability (CSD) at MTU for fiscal year 2007. The CSD researches structure durability and develops design process recommendations based on the performance of structures in service. The authorization will be in effect from the date of award through September 30, 2007. The authorization amount will be \$42,803.21. 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 performance of research on structure durability and the development of design process recommendations based on the performance of structures in service for fiscal year 2007.

Benefit: Will allow the MTU to continue to perform research and provide recommendations to improve the states of aging bridge and highway structural systems to improve safety and mobility.

* 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: If these services are not approved, an opportunity will be lost to improve the safety and mobility of Michigan's highway system.
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 project.
Zip Code: 49931.

29. HIGHWAYS - IDS University Research Services

Authorization (Z6) under Contract (2006-0414) between MDOT and Michigan Technological University (MTU) will provide for the continued services of the Transportation Materials Research Center (TMRC) at MTU for fiscal year 2007. The TMRC deals with materials-related highways issues and the transfer of technology to optimize the service life of Michigan's transportation system. The authorization will be in effect from the date of award through September 30, 2007. The authorization amount will be \$81,626.71. 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: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of TMRC research services for materials-related highways issues and the transfer of technology.

Benefit: Will allow the MTU to continue to transfer technology to optimize the service life of the transportation system.

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 project is not authorized, the overall quality of research and timeliness of services will be sacrificed.

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 project.

Zip Code: 49931.

30. *HIGHWAYS - Design Engineering Services

Contract (2006-0520) between MDOT and Wade-Trim/Associates, Inc., will provide for the performance of road design engineering services for the rehabilitation of M-53 for 6.502 miles from 18 Mile Road to 24 Mile Road in the cities of Sterling Heights and Utica and in Shelby Township, Macomb County (CSs 50011 and 50013 - JN 80921C). The existing roadway was constructed in 1965 and carries about 50,000 vehicles per day as the only north-south freeway in Macomb County. The existing pavement is in very poor condition, presenting safety and maintenance challenges that can no longer be mitigated. The project will bring several geometric elements up to current safety standards, including pavement cross slope, shoulder width, super-elevation, and ramp tapers. The work items include design surveys, design plans, drainage study/design, maintaining traffic plans, pavement marking plans, signing plans, and safety analysis. The contract will be in effect from the date of award through October 1, 2009. The contract amount will be \$1,088,416. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of road design engineering services for the rehabilitation of M-53 for 6.502 miles from 18 Mile Road to 24 Mile Road in the cities of Sterling Heights and Utica and in Shelby Township, Macomb County (CSs 50011 and 50013 - JN 80921C). The existing pavement is in very poor condition, presenting safety and maintenance challenges that can no longer be mitigated.

Benefit: Will improve the pavement ride and the surrounding conditions, including numerous geometric problems. The project will result in a safer, more efficient roadway, and long-term maintenance costs will be significantly reduced. The service life of the roadway will be extended by ten to twenty years.

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

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

Risk Assessment: If this project is not performed, maintenance costs will continue to increase for repair services that can no longer be effective, and an opportunity will be lost to restore the roadway and increase roadway safety.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48317.

31. *HIGHWAYS - Design Services

Contract (2006-0530) between MDOT and Bergmann Associates, Inc., will provide for the design of the Farm Lane underpass and bridge construction project on the Michigan State University (MSU) campus in East Lansing from Mt. Hope Road to Wilson Road (CS 33010 - JN 87316C). The work items include the design of two railroad underpass structures; the realignment and widening of Farm Lane, including bike lane and pedestrian facilities; the work required to tie in intersecting streets; parking lot entrance reconstruction; and storm sewer design, including a pump station. The contract will be in effect from the date of award through December 31, 2007. The contract amount will be \$2,201,377.05. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

This contract was previously approved by the State Administrative Board at its October 17, 2006, meeting with a contract amount of \$2,264,408.49 and an expiration date of December 30, 2009. Further negotiations between MDOT and Bergmann Associates, Inc., resulted in a contract amount of \$2,201,377.05 and an expiration date of December 31, 2007.

Purpose/Business Case: To provide for the design of the Farm Lane underpass and bridge construction project on the MSU campus in East Lansing from Mt. Hope Road to Wilson Road. The work items include the design of two railroad underpass structures; the realignment and widening of Farm Lane, including bike lane and pedestrian facilities; the work required to tie in intersecting streets; parking lot entrance reconstruction; and storm sewer design, including a pump station. Each of the two railroad underpass structures will carry two mainline tracks over Farm Lane. The design work will include plans for maintaining vehicular and railroad traffic during the life of the project.

Benefit: Will reduce the traffic backups associated with the at-grade railroad crossings, improve safety, and create a south gateway into MSU.

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

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

Risk Assessment: Failure to provide the services outlined would increase the safety risks at the two at-grade railroad crossings.

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.

Zip Code: 48842.

32. *HIGHWAYS - University Services for Integration of Medical Systems

Contract (2006-0667) between MDOT and the Regents of the University of Michigan will provide for the integration of the Automated Crash Notification (ACN) and medical response systems to improve emergency medical care after automobile crashes. The contract will be in effect from the date of award through four years. The contract amount will be \$1,800,000. Source of Funds: Federal Highway Administration Funds - \$1,500,000; University of Michigan Funds - \$300,000.

Purpose/Business Case: To improve emergency medical care after automobile crashes by integrating advanced trauma care systems with new ACN technology developed by the automobile industry. The objective is to train law enforcement, emergency medical services, and medical personnel to effectively use crash information being sent by the ACN systems.

Benefit: Will support MDOT's goal of increasing safety and reducing fatalities. This research will support MDOT's Vehicle Infrastructure Integration program and the Statewide Safety Strategic Plan.

Funding Source: Federal Highway Administration Funds - \$1,500,000; University of Michigan Funds - \$300,000.

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

Risk Assessment: If this contract is not approved, MDOT will not be able to improve emergency medical care after automobile crashes by integrating advanced trauma care systems with new ACN technology.

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: The University of Michigan Medical Center was specifically identified in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) as a recipient of these funds for this project.

New Project Identification: This is a new project.

Zip Code: 48109.

33. HIGHWAYS - Cost Participation for Local Agency Contract
 Contract (2006-5427) between MDOT and the Alger County Road Commission will provide for funding participation in the following improvements utilizing Local Jobs Today Funds:

PART A

Environmental assessment work for the reconstruction of Highway H-58 from Buck Hill Road to approximately 500 feet west of Hurricane River.

PART B

Preliminary engineering work for the reconstruction of Highway H-58 from Buck Hill Road to Kingston Corners, including the development of design plans and project documentation for construction work.

PART C

Design survey and topographical survey work for the reconstruction of Highway H-58 from the border of the Pictured Rocks National Lakeshore to approximately 500 feet west of Hurricane River.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>PART C</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$134,560	\$220,320	\$111,760	\$466,640
State Restricted Local Jobs Today Funds	\$ 33,640	\$ 55,080	\$ 27,940	\$116,660
Alger County Road Commission Funds	\$ 0	\$ 0	\$ 0	\$ 0
Total Funds	<u>\$168,200</u>	<u>\$275,400</u>	<u>\$139,700</u>	<u>\$583,300</u>

TIP 02003 – 88433; 88434; 88425

Environment Assessment and Preliminary Engineering

Purpose/Business Case: To provide for participation in transportation activities under the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU).

Benefit: Will allow the project to move forward and funds from SAFETEA-LU to be expended.

Funding Source: Federal Transportation Improvements Projects Funds and Alger County Road Commission Funds.

Commitment Level: 80% federal, 20% Alger County Road Commission; based on estimate

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

Cost Reduction: Hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Selection: Qualification-based.

New Project Identification: This is a new project.

Zip Code: 49862.

34. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2006-5445) between MDOT and Calhoun County Community Development will provide for participation in the following Transportation Enhancement improvements:

Study work for the preparation of a future prairie restoration project, including preparation of an inventory list of existing flora and fauna and determination of the removal of problem species in an area of approximately 28 acres, at the Tekonsha Truck Parking Area along northbound Highway I-69.

Estimated Funds:

Federal Highway Administration Funds	\$39,100
State Restricted Trunkline Funds	<u>\$ 9,800</u>
Total Funds	<u>\$48,900</u>

STE 13073 – 86894C; Calhoun County
 Local Preliminary Engineering Work

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

Benefit: Enhancement of transportation system. Will provide restoration of natural prairie habitat.

Funding Source: Federal Transportation Enhancement Activities Funds and State Trunkline and Bridge Construction Funds.

Commitment Level: 80% Federal, 20% State; Preliminary Engineering not to exceed \$48,900.

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

Cost Reduction: Costs capped at \$48,900.

Selection: Qualification based.

New Project Identification: New enhancement of existing roadway (native prairie restoration).

Zip Code: 49092.

35. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2006-5505) between MDOT and the Huron County Road Commission will provide for participation in the following improvements:

Clear zone improvement work at the intersection of Sebewaing Road and North Elkton Road, including earthwork and guardrail work.

Estimated Funds:

Federal Highway Administration Funds	\$65,600
Huron County Road Commission Funds	<u>\$16,400</u>
Total Funds	<u>\$82,000</u>

STS 32610 - 88724
 Local Force Account

Purpose/Business Case: To clear or minimize unyielding objects and obstacles that may impair sight along the roadside at an intersection.

Benefit: Improved sight distance and enhanced safety.

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

* Denotes a non-standard contract/amendment

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

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 48754.

36. HIGHWAYS - Local Agency Construction Contract

Contract (2006-5527) between MDOT and the Washtenaw County Road Commission will provide for participation in the following improvements:

Advance warning sign size enlargement and traffic delineator work at the intersection of Pleasant Lake Road and Steinbach Road and along Werkner Road from approximately 2,460 feet south of Island Lake Road northerly 1,900 feet.

Estimated Funds:

Federal Highway Administration Funds	\$12,600
Washtenaw County Road Commission Funds	<u>\$ 0</u>
Total Funds	<u>\$12,600</u>

HRRR 81609 - 88389

Local Force Account

Purpose/Business Case: To upgrade traffic signs and install traffic delineators.

Benefit: Enhanced safety.

Funding Source: Federal High Risk Rural Roads Funds.

Commitment Level: 100% federal.

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 48118.

37. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Amendatory Contract (2006-5533) between MDOT and the City of Muskegon will provide for funding participation in the construction by the City of the following Transportation Enhancement improvements utilizing Local Jobs Today Funds:

Streetscaping work along Western Avenue from Third Street to Terrace Street.

The purpose of this amendment is to provide for State Local Jobs Today Funds to be applied to the eligible items of the project cost.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$ 956,000	\$ 0	\$ 956,000
State Restricted Local Jobs Today Funds	\$ 0	\$ 239,000	\$ 239,000
City of Muskegon Funds	\$ 239,000	\$(239,000)	\$ 0
Total Funds	<u>\$1,195,000</u>	<u>\$ 0</u>	<u>\$1,195,000</u>

HPSL 61407 – 87289; Muskegon County
 Amendment

Purpose/Business Case: To amend the original contract to allow State Local Jobs Today Funds to be used for the project.

Benefit: Will allow the City to be reimbursed for project work eligible for State Local Jobs Today Funding.

Funding Source: Federal High Priority Project – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Funds and State Local Jobs Today Funds.

Commitment Level: 80% federal up to \$960,000; 20% state up to \$240,000; based on estimate.

Risk Assessment: With amendment, the City can be reimbursed for eligible costs with state funds.

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

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

New Project Identification: N/A. (Original was a new project.)

Zip Code: 49440.

38. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Amendatory Contract (2006-5535) between MDOT and the Alcona County Road Commission will provide for funding participation in the construction of the following improvements utilizing Local Jobs Today Funds:

Reconstruction work along Ritchie Road/Gehres Road/Apsey Road/Lake Street from Hubbard Lake Road to the north village limits of Lincoln, including base crushing and shaping, earthwork, subbase, aggregate base, culvert, slope restoration, and pavement marking work.

The purpose of this amendment is to provide for State Local Jobs Today Funds to be applied to the eligible items of the project cost.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$1,053,396	\$ 0	\$1,053,396
State Restricted Local Jobs Today Funds	\$ 0	\$ 141,462	\$ 141,462
Alcona County Road Commission Funds	<u>\$ 568,304</u>	<u>\$(141,462)</u>	<u>\$ 426,842</u>
Total Funds	<u>\$1,621,700</u>	<u>\$ 0</u>	<u>\$1,621,700</u>

HPSL 01054 – 77463
 Amendment

Purpose/Business Case: To amend the original contract to allow state Local Jobs Today Funds to be used for the project.

Benefit: Will allow reimbursement with state funds of project work eligible for State Local Jobs Today Funding.

Funding Source: Federal High Priority Project – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Funds, Federal Surface Transportation Funds, State Local Jobs Today Funds, and Alcona County Road Commission Funds.

Commitment Level: 80% federal up to \$1,053,396; 20% state up to \$141,462; balance by the Alcona County Road Commission; based on estimate.

Risk Assessment: With amendment, eligible costs can be reimbursed with state funds.

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

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

New Project Identification: N/A. (Original was for improvement of an existing roadway.)

Zip Code: 48742.

39. HIGHWAYS - Local Agency Preliminary Engineering Contract
 Contract (2006-5536) between MDOT and Michigan Technological University will provide for funding participation in the following activities:

The performance of preliminary engineering services, including planning work and studies for an enclosed pedestrian structure over Highway US-41, east of MacInnes Drive, on the Michigan Technological University campus in the city of Houghton.

Estimated Funds:

State Restricted Trunkline Funds	<u>\$87,000</u>
Total Funds	<u>\$87,000</u>

M 31051 – 88411C; Houghton County
 Preliminary Engineering

* Denotes a non-standard contract/amendment

Purpose/Business Case: Michigan Technological University to perform preliminary engineering to create a pedestrian structure over Highway US-41.

Benefit: The university will perform preliminary engineering for a pedestrian structure that will be owned and operated by the university.

Funding Source: State Trunkline and Bridge Construction Funds.

Commitment Level: 100% state funds.

Risk Assessment: If the contract is not approved, an opportunity will be lost to provide a safe structure for pedestrian crossings and to avoid potential pedestrian-vehicle accidents.

Cost Reduction: Costs not to exceed \$87,000.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 49931.

40. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Amendatory Contract (2006-5541) between MDOT and the City of Bay City will provide for funding participation in the construction of the following improvements utilizing Local Jobs Today Funds:

PART A

Reconstruction work along North Henry Street from Vermont Street to Wilder Road, including sewer upgrading, sidewalk ramp, and pavement marking work.

PART B

Watermain and sidewalk work along North Henry Street from Vermont Street to Wilder Road.

The purpose of this amendment is to provide for State Local Jobs Today Funds to be applied to the eligible items of the Part A portion of the project cost.

Estimated Funds:

	<u>ORIGINAL</u>	<u>PART A</u> <u>AMEND.</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$ 957,700	\$ 0	\$ 0	\$ 957,700
State Restricted Local Jobs Today Funds	\$ 0	\$ 239,400	\$ 0	\$ 239,400
City of Bay City Funds	\$ 239,400	\$(239,400)	\$528,500	\$ 528,500
Total Funds	<u>\$1,197,100</u>	<u>\$ 0</u>	<u>\$ 528,500</u>	<u>\$1,725,600</u>

HPSL 09408 – 81640; Bay County
Amendment

Purpose/Business Case: To amend the original contract to allow State Local Jobs Today Funds to be used for the Part A portion of the project.

Benefit: Will allow reimbursement with state funds of project work eligible for State Local Jobs Today Funding.

Funding Source: Federal High Priority Project – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Funds, State Local Jobs Today Funds, and City of Bay City Funds.

Commitment Level: 80% federal up to \$968,000, 20% state up to \$242,000, balance by the City of Bay City; based on estimate.

Risk Assessment: With amendment, eligible costs can be reimbursed with state funds.

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

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

New Project Identification: N/A. (Original was for improvement of an existing roadway.)

Zip Code: 48706.

* Denotes a non-standard contract/amendment

41. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Amendatory Contract (2006-5542) between MDOT and the City of Livonia will provide for funding participation in the construction of the following improvements utilizing Local Jobs Today Funds:

PART A

Concrete pavement reconstruction and hot mix asphalt resurfacing work along Stark Road from Plymouth Road to eastbound Schoolcraft Road and along eastbound Schoolcraft Road from Stark Road to Farmington Road, including concrete patch repair, curb and gutter replacement, and pavement marking work.

PART B

Irrigation system work along Stark Road from Plymouth Road to eastbound Schoolcraft Road and along eastbound Schoolcraft Road from Stark Road to Farmington Road.

The purpose of this amendment is to provide for State Local Jobs Today Funds to be applied to the eligible items of the Part A portion of the project cost.

Estimated Funds:

	<u>ORIGINAL</u>	<u>PART A AMEND.</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$ 686,900	\$ 0	\$ 0	\$ 686,900
State Restricted Local Jobs Today Funds	\$ 0	\$ 174,000	\$ 0	\$ 174,000
Cit of Livonia Funds	\$ 521,200	\$ (174,000)	\$ 1,600	\$ 348,800
Total Funds	<u>\$1,208,100</u>	<u>\$ 0</u>	<u>\$1,600</u>	<u>\$1,209,700</u>

HPSL 82457 – 87285; Wayne County
 Amendment

Purpose/Business Case: To amend the original contract to allow State Local Jobs Today Funds to be used for the Part A portion of the project.

Benefit: Will allow reimbursement with state funds of project work eligible for State Local Jobs Today Funding.

Funding Source: Federal High Priority Project – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Funds, State Local Jobs Today Funds, and City of Livonia Funds.

Commitment Level: 80% federal up to \$800,000 subject to obligational authority; 20% state up to \$174,000; balance by the City of Livonia; based on estimate.

Risk Assessment: With amendment, eligible costs can be reimbursed with state funds.

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

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

New Project Identification: N/A. (Original was for improvement of an existing roadway.)

Zip Code: 48150.

42. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Amendatory Contract (2006-5545) between MDOT and the City of Sault Ste. Marie will provide for funding participation in the construction of the following improvements utilizing Local Jobs Today Funds:

PART A

Hot mix asphalt paving work along East Spruce Street from Ord Street to Shunk Road, including pavement removal, storm sewer, and curb and gutter work, together with necessary related work.

PART B

Watermain, sanitary sewer, and sidewalk work along East Spruce Street from Ord Street to Shunk Road, together with necessary related work.

The purpose of this amendment is to provide for State Local Jobs Today Funds to be applied to the eligible items of the Part A portion of the project cost.

Estimated Funds:

	<u>ORIGINAL</u>	<u>PART A</u> <u>AMEND.</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$551,200	\$ 0	\$ 0	\$551,200
State Restricted Local Jobs Today Funds	\$ 0	\$ 137,800	\$ 0	\$137,800
City of Sault Ste. Marie Funds	\$137,800	\$(137,800)	\$ 224,300	\$224,300
Total Funds	<u>\$689,000</u>	<u>\$ 0</u>	<u>\$ 224,300</u>	<u>\$913,300</u>

HPSL 17419 – 86844; Chippewa County
 Amendment

Purpose/Business Case: To amend the original contract to allow State Local Jobs Today Funds to be used for the Part A portion of the project.

Benefit: Will allow reimbursement with state funds of project work eligible for State Local Jobs Today Funding.

Funding Source: Federal High Priority Project – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Funds, State Local Jobs Today Funds, and City of Sault Ste. Marie Funds.

Commitment Level: 80% federal subject to obligational authority; 20% state up to \$165,300; balance by the City of Sault Ste. Marie; based on estimate.

Risk Assessment: With amendment, eligible costs can be reimbursed with state funds.

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

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

New Project Identification: N/A. (Original was for improvement of an existing roadway.)

Zip Code: 49783.

43. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2006-5575) between MDOT and the City of Sandusky will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category A Funds:

Reconstruction work along Argyle Street from North Elk Street to Davison Street.

TED Category A projects require a minimum 20 percent local match. The local match on this project is estimated to be \$100,200, which is met in part by the \$61,400 shown below. The remaining match will be met through local agency participation in the following project-related costs: preliminary engineering, right-of-way acquisition, construction, and construction engineering. This contract is for the construction portion only of this TED project.

Estimated Funds:

State Restricted TED Funds	\$299,500
City of Sandusky Funds	<u>\$ 61,400</u>
Total Funds	<u>\$360,900</u>

EDA 74522 – 88795; Sanilac County
 Local Letting

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

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

Funding Source: State Transportation Economic Development Funds and City of Sandusky Funds.

Commitment Level: 83% state up to \$300,840 and the balance by the City of Sandusky; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 48471.

44. HIGHWAYS – Local Jobs Today Program Loan
 Contract (2006-6545) between MDOT and the City of Sault Ste. Marie will provide state loan funds under the Local Jobs Today (LJT) Program to assist the City in financing transportation infrastructure improvements for East Spruce Street from Ord Street to Shunk Street. The project was let in June 2006. The interest rate on this loan will be 4 percent annually. The contract will be in effect from the date of award through September 30, 2009. The contract amount will be \$396,720. Source of Funds: LBT Funds - \$396,720.

Purpose/Business Case: To financially assist in roadway improvements under the Local Jobs Today program.

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

Funding Source: State LJT loan funds.

Commitment Level: Draws from each loan are limited to a maximum amount based on the estimated amount of federal funding applicable to the project, which is not currently available.

Risk Assessment: MDOT follows through on its intent to allow a project approved for LJT matching grant funds to be eligible for an LJT loan.

Cost Reduction: The loan will cover only costs for which the current estimated federal funding applicable to the project is not available.

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49783.

45. HIGHWAYS - IDS Engineering Services

Contract (2007-0344) between MDOT and Abonmarche Consultants, 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 (Real Estate) - IDS Real Estate Services

Contract (2006-0669) between MDOT and Center Valuations, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division 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.

47. HIGHWAYS (Real Estate) - IDS Real Estate Services

Contract (2006-0670) between MDOT and Robert R. Davis will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division 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.

48. HIGHWAYS (Real Estate) - IDS Real Estate Services

Contract (2006-0671) between MDOT and A & B Realty will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division 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. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2006-0672) between MDOT and First Right of Way, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division 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.

50. PASSENGER TRANSPORTATION - Time Extension
Amendatory Contract (2000-0450/A4) between MDOT and the Blue Water Area Transportation Commission (BWATC), which provides transit service in St. Clair County, will extend the contract term by two years. The extension is requested because BWATC currently does not have the storage space for the new buses to be purchased through this grant. BWATC is currently constructing a new, larger transit facility. The facility project was delayed due to difficulties in locating a suitable parcel of land for construction. Construction is nearly complete and the vehicles will be ordered shortly. The original contract provides state matching funds for BWATC's FY 2000 Federal Section 5309 Capital Discretionary Program grant. The revised contract term will be January 18, 2001, through January 17, 2009. The contract amount remains unchanged at \$2,163,324. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,730,659; FY 2000 State Restricted Comprehensive Transportation Funds - \$432,665.

Purpose/Business Case: To extend the contract term by two years to provide sufficient time for BWATC to purchase new buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,730,659; FY 2000 State Restricted Comprehensive Transportation Funds - \$432,665.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment 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: 48060.

51. PASSENGER TRANSPORTATION - Time Extension
Amendatory Contract (2000-0460/A4) between MDOT and the City of Adrian will extend the contract term by approximately 23 months to provide sufficient time for the City to construct a new transportation facility. The purchase of property for the facility was initially delayed because the City had trouble locating acceptable property. The site selection was further delayed because potential sites were re-evaluated due to a change in city management. The City has now identified an available parcel of property and is working with a realtor for acquisition. The engineering and design work has been completed, but additional time is needed for an environmental assessment, the development of the construction documents, and the construction of the facility. The original contract provides state matching funds for the City's FY 2000 Federal Section 5309 Capital Discretionary Program grant. The revised contract term will be January 18, 2001, through December 31, 2008. The contract amount remains unchanged at \$490,649. Source of Funds: Federal Transit Administration (FTA) Funds - \$392,519; FY 2000 and FY 2001 State Restricted Comprehensive Transportation Funds - \$98,130.

Purpose/Business Case: To extend the contract term by approximately 23 months to provide sufficient time for the City to construct a new transportation facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$392,519; FY 2000 and FY 2001 State Restricted Comprehensive Transportation Funds - \$98,130.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment 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: 49221.

52. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z3/R4) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Macomb, Oakland, and Monroe Counties, will extend the authorization term by one year to provide sufficient time for SMART to complete the facility renovations. The extension is requested because SMART delayed construction due to a funding shortage. The project has been reinstated and work is expected to begin within a few months. The original authorization provides state matching funds for SMART's FY 2001 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be December 19, 2001, through December 18, 2007. The authorization amount remains unchanged at \$5,106,310. 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 - \$4,085,048; FY 2002 State Restricted Comprehensive Transportation Funds - \$1,021,262.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for SMART to complete facility renovations.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$4,085,048; FY 2002 State Restricted Comprehensive Transportation Funds - \$1,021,262.

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: 48226.

53. PASSENGER TRANSPORTATION - Vehicle Reassignment

Project Authorization (Z4) under Master Agreement (2007-0295) between MDOT and the Thunder Bay Transportation Authority, in Alpena, will provide for the reassignment of two buses from the Thunder Bay Transportation Corporation to the Authority. These buses were originally purchased by the Thunder Bay Transportation Corporation, which has now been dissolved. The buses are being reassigned because the Thunder Bay Transportation Authority has been formed to provide the transit service in Alpena, Montmorency, and Alcona Counties. The authorization will be in effect from the date of award through three years. The authorization amount will be \$77,026. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2006 through FY 2011. Source of Funds: FY 1998 State Restricted Comprehensive Transportation Funds - \$77,026.

Purpose/Business Case: To provide for the reassignment of two buses from the Thunder Bay Transportation Corporation to the Authority.

Benefit: Increased public transportation services.

Funding Source: FY 1998 State Restricted Comprehensive Transportation Funds - \$77,026.

Commitment Level: Authorization amount is based on actual vehicle cost.

Risk Assessment: The risk of not approving this authorization is the loss of transportation services.

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49707.

54. PASSENGER TRANSPORTATION - Intercity Bus Program

Purchase Order (591N7200445) between MDOT and Motor Coach Industries, Inc. (MCI), will provide for the purchase of five lift-equipped intercity motor coaches to be leased by Indian Trails, Inc., under program guidelines. These motor coaches will be leased to Indian Trails, Inc., for \$1,000 per year per vehicle for a maximum of six years or 450,000 miles, whichever comes first, under MDOT Contract (2007-0332). Indian Trails, Inc., is requesting the motor coaches to maintain existing daily scheduled regular route round-trip service between St. Ignace and Ironwood, Michigan, and between Calumet, Michigan, and Milwaukee, Wisconsin, and for a new service between Lansing and St. Ignace, Michigan, serving intermediate towns and cities. These motor coaches will allow continuation of this service, prevent community isolation or further loss of service, and increase compliance with the Americans with Disabilities Act. The purchase amount of these motor coaches is \$2,170,700. Source of Funds: FY 2007 State Restricted Comprehensive Transportation Funds - \$2,170,700.

MDOT's authority to purchase intercity buses is provided under the State Transportation Preservation Act of 1976, Act 295 of 1976, excerpted below:

“474.64 Acquisition of intercity bus and ferry equipment and facilities. Sec.14. The department may purchase intercity bus equipment and related station and servicing facilities, as well as ferry equipment, dock, port, and water equipment servicing facilities. The department may acquire equipment and facilities to be utilized by intercity bus and ferry operations, under terms and conditions determined by the department.”

Purpose/Business Case: To provide for the purchase of five Motor Coach Industries lift-equipped intercity motor coaches to be leased by Indian Trails, Inc., under program guidelines.

Benefit: The new motor coaches will improve the quality, safety, and reliability of intercity bus services to a large number of lower-income travelers and will contribute to the continued stabilization of the Michigan intercity bus industry.

Funding Source: FY 2007 State Restricted Comprehensive Transportation Funds – \$2,170,700.

Commitment Level: This provides for the purchase of five vehicles this fiscal year.

Risk Assessment: The risks of not approving this purchase are the possible abandonment of regular route services or an increase in the amount of state operating subsidy provided.

Cost Reduction: Bids were solicited from the three main manufacturers in the nation, and the lowest responsive bid was selected.

Selection: Low bid.

New Project Identification: Provides for the purchase of five new motor coaches.

Zip Code: 48909.

55. PASSENGER TRANSPORTATION - Intercity Bus Equipment Lease

Contract (2007-0332) between MDOT and Indian Trails, Inc., will provide for MDOT to contractually lease for \$1,000 per year per vehicle five intercity highway motor coaches to Indian Trails, Inc. MDOT will purchase the coaches under a separate purchase order and lease them to Indian Trails, Inc., for a minimum of six years or 450,000 miles, whichever comes first. Indian Trails, Inc., is requesting the motor coaches to add capacity to maintain the existing state-supported daily scheduled service being discontinued by Greyhound Lines, Inc., between St. Ignace and Ironwood, Michigan, and between Calumet, Michigan, and Milwaukee, Wisconsin, and to begin a new state-supported daily scheduled service between Lansing and St. Ignace, Michigan, serving intermediate towns and cities. The motor coaches will allow continuation of this service, prevent community isolation or further loss of service, and increase compliance with the Americans with Disabilities Act. The contract will be in effect from the date the vehicles are leased and accepted through six years or 450,000 miles, whichever comes first. This is a revenue contract. Indian Trails, Inc., will pay MDOT \$5,000 per year for the duration of the contract.

Purpose/Business Case: To provide for the lease of five intercity highway motor coaches to Indian Trails, Inc., to add capacity to maintain existing state-supported scheduled service between St. Ignace-Ironwood and Calumet-Milwaukee being discontinued by Greyhound Lines, Inc., and to begin new state-supported daily scheduled service between Lansing-St. Ignace.

Benefit: The new motor coaches will improve the quality, safety, and reliability of intercity bus services to a large number of lower income travelers. The motor coaches will allow continuation of this service, prevent community isolation or further loss of service, and increase compliance with the Americans with Disabilities Act.

Funding Source: Indian Trails, Inc., Funds - \$5,000 per year.

Commitment Level: Contract lease amount is based on MDOT guidelines.

Risk Assessment: The risks of not approving this contract are the possible abandonment of regular route services and the postponement of new service between Lansing and St. Ignace.

Cost Reduction: This contract provides for Indian Trails, Inc., to make lease payments (revenue) to MDOT.

Selection: N/A.

New Project Identification: Provides for the lease of new motor coaches.

Zip Code: 48867.

56. *PASSENGER TRANSPORTATION - Section 5311(f) Intercity Operating Program

Contract (2007-0334) between MDOT and Indian Trails, Inc., located in Owosso, Michigan, will provide Federal Section 5311(f) Intercity Bus Program funding and state funding for intercity bus operating assistance for service in the upper peninsula and central, northern lower peninsula, and for the marketing of intercity bus service in Michigan provided by Indian Trails, Inc. The routes include Lansing to St. Ignace, Michigan; St. Ignace to Ironwood, Michigan; and Calumet, Michigan, to Milwaukee, Wisconsin. Indian Trails, Inc., will provide service to major population areas in the upper peninsula, as well as a connection to the national bus system, and downstate Michigan. Service will be provided from February 1, 2007, through January 31, 2009, and the operating assistance is based on a rate of \$3.15 per mile less revenues. Marketing activities will begin January 1, 2007, and will continue through January 31, 2009. The funds for marketing are required by Public Act 345 of 2006, Section 729, which states that funds should be provided for lost ridership support and/or marketing efforts to increase awareness of intercity bus service, increase ridership on intercity bus carriers, and improve coordination of intercity bus service in Michigan. The contract amount will be \$2,598,418. The contract term will be January 1, 2007, through January 31, 2009. Source of Funds: Federal Transit Administration Funds - \$1,299,209; FY 2007, FY 2008, and FY 2009 State Restricted Comprehensive Transportation Funds - \$1,299,209.

Purpose/Business Case: To provide federal and state funding for intercity bus operating assistance for service in the upper peninsula and central, northern lower peninsula and for the marketing of intercity bus service in Michigan provided by Indian Trails, Inc.

Benefit: Will ensure continuation of existing intercity bus routes operating along MDOT-designated corridors in the upper peninsula and add service in the central, northern lower peninsula, providing communities essential transportation service with links to the national transportation system.

Funding Source: Federal Transit Administration Funds - \$1,299,209; FY 2007, 2008, and 2009 State Restricted Comprehensive Transportation Funds - \$1,299,209.

Commitment Level: The maximum rate per mile is fixed and the number of service miles and the amount of passenger revenue are estimated.

Risk Assessment: The risks of not awarding this contract are the loss of intercity bus service operating along MDOT-designated corridors in the upper peninsula and central portion of Michigan and the isolation of communities due to lack of transportation links to the national transportation system.

Cost Reduction: It is expected that marketing efforts prior to start-up of service and during the term of the contract will increase ridership and passenger revenues, thereby decreasing the amount to be reimbursed.

New Project Identification: This contract is for the continuation of existing intercity bus routes operating along MDOT-designated corridors in the upper peninsula and new service in central, northern lower peninsula, providing communities essential transportation service with links to the national transportation system.

Zip Code: 48867.

57. *PASSENGER TRANSPORTATION - Intercity Capital

Contract (2007-0350) between MDOT and Williams Scotsman, Inc., will provide state intercity funding for the lease of a temporary facility in Pontiac for use by National Railroad Passenger Corporation (Amtrak) and Greyhound Lines, Inc. The existing Pontiac intermodal terminal is scheduled to be demolished and a new terminal constructed. The temporary facility will be utilized during the demolition and construction for the intercity carriers' staffs and passengers. The contract will be in effect from the date of award through 26 months. The contract amount will be \$171,246. Source of Funds: FY 2001 State Restricted Comprehensive Transportation Funds - \$171,246.

Purpose/Business Case: To provide FY 2001 intercity terminal funding for the lease of a temporary facility in Pontiac for use by Amtrak and Greyhound Lines, Inc.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FY 2001 State Restricted Comprehensive Transportation Funds - \$171,246.

Commitment Level: Contract is based on selection of the most responsive bidder's proposal.

Risk Assessment: If this contract is not approved, the carriers will not have an adequate terminal for staff and passengers.

Cost Reduction: Acceptance of the most responsive bidder's proposal is not negotiated.

Selection: Acceptance of the most responsive bidder.

New Project Identification: This is a new project.

Zip Code: 48342.

58. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization Revision (Z4/R1) under Master Agreement (2006-0005) between MDOT and Kalamazoo Area Transportation Study will add \$100,000 in unspent FY 2005 and FY 2006 funds to the authorization. The original authorization provides for assistance in the undertaking of transportation planning activities at the local and regional levels. The authorization term remains unchanged, October 1, 2006, through September 30, 2007. The revised authorization amount will be \$182,200. Source of Funds: 80% Federal Transit Administration Funds and 20% Kalamazoo Area Transportation Study Funds.

Purpose/Business Case: To carry out transportation planning activities at the local and regional levels.

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

Funding Source: Dedicated federal funds that must be passed through by the federal regulations cited above to the MPOs. 80% Federal Transit Administration Funds and 20% Kalamazoo Area Transportation Study 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 amounts in the current UWP for the MPO, and the work is expected to be completed in the fiscal year for which it is approved.

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

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

Selection: N/A.

New Project Identification: This is an on-going program.

Zip Code: 49001.

59. TRANSPORTATION PLANNING - IDS University Research Services

Contract (2007-0339) between MDOT and Michigan Technological University will provide for research and development services to assist MDOT in maintaining the federal-aid system for roads and bridges in Michigan to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years or until work under the last authorization has been completed, whichever is longer. The maximum contract amount will be \$3,500,000, and the maximum amount of any authorization will be \$750,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

60. *TRANSPORTATION PLANNING – Update to American Road Exhibit

Contract (2007-0341) between MDOT and the Edison Institute (Henry Ford Museum) will provide for the performance of planning and engineering services for the update of the American Road Exhibit at the Henry Ford Museum in Dearborn, Michigan. The work will include conceptual and schematic design development for 81,000 square feet of the "America's Transportation Stories" exhibit. The contract will be in effect from the date of award through December 31, 2009. The contract amount will be \$1,200,006. Source of Funds: 80% Federal Highway Administration Funds and 20% Edison Institute Funds.

Purpose/Business Case: To provide for the performance of planning and engineering services for the update of the American Road Exhibit at the Henry Ford Museum.

Benefit: The exhibit is a tourist draw and could have economic benefits.

Funding Source: 80% Federal Highway Administration Funds (earmarked by Congress) and 20% Edison Institute Funds.

Commitment Level: The contract is on an actual cost basis not to exceed \$1,200,006.

Risk Assessment: If this contract is not approved, the federal funds earmarked for this project will be lost.

Cost Reduction: N/A.

Selection: The Edison Institute was specifically identified in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) as a recipient of these funds for this project.

New Project Identification: This is an update of an existing exhibit.

Zip Code: 48124.

BID LETTING

STATE PROJECTS

61.	LETTING OF NOVEMBER 03, 2006 PROPOSAL 0611001 PROJECT BI06 80013-60471, ETC LOCAL AGRMT. 06-5303 START DATE - APRIL 02, 2007 COMPLETION DATE - SEPTEMBER 30, 2008	ENG. EST. \$ 28,369,933.06	LOW BID \$ 25,975,238.24 % OVER/UNDER EST. -8.44 %
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6.97 mi of concrete pavement reconstruction, shoulders, concrete ramp repair, culvert replacement, guardrail upgrade, signing, fence replacement, rest area parking resurfacing and bridge rehabilitation on I-196 from south of M-140 to south of 71st Street in the city of South Haven, Allegan and Van Buren Counties. This project includes a 5 year materials and workmanship pavement warranty and a 2 year bridge painting warranty.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Interstate Highway Construction	\$ 25,975,238.24	Same	1 **
Kamminga & Roodvoets/Ajax Paving	\$ 28,927,701.48	Same	2
Maclean/Anlaan/John Carlo C.A. Hull Co., Inc. Walter Toebe Construction Co. Hardman Construction, Inc. Six-S, Inc. Milbocker and Sons, Inc.	\$ 30,122,273.58	Same	3

3 Bidders

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

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

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

* Denotes a non-standard contract/amendment

Funding Source:

60471A		
City of South Haven		0.15 %
State Restricted Trunkline Funds		99.78 %
South Haven Charter Township		0.07 %
60475A		
Federal Highway Administration Funds		88.86 %
State Restricted Trunkline Funds		9.87 %
Verizon		1.27 %
84245A		
Federal Highway Administration Funds		90.00 %
State Restricted Trunkline Funds		10.00 %
86360A		
Federal Highway Administration Funds		90.00 %
State Restricted Trunkline Funds		10.00 %

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

Risk Assessment: 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.

New Project Identification: Reconstruction and rehabilitation.

Selection: Low bid.

Zip Code: 49090.

62.	LETTING OF NOVEMBER 03, 2006	ENG. EST.	LOW BID
	PROPOSAL 0611002	\$ 6,269,482.22	\$ 6,190,185.53
	PROJECT BI06 16091-59468		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 16, 2007		
	COMPLETION DATE - SEPTEMBER 21, 2007		-1.26 %

4.70 mi of rubblizing existing concrete pavement, hot mix asphalt overlay, freeway ramp reconstruction, and guardrail upgrading on I-75 from the old New York Central Railroad bridge northerly to Topinabee Mail Route, Cheboygan County. This project includes two 5 year material and workmanship pavement warranties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 6,190,185.53	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 6,620,390.04	Same	2
Bacco Construction Company			

2 Bidders

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

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

* Denotes a non-standard contract/amendment

Funding Source:

59468A

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 49749.

63.	LETTING OF NOVEMBER 03, 2006 PROPOSAL 0611003 PROJECT NH 58033-75127 LOCAL AGRMT. START DATE - MAY 01, 2007 COMPLETION DATE - OCTOBER 31, 2007	ENG. EST. \$ 11,401,167.21	LOW BID \$ 11,722,433.05
			% OVER/UNDER EST. 2.82 %

6.93 mi of hot mix asphalt cold milling and resurfacing, shoulder widening, drainage upgrades and extend ramp tapers, on US-23 northbound from Middle Branch Macon Creek to Plank Road, Monroe County. This project includes a 5 year materials and workmanship warranty.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 11,933,933.05	Same	1 **
Cadillac Asphalt, LLC.	\$ 12,665,824.53	Same	2
Barrett Paving Materials, Inc.	\$ 14,145,388.60	Same	3
Angelo Iafrate Construction Company			
ABC Paving Company			

BIDDER	AS-SUBMITTED Foreign	AS-CHECKED Foreign	
Ajax Paving Industries, Inc.	\$ 11,582,333.55	Same	1 **
Cadillac Asphalt, LLC.	\$ 12,332,824.53	Same	2
Barrett Paving Materials, Inc.	\$ 13,793,788.60	Same	3
Angelo Iafrate Construction Company			
ABC Paving Company			

BIDDER	AS-SUBMITTED Domestic	AS-CHECKED Domestic	
Ajax Paving Industries, Inc.	\$ 11,722,433.05	Same	1 **
Cadillac Asphalt, LLC.	\$ 12,488,824.53	Same	2
Barrett Paving Materials, Inc.	\$ 13,933,888.60	Same	3
Angelo Iafrate Construction Company			
ABC Paving Company			

* Denotes a non-standard contract/amendment

3 Bidders

NOTE: The as-submitted low bid is determined in accordance with The Buy American Provision, 23 CFR 635.410, for manufactured foreign and domestic pumps.

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:

75127A

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.

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 48160.

64.	LETTING OF NOVEMBER 03, 2006	ENG. EST.	LOW BID
	PROPOSAL 0611004	\$ 2,015,842.19	\$ 1,986,610.56
	PROJECT M 07013-80159		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 14, 2007		-1.45 %

2.31 mi of passing relief lane construction on US-41 from north of Kelsey Creek northerly to north of Purri Road in Baraga County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bacco Construction Company	\$ 1,986,610.56	Same	1 **
Payne & Dolan, Inc.	\$ 2,114,490.01	Same	2
A. Lindberg & Sons, Inc.	\$ 2,248,651.52	Same	3
MJO Contracting, Inc.	\$ 2,306,687.88	Same	4
Mathy Construction Company			
Oberstar, Inc.			
Maclean Construction Company			
Bill Siler Contracting, Inc.			
Hebert Construction Company			
James Peterson Sons, Inc.			

4 Bidders

* Denotes a non-standard contract/amendment

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

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

Funding Source:

80159A

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity.

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 49908.

65.	LETTING OF NOVEMBER 03, 2006	ENG. EST.	LOW BID
	PROPOSAL 0611005	\$ 459,437.39	\$ 731,566.00
	PROJECT M 84915-M50766		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 30, 2007		59.23 %

One course hot mix asphalt overlay, on an as needed basis on state trunk line routes in various villages and cities, Barry, Branch and Calhoun Counties. Locations and length of project will vary according to the MDOT southwest region, Marshall TSC HMA overlay site location work log (work log), which will be given to the contractor at a later date.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 731,566.00	Same	1 **
Michigan Paving & Materials Co.	\$ 920,555.00	Same	2
Rieth-Riley Construction Co., Inc.			

2 Bidders

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

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

Funding Source:

M50766

State Restricted Trunkline Funds 100 %

* Denotes a non-standard contract/amendment

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

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

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Selection: Low bid.

Zip Code: 49068.

66. LETTING OF NOVEMBER 03, 2006
 PROPOSAL 0611026 ENG. EST. \$ 1,710,210.13 LOW BID \$ 1,707,215.12
 PROJECT BI06 79032-82606
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JUNE 04, 2007
 COMPLETION DATE - AUGUST 25, 2007 -0.18 %

1.56 mi of hot mix asphalt cold milling and resurfacing, pavement repairs, curb and gutter, drainage improvements and guardrail work on M-15 (Saginaw Road) from northwest of the Tuscola/Saginaw County line, southeasterly to M-46, Tuscola and Saginaw Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Saginaw Asphalt Paving Company	\$ 1,707,215.12	Same	1 **
Pyramid Paving & Contracting Co.	\$ 1,922,655.67	Same	2

2 Bidders

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

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

Funding Source:

82606A

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Maintenance.

Selection: Low bid.

Zip Code: 48758.

* Denotes a non-standard contract/amendment

67. LETTING OF NOVEMBER 03, 2006
 PROPOSAL 0611038
 PROJECT BI06 13022-48551
 LOCAL AGRMT.
 START DATE - APRIL 16, 2007
 COMPLETION DATE - AUGUST 11, 2007

ENG. EST. LOW BID
 \$ 1,937,595.62 \$ 2,031,220.33

% OVER/UNDER EST.
 4.83 %

4.99 mi of hot mix asphalt overlay, upgrade shoulders, superelevation modification, and guardrail upgrade on M-60 from west of the Kalamazoo River Bridge to east of the 30 Mile Road and VanWert Road centerline in the village of Homer, Calhoun County. This project includes a five year materials and workmanship pavement warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 2,031,340.33	\$ 2,031,220.33	1 **
Aggregate Industries-Central Region	\$ 2,113,733.61	\$ 2,113,613.61	2
Rieth-Riley Construction Co., Inc.	\$ 2,153,705.88	\$ 2,153,210.88	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:

48551A

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Reconstruction and maintenance.

Selection: Low bid.

Zip Code: 49245.

* Denotes a non-standard contract/amendment

68. LETTING OF NOVEMBER 03, 2006
 PROPOSAL 0611039
 PROJECT NH 41131-56887, ETC
 LOCAL AGRMT. 06-5420
 START DATE - APRIL 10, 2007
 COMPLETION DATE - NOVEMBER 15, 2007

ENG. EST. \$ 11,158,342.22
 LOW BID \$ 11,684,819.49
 % OVER/UNDER EST. 4.72 %

2.16 mi of concrete road widening, ramps, curb and gutter, joint repairs, storm sewer, culvert work and guardrail upgrades on US-131/I-296 from Pearl Street north to North Park Street and joint replacement and deck patching on 6 structures on US-131 northbound from Ann Street to North Park Street in the cities of Grand Rapids and Walker, Kent County. This project includes a 5 year materials and workmanship pavement warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Six-S, Inc.	\$ 11,684,819.49	Same	1 **
Nagel Construction/J. Slagter & Son	\$ 11,716,757.57	Same	2
Kamminga & Roodvoets/Ajax Paving	\$ 11,978,979.10	Same	3
Nashville Construction Company	\$ 12,018,296.32	Same	4
Diversco Construction Company Inc.	\$ 13,520,985.00	\$ 13,518,335.00	5
C.A. Hull Co., Inc.			
Davis Construction, Inc.			
Interstate Highway Construction			
Milbocker and Sons, Inc.			
L.W. Lamb, Inc.			
Walter Toebe Construction Co.			
Anlaan Corporation			
John Carlo, Inc.			

5 Bidders

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

Purpose/Business Case: This project is a combination of the following programs--The Road and Bridge Program, the Traffic and Safety Program and the Capital Preventive Maintenance Program. The Road and Bridge Program goal is to have 95% of bridges and freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition. The Traffic and Safety Program is included in order to preserve the integrity of MDOT's safety assets by addressing locations on the trunkline system that exhibit a correctable pattern through a strategy of cost-effective treatments. The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

* Denotes a non-standard contract/amendment

Benefit: MDOT attempts to maximize the benefits of road, bridge preservation as well as provide a safe and affective use of traffic flow. This asset management philosophy to develop programs are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, improvements and preservation, safety, user savings, maintenance savings, reduce traffic accidents and injuries, vehicle delays, fuel consumption, and pollution control. The treatments to be applied will delay future deterioration and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

56887A		
	Federal Highway Administration Funds	81.85 %
	City of Grand Rapids	0.36 %
	State Restricted Trunkline Funds	17.79 %
79076A		
	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	10.00 %
79077A		
	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	10.00 %
83449A		
	Federal Highway Administration Funds	100 %
87036A		
	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 and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway and vehicle maintenance costs.

New Project Identification: Rehabilitation, reconstruction and maintenance.

Selection: Low bid.

Zip Code: 49504.

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

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions. In addition, there is a grave chance for loss of federal funds allocated to this project. If funds are not used under the enhancement guidelines, or for the grade crossings due to underutilization, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Reduced roadway and vehicle maintenance costs to motorists. Reduced incidents of car/train accidents and wide-ranging due to the various enhancement activities allowed in the programs. In addition, reduces the need to use traditional transportation funding sources for these activities.

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 48720.

71.	LETTING OF NOVEMBER 03, 2006 PROPOSAL 0611047 PROJECT M 43012-79565 LOCAL AGRMT. START DATE - MAY 29, 2007 COMPLETION DATE - 28 working days	ENG. EST. \$ 1,265,289.57	LOW BID \$ 1,341,826.00	% OVER/UNDER EST. 6.05 %
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10.48 mi of hot mix asphalt cold milling and resurfacing, shoulder widening, and shoulder ribbon repair on M-37 (US-10/M-37) from south of US-10 (North Junction) northerly to north of 7 Mile Road, Lake County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 1,341,826.00	Same	1 **
Elmer's Crane & Dozer, Inc.	\$ 1,467,461.35	Same	2

2 Bidders

Purpose/Business Case: The Non-Freeway Resurfacing Program is intended to improve the pavement structure and restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs.

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

Funding Source:

79565A

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Reduced roadway and vehicle maintenance costs.

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 49304.

* Denotes a non-standard contract/amendment

72. LETTING OF NOVEMBER 03, 2006
 PROPOSAL 0611050
 PROJECT BHT 81032-74762
 LOCAL AGRMT.
 START DATE - AUGUST 01, 2007
 COMPLETION DATE - OCTOBER 02, 2007

ENG. EST.
 \$ 163,757.55

LOW BID
 \$ 320,738.20

% OVER/UNDER EST.
 95.86 %

Scour countermeasures, concrete arch beam and soffit repairs, bituminous crack sealing and maintaining traffic on US-12BR over the Huron River in the city of Ypsilanti, Washtenaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Midwest Bridge Company	\$ 320,738.20	Same	1 **
Anlaan Corporation	\$ 328,803.70	Same	2
J. Slagter & Son Construction Co.	\$ 337,142.01	Same	3
Posen Construction, Inc.	\$ 372,094.85	Same	4
Davis Construction, Inc.			
Walter Toebe Construction Co.			
E. C. Korneffel Co.			

4 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:

74762A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 48197.

* Denotes a non-standard contract/amendment

73. LETTING OF NOVEMBER 03, 2006
 PROPOSAL 0611051
 PROJECT M 79011-72108
 LOCAL AGRMT.
 START DATE - MAY 07, 2007
 COMPLETION DATE - JUNE 01, 2007

ENG. EST.
 \$ 579,971.03

LOW BID
 \$ 548,583.31

% OVER/UNDER EST.
 -5.41 %

5.93 mi of hot mix asphalt overlay and guardrail replacement on M-138 from east of Reese Road easterly to east of Vassar Road, Tuscola County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Saginaw Asphalt Paving Company	\$ 548,583.31	Same	1 **
Pyramid Paving & Contracting Co.	\$ 607,442.41	Same	2
Albrecht Sand & Gravel Co.			

2 Bidders

Purpose/Business Case: The Non-Freeway Resurfacing Program is intended to improve the pavement structure and restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs.

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

Funding Source:
 72108A
 State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Reduced roadway and vehicle maintenance costs.

New Project Identification: Reconstruction and maintenance.

Selection: Low bid.

Zip Code: 48733.

* Denotes a non-standard contract/amendment

74. LETTING OF NOVEMBER 03, 2006
 PROPOSAL 0611052
 PROJECT M 77111-84586
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 30, 2007

ENG. EST.
 \$ 748,990.95

LOW BID
 \$ 678,580.00

% OVER/UNDER EST.
 -9.40 %

Minor structure rehabilitation on Lapeer Avenue Connector over I-94, I-94 westbound over M-25 Connector, M-25 over CSX Railroad, and M-25 over Burtch Creek in the city of Port Huron, St. Clair County. This project includes a 2 year warranty on bridge painting.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Midwest Bridge Company	\$ 678,580.00	Same	1 **
Posen Construction, Inc.	\$ 747,044.89	Same	2
J. Slagter & Son Construction Co.	\$ 840,529.74	Same	3
Walter Toebe Construction Co.	\$ 877,851.35	Same	4
Anlaan Corporation	\$ 974,986.24	Same	5
Abhe & Svoboda, Inc.			
E. C. Korneffel Co.			
Icarus Industrial Painting & Cont.			
Davis Construction, Inc.			
Atsalis Bros. Painting Co.			

5 Bidders

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

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

Funding Source:

84586A

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 48060.

* Denotes a non-standard contract/amendment

75. LETTING OF NOVEMBER 03, 2006
 PROPOSAL 0611053
 PROJECT M 05011-83383, ETC
 LOCAL AGRMT.
 START DATE - JULY 30, 2007
 COMPLETION DATE - 5 working days

ENG. EST. \$ 76,323.02
 LOW BID \$ 66,094.17
 % OVER/UNDER EST. -13.40 %

Base preparation and hot mix asphalt surfacing of carpool parking lot on US-31 in the northeast quadrant of the intersection of First Street and M-72, east of County Road 667 (Maple City Road), Antrim and Leelanau Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
SRW Contracting/Paving LLC	\$ 66,094.17	Same	1 **
Elmer's Crane & Dozer, Inc.	\$ 68,332.85	Same	2
Rieth-Riley Construction Co., Inc.	\$ 69,075.66	Same	3

3 Bidders

Purpose/Business Case: To increase the capacity and encourage the use of the carpool lots. This project consists of removing and replacing an existing carpool lot and constructing a new carpool lot.

Benefit: Reconstructing the existing carpool lot will reduce maintenance costs at this location. The newly reconstructed lot and the new lot may also attract new carpoolers.

Funding Source:

83383A
 State Restricted Trunkline Funds 100 %
 83385A
 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 surrounding communities are anticipating these carpool lot projects. The relationships with the communities in the area may be compromised if the work is not completed.

Cost Reduction: Reconstructing the existing lot will greatly reduce the initial maintenance costs for the carpool lot. Our customers will benefit from the reduced costs and inconvenience associated with the configuration, overcrowding and surface condition of the existing carpool lot.

New Project Identification: Reconstruction and new construction.

Selection: Low bid.

Zip Code: 49629.

* Denotes a non-standard contract/amendment

82. LETTING OF NOVEMBER 03, 2006
 PROPOSAL 0611068
 PROJECT IM 77024-87368
 LOCAL AGRMT.
 START DATE - APRIL 15, 2007
 COMPLETION DATE - MAY 21, 2007

ENG. EST. \$ 1,119,825.95
 LOW BID \$ 876,833.45
 % OVER/UNDER EST. -21.70 %

11.54 mi of full depth concrete repairs and longitudinal joint repairs on I-69 eastbound and westbound from St. Clair County line to the M-19 (Kinney Road) intersection, St. Clair County.

A 2007 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Six-S, Inc.	\$ 876,833.45	Same	1 **
Florence Cement Company	\$ 894,306.13	Same	2
Snowden, Inc.	\$ 963,134.80	Same	3
Kelcris Corporation	\$ 979,930.90	Same	4
Causie Contracting, Inc.	\$ 1,066,470.03	Same	5
C & D Hughes, Inc.	\$ 1,109,195.90	Same	6

6 Bidders

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

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

Funding Source:

87368A

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

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

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

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Selection: Low bid.

Zip Code: 48022.

* Denotes a non-standard contract/amendment

87. LETTING OF NOVEMBER 03, 2006
 PROPOSAL 0611073 ENG. EST. \$ 139,898.59 LOW BID \$ 111,127.00
 PROJECT M 33041-84217
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - APRIL 16, 2007
 COMPLETION DATE - JULY 28, 2007 -20.57 %

Demolition of existing weigh station building and removal from site, pavement removal, drainage removal, and site grading, on Old US-27 (Lansing Road) east of Waverly Road, Ingham County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bierlein Companies, Inc.	\$ 111,127.00	Same	1 **
Young's Environmental Cleanup, Inc.	\$ 111,877.83	Same	2
Burkett Excavating	\$ 113,116.25	Same	3
J. Sebastian Trucking & Exc. Inc.	\$ 114,762.10	Same	4
Cadwell Brothers Construction	\$ 116,552.02	Same	5
E.T. MacKenzie Company	\$ 118,080.20	Same	6
C & D Hughes, Inc.	\$ 123,579.32	Same	7
Davis Construction, Inc.	\$ 123,724.00	Same	8
Aggregate Industries-Central Region	\$ 126,269.70	Same	9
Concord Excavating & Grading, Inc.	\$ 127,808.25	Same	10
Fonson, Inc.	\$ 130,159.90	Same	11
Robert L. Johnson Construction, Inc.	\$ 135,303.50	Same	12
J. Slagter & Son Construction Co.	\$ 138,880.00	Same	13
McDowell Construction, L.L.C.	\$ 148,061.70	Same	14
Kammaing & Roodvoets, Inc.	\$ 152,587.50	Same	15
CL Trucking & Excavating, LLC.	\$ 169,250.80	Same	16
Heystek Contracting Inc.	\$ 177,826.60	Same	17
D & R Earthmoving, LLC	\$ 237,508.58	Same	18
Dunigan Brothers, Inc.			
3-S Construction, Inc.			
Nashville Construction Company			
Fisher Contracting Company			
B & V Construction, Inc.			
L & L Construction Co., Inc.			

18 Bidders

Purpose/Business: The proposed project includes the removal of an existing weigh station site.

Benefit: This project will provide safer and improved traffic flow. The existing weigh station site adds confusion to the motoring public as they travel through this area. The removal will also add to the beautification of our highways by removing this closed facility within the roadway median.

Funding Source:

84217A

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 and the local agencies in the area may be compromised. They are anticipating the completion of this project as announced.

* Denotes a non-standard contract/amendment

93. LETTING OF NOVEMBER 03, 2006
 PROPOSAL 0611079
 PROJECT ST 77033-87369, ETC
 LOCAL AGRMT.
 START DATE - JULY 30, 2007
 COMPLETION DATE - SEPTEMBER 15, 2007

ENG. EST.
 \$ 466,223.70

LOW BID
 \$ 399,223.95

% OVER/UNDER EST.
 -14.37 %

7.64 mi of hot mix asphalt crack treatment and pavement markings on M-25 from Metcalf Road to Burtch Road and on M-29 from Francis Street to South Riverside Avenue, and 4.00 mi of microsurfacing and pavement markings on M-136 from North Road to M-25 in the village of Burtchville, St. Clair County. This project includes two 2 year pavement performance warranties.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Strawser Incorporated	\$ 399,223.95	Same	1 **
Pavement Maintenance Systems, Inc.	\$ 429,332.80	Same	2
Terry Asphalt Materials, Inc.	\$ 431,606.60	Same	3
Fahrner Asphalt Sealers, Inc.			

3 Bidders

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

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

Funding Source:

87369A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %
87370A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %
87371A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Selection: Low bid.

Zip Code: 48060.

* Denotes a non-standard contract/amendment

95. LETTING OF NOVEMBER 03, 2006
 PROPOSAL 0611081
 PROJECT NH 53022-87025
 LOCAL AGRMT.
 START DATE - MAY 29, 2007
 COMPLETION DATE - 10 working days

ENG. EST.	LOW BID
\$ 444,561.31	\$ 428,776.35
	% OVER/UNDER EST.
	-3.55 %

9.28 mi of overband crack fill and single course microsurface on US-10 from east of Custer Road to east of Campbell Road and from Center Street to east of Forman Road in the villages of Baldwin and Custer, Lake and Mason Counties. This project includes a 2 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Terry Asphalt Materials, Inc.	\$ 428,776.35	Same	1 **
Strawser Incorporated	\$ 476,552.51	Same	2
Pavement Maintenance Systems, Inc.	\$ 483,311.29	Same	3
Fahrner Asphalt Sealers, Inc.			

3 Bidders

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

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

Funding Source:

87025A

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

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

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

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Selection: Low bid.

Zip Code: 49405.

* Denotes a non-standard contract/amendment

97. LETTING OF NOVEMBER 03, 2006
 PROPOSAL 0611083
 PROJECT M 22012-87571
 LOCAL AGRMT.
 START DATE - MAY 30, 2007
 COMPLETION DATE - JULY 27, 2007

ENG. EST. LOW BID
 \$ 1,013,081.51 \$ 894,364.82
 % OVER/UNDER EST.
 -11.72 %

7.82 mi of hot mix asphalt resurfacing, shoulder aggregate, and guardrail improvements on M-95 from the US-2 and US-141/M-95 junction northerly to East M-69, Dickinson County. This project includes a 3 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Northeast Asphalt, Inc.	\$ 894,364.82	Same	1 **
Bacco Construction Company	\$ 896,417.89	Same	2

2 Bidders

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

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

Funding Source:

87571A

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Selection: Low bid.

Zip Code: 49881.

* Denotes a non-standard contract/amendment

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

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

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

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 48766.

102. LETTING OF NOVEMBER 03, 2006
 PROPOSAL 0611008 \$ 353,000.00 \$ 266,302.00
 PROJECT CMG 63400-88003
 LOCAL AGRMT. 06-5464 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 24, 2007 -24.56 %

SCATS traffic signal installation on Pontiac Trail at Decker Road, Welch Road, Green Lake Road, Halsted Road and Old Orchard Trail in the cities of Walled Lake and Orchard Lake Village, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Metropolitan Power & Lighting, Inc.	\$ 266,302.00	Same	1 **
Alpha Electric, Inc.	\$ 298,359.00	Same	2
Rauhorn Electric, Inc.	\$ 298,836.62	Same	3
Motor City Electric Utilities Co.	\$ 315,012.10	Same	4
Posen Construction, Inc.	\$ 318,520.60	Same	5
J. Ranck Electric, Inc.	\$ 340,204.16	Same	6
Trans Tech Electric Limited Partner			

6 Bidders

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

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

Source of Funds:

88003A

Federal Highway Administration Funds 100 %

Selection: Low bid.

Zip Code: 48325.

* Denotes a non-standard contract/amendment

106. LETTING OF NOVEMBER 03, 2006
 PROPOSAL 0611013
 PROJECT EDDF 45555-83402, ETC
 LOCAL AGRMT. 06-5476
 START DATE - 10 days after award
 COMPLETION DATE - JULY 13, 2007

ENG. EST.
 \$ 1,260,161.00

LOW BID
 \$ 1,170,211.66

% OVER/UNDER EST.
 -7.14 %

4.67 mi of hot mix asphalt resurfacing, shoulder trenching, aggregate base, and aggregate shoulders on County Road 669 from County Road 616 northerly to Ryant Road and on County Road 616 from County Road 675 easterly to County Road 669, Leelanau County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 1,170,211.66	Same	1 **
Elmer's Crane & Dozer, Inc.	\$ 1,198,596.24	Same	2

2 Bidders

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

Purpose/Business Case: This project is for the reconstruction and widening of a predetermined portion or entire highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

83402A

Federal Highway Administration Funds	67.00 %
State Restricted Trunkline Funds	33.00 %

86934A

Federal Highway Administration Funds	67.00 %
State Restricted Trunkline Funds	33.00 %

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

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

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

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 49664.

* Denotes a non-standard contract/amendment

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.
Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing and maintenance.

Selection: Low bid.

Zip Code: 49015.

108. LETTING OF NOVEMBER 03, 2006
 PROPOSAL 0611015 \$ ENG. EST. \$ LOW BID
 PROJECT STUL 03479-84491 \$ 797,863.20 \$ 724,785.45
 LOCAL AGRMT. 06-5503 % OVER/UNDER EST.
 START DATE - APRIL 02, 2007
 COMPLETION DATE - JULY 03, 2007 -9.16 %

0.40 mi of street and parking lot improvements including earthwork, hot mix asphalt pavement, concrete curb and gutter, sidewalk, sanitary sewer, water main and pavement markings on Water Street from southeast of State Street northwesterly to Monroe Street and State Street from southwest of Brady Street northeasterly to Water Street, in the city of Allegan, Allegan County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 724,785.45	Same	1 **
Brenner Excavating, Inc.	\$ 748,140.06	Same	2
Schippers Excavating, Inc.	\$ 788,014.70	Same	3
Peters Construction Co.	\$ 825,515.34	Same	4
Kamminga & Roodvoets, Inc.	\$ 861,197.68	Same	5
Kalin Construction Co., Inc.	\$ 877,585.43	Same	6
Nashville Construction Company	\$ 886,598.81	Same	7
Balkema Excavating, Inc.	\$ 996,113.30	Same	8
Bond Construction Company	\$ 1,031,193.00	Same	9
Dykema Excavators, Inc.			
Northern Construction Services, Co.			
Dan Hoe Excavating, Inc.			
Michigan Paving & Materials Co.			
Weick Bros., Inc.			
Diversco Construction Company Inc.			

9 Bidders

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

* Denotes a non-standard contract/amendment

Purpose/Business Case: This project is for the resurfacing of a predetermined portion or entire highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

84491A	
City of Allegan	34.05 %
Federal Highway Administration Funds	52.76 %
State Restricted Trunkline Funds	13.19 %

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

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

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

New Project Identification: Road resurfacing and maintenance.

Selection: Low bid.

Zip Code: 49010.

109.	LETTING OF NOVEMBER 03, 2006	ENG. EST.	LOW BID
	PROPOSAL 0611016	\$ 1,518,157.00	\$ 1,545,274.94
	PROJECT STU 82400-88494		
	LOCAL AGRMT. 06-5468		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 30, 2008		1.79 %

3.23 mi of hot mix asphalt cold milling and resurfacing and concrete curb and gutter on 17 streets from Fullerton Street to Library Street, in the city of Detroit, Wayne County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 1,545,274.94	Same	1 **
Cadillac Asphalt, LLC.	\$ 1,750,221.48	Same	2
Barrett Paving Materials, Inc.	\$ 2,187,867.10	Same	3
John Carlo, Inc.			

3 Bidders

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

* Denotes a non-standard contract/amendment

Purpose/Business Case: This project is for the resurfacing of a predetermined portion or entire highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (Urban Areas) or Rural Task Force (Rural Areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

88494A

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

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

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

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

New Project Identification: Road Resurfacing.

Selection: Low bid.

Zip Code: 48226.

Zip Code: 49712.

118.	LETTING OF NOVEMBER 03, 2006	ENG. EST.	LOW BID
	PROPOSAL 0611025	\$ 761,949.34	\$ 707,992.38
	PROJECT STUL 13411-85820		
	LOCAL AGRMT. 06-5499		% OVER/UNDER EST.
	START DATE - APRIL 16, 2007		
	COMPLETION DATE - JUNE 15, 2007		-7.08 %

1.80 mi of hot mix asphalt paving, base crushing and shaping, drainage work, grading, signing, pavement markings and restoration on Lafayette Street from Bedford Road easterly to the city of Springfield east city limits, in the city of Springfield, Calhoun County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 707,992.38	Same	1 **
Lakeland Asphalt Corporation	\$ 721,055.80	Same	2
Michigan Paving & Materials Co.	\$ 754,752.98	Same	3

3 Bidders

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

Purpose/Business Case: This project is for the reconstruction and widening of a predetermined portion or entire highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

85820A

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

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

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

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

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 49015.

* Denotes a non-standard contract/amendment

119. LETTING OF NOVEMBER 03, 2006
 PROPOSAL 0611027
 PROJECT STUL 38083-74493
 LOCAL AGRMT. 06-5507
 START DATE - APRIL 15, 2007
 COMPLETION DATE - 100 calendar days

ENG. EST.
 \$ 1,094,435.35

LOW BID
 \$ 992,576.33

% OVER/UNDER EST.
 -9.31 %

1.00 mi of pavement removal, earthwork, hot mix asphalt surfacing, concrete curb and gutter, and storm drain construction on Dettman Road from Michigan Avenue to Page Avenue, Jackson County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 992,576.33	Same	1 **
Bailey Excavating, Inc.	\$ 999,352.51	Same	2
Robert L. Johnson Construction, Inc.	\$ 1,005,027.15	Same	3
C & D Hughes, Inc.	\$ 1,088,478.71	Same	4
Nashville Construction Company	\$ 1,161,473.39	Same	5
E.T. MacKenzie Company	\$ 1,174,425.24	Same	6
Dunigan Brothers, Inc.	\$ 1,187,328.64	Same	7
Fonson, Inc.	\$ 1,192,055.88	Same	8
Slusarski Excavating & Paving, Inc.	\$ 1,199,438.55	Same	9
Mead Bros. Excavating, Inc.	\$ 1,211,020.44	Same	10
Cadwell Brothers Construction	\$ 1,235,486.60	Same	11
Brady Sand & Gravel, Inc.	\$ 1,240,167.44	Same	12
Aggregate Industries-Central Region	\$ 1,345,573.66	Same	13
DeAngelis Landscape, Inc.			
Balkema Excavating, Inc.			
Milbocker and Sons, Inc.			

13 Bidders

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

Purpose/Business Case: This project is for the reconstruction and widening of a predetermined portion or entire highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the federal Highway Administration.

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

Funding Source:

74493A

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.

* Denotes a non-standard contract/amendment

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.
Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 49203.

120. LETTING OF NOVEMBER 03, 2006
 PROPOSAL 0611028 \$ ENG. EST. 284,990.50 LOW BID \$ 306,369.99
 PROJECT STU 63459-88432
 LOCAL AGRMT. 06-5502 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JULY 01, 2007 7.50 %

1.00 mi of cold milling, hot mix asphalt resurfacing, joint and pavement repair, miscellaneous curb and gutter replacement and pavement markings on Stephenson Highway from 13 Mile Road northerly to 14 Mile Road in the city of Madison Heights, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 306,369.99	Same	1 **
Florence Cement Company	\$ 319,115.09	Same	2
Cadillac Asphalt, LLC.	\$ 328,876.64	Same	3
Asphalt Specialists, Inc.	\$ 345,544.09	Same	4
Barrett Paving Materials, Inc.	\$ 346,892.51	Same	5
John Carlo, Inc.	\$ 349,112.92	Same	6
Pro-Line Asphalt Paving Corp.	\$ 381,393.53	Same	7
ABC Paving Company			

7 Bidders

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

Purpose/Business Case: This project is for the resurfacing of a predetermined portion or entire highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

88432A

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.

* Denotes a non-standard contract/amendment

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

Funding Source:

74892A
 Federal Highway Administration Funds 56.69 %
 City of Rockford 29.14 %
 State Restricted Trunkline Funds 14.17 %

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

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

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

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 49341.

122. LETTING OF NOVEMBER 03, 2006 ENG. EST. LOW BID
 PROPOSAL 0611031 \$ 1,159,240.10 \$ 1,115,478.37
 PROJECT EDDF 79555-82885
 LOCAL AGRMT. 06-5485 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 15, 2007 -3.78 %

5.35 mi of hot mix asphalt resurfacing and guardrail on West Saginaw Road from Scotch Road east to Washburn Road, Tuscola County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Saginaw Asphalt Paving Company	\$ 1,115,478.37	Same	1 **
Albrecht Sand & Gravel Co.	\$ 1,237,241.51	Same	2
Pyramid Paving & Contracting Co.	\$ 1,262,685.33	Same	3

3 Bidders

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

Purpose/Business Case: This project is for the resurfacing of a predetermined portion or entire highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

* Denotes a non-standard contract/amendment

Funding Source:

82885A

Tuscola County	34.00 %
Federal Highway Administration Funds	46.00 %
State Restricted Trunkline Funds	20.00 %

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

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

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

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 48768.

123.	LETTING OF NOVEMBER 03, 2006	ENG. EST.	LOW BID
	PROPOSAL 0611033	\$ 850,168.60	\$ 748,615.68
	PROJECT STU 33403-74259		
	LOCAL AGRMT. 06-5482		% OVER/UNDER EST.
	START DATE - MAY 14, 2007		
	COMPLETION DATE - 60 working days		-11.95 %

0.61 mi of road reconstruction including pavement removal, hot mix asphalt, and drainage improvements on East Cavanaugh Road from Aurelius Road to Dunckel Road, in the city of Lansing, Ingham county.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
L & L Construction Co., Inc.	\$ 748,615.68	Same	1 **
Bailey Excavating, Inc.	\$ 764,220.65	Same	2
C & D Hughes, Inc.	\$ 769,583.70	Same	3
Cadwell Brothers Construction	\$ 783,031.32	Same	4
Burkett Excavating	\$ 793,221.66	Same	5
Fonson, Inc.	\$ 799,964.29	Same	6
Nashville Construction Company	\$ 803,744.20	Same	7
Aggregate Industries-Central Region	\$ 815,620.00	Same	8
CL Trucking & Excavating, LLC.	\$ 817,874.61	Same	9
Mead Bros. Excavating, Inc.	\$ 846,078.21	Same	10
E.T. MacKenzie Company	\$ 858,447.70	Same	11
Kammaing & Roodvoets, Inc.	\$ 887,521.04	Same	12
D & R Earthmoving, LLC	\$ 964,129.03	Same	13
Eastlund Concrete Construction, Inc.			
Michigan Paving & Materials Co.			
Milbocker and Sons, Inc.			

13 Bidders

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

* Denotes a non-standard contract/amendment

Purpose/Business Case: This project is for the resurfacing of a predetermined portion or entire highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

74259A

Federal Highway Administration Funds	79.83 %
City of Lansing	0.21 %
State Restricted Trunkline Funds	19.96 %

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

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

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 48910.

124. LETTING OF NOVEMBER 03, 2006
 PROPOSAL 0611034
 PROJECT STUL 61407-84364
 LOCAL AGRMT. 06-5470
 START DATE - APRIL 15, 2007
 COMPLETION DATE - JULY 15, 2007

ENG. EST. \$ 750,202.10
 LOW BID \$ 694,078.82
 % OVER/UNDER EST. -7.48 %

0.51 mi of road reconstruction, including pavement removal, concrete curb and gutter, sidewalk ramps, storm sewer construction, adjusting drainage structures, hot mixed asphalt paving and pavement markings on Getty Street from Hovey Avenue to Keating Avenue in the cities of Muskegon Heights and Muskegon, Muskegon County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan Hoe Excavating, Inc.	\$ 694,078.82	Same	1 **
Milbocker and Sons, Inc.	\$ 715,821.02	Same	2
Schippers Excavating, Inc.	\$ 719,138.65	Same	3
Kamminga & Roodvoets, Inc.	\$ 766,811.70	Same	4
Nashville Construction Company	\$ 774,318.08	Same	5
Wadel Stabilization, Inc.	\$ 822,355.40	Same	6
C & D Hughes, Inc.	\$ 822,852.45	Same	7
Lodestar Construction, Inc.	\$ 827,479.97	Same	8
Diversco Construction Company Inc.	\$ 849,914.76	Same	9
Nagel Construction, Inc.			
Bond Construction Company			
Hallack Contracting, Inc.			
McCormick Sand, Inc.			
Brenner Excavating, Inc.			

9 Bidders

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

Purpose/Business Case: This project is for the reconstruction and widening of a predetermined portion or entire highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the federal Highway Administration.

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

Funding Source:

84364A

Federal Highway Administration Funds	78.84 %
City of Muskegon	1.45 %
State Restricted Trunkline Funds	19.71 %

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

* Denotes a non-standard contract/amendment

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

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 48820.

126.	LETTING OF NOVEMBER 03, 2006	ENG. EST.	LOW BID
	PROPOSAL 0611036	\$ 660,401.00	\$ 716,310.79
	PROJECT STUL 22426-84490		
	LOCAL AGRMT. 06-5494		% OVER/UNDER EST.
	START DATE - MAY 14, 2007		
	COMPLETION DATE - AUGUST 10, 2007		8.47 %

1.17 mi of road resurfacing, including cold milling, concrete curb and gutter, sidewalk ramps, storm sewer, drainage structures, hot mixed asphalt paving, watermain improvements, and pavement markings on H Street from Kimberly Avenue to US-2, on Prospect Street from Detroit Street to West H Street and on Park Street from Oslo Avenue to East F Street in the city of Iron Mountain, Dickinson County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bacco Construction Company	\$ 716,310.79	Same	1 **
Northeast Asphalt, Inc.	\$ 746,519.82	Same	2
A. Lindberg & Sons, Inc.	\$ 821,082.00	Same	3
Hebert Construction Company			
Barley Trucking & Excavating, Inc.			
Oberstar, Inc.			

3 Bidders

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

Purpose/Business Case: This project is for the reconstruction and widening of a predetermined portion or entire highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

84490A	
Federal Highway Administration Funds	59.72 %
City of Iron Mountain	25.35 %
State Restricted Trunkline Funds	14.93 %

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

* Denotes a non-standard contract/amendment

Purpose/Business Case: This project is for the reconstruction of a predetermined portion or entire highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

86678A

City of Bay City	3.82 %
Federal Highway Administration Funds	76.94 %
State Restricted Trunkline Funds	19.24 %

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

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

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

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48706.

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

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

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

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 48504.

129. LETTING OF NOVEMBER 03, 2006
 PROPOSAL 0611044 \$ ENG. EST. 600,120.40 LOW BID \$ 572,149.68
 PROJECT EDDF 21555-76782
 LOCAL AGRMT. 06-5446 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 01, 2007 -4.66 %

5.10 mi of hot mix asphalt crushing and shaping, hot mix asphalt resurfacing, superelevation corrections and traffic control on County Road 495 from US-2 southerly to Nahma village limits, Delta County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 572,149.68	Same	1 **
Bacco Construction Company	\$ 601,438.89	Same	2
Rieth-Riley Construction Co., Inc.			

2 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:

76782A
 Delta County 20.00 %
 Federal Highway Administration Funds 80.00 %

Selection: Low bid.

Zip Code: 49864.

* Denotes a non-standard contract/amendment

132. LETTING OF NOVEMBER 03, 2006
 PROPOSAL 0611048
 PROJECT STL 72035-82888, ETC
 LOCAL AGRMT. 06-5471
 START DATE - 10 days after award
 COMPLETION DATE - MAY 22, 2007

ENG. EST.
 \$ 139,887.77

LOW BID
 \$ 159,239.56

% OVER/UNDER EST.
 13.83 %

0.15 mi of hot mix asphalt resurfacing on County Road 100 from northeast and southwest of the south Higgins Lake state park entrance and 0.22 mi of hot mix asphalt cold milling and resurfacing, trenching, shoulders and slope restoration from east of County Road 104 easterly to the Higgins Lake state park entrance, Roscommon County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pyramid Paving & Contracting Co.	\$ 159,239.56	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 159,759.73	Same	2

2 Bidders

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

Purpose/Business Case: This project is for the reconstruction and widening of a predetermined portion or entire highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

82888A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %
88271A	
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

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

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

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

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 48653.

* Denotes a non-standard contract/amendment

133. LETTING OF NOVEMBER 03, 2006
 PROPOSAL 0611056
 PROJECT STL 66083-53254
 LOCAL AGRMT. 06-5492
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 15, 2007

ENG. EST. LOW BID
 \$ 216,212.25 \$ 279,991.61
 % OVER/UNDER EST.
 29.50 %

0.91 mi of hot mix asphalt cold milling and resurfacing and culvert replacements on Parker Avenue from M-38 to Airport Road, in the village of Ontonagon, Ontonagon County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Mathy Construction Company	\$ 279,991.61	Same	1 **
Payne & Dolan, Inc.	\$ 285,460.02	Same	2
Bacco Construction Company			

2 Bidders

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

Purpose/Business Case: This project is for the resurfacing of a predetermined portion or entire highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

53254A

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

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

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

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

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 49953.

* Denotes a non-standard contract/amendment

136. LETTING OF NOVEMBER 03, 2006
 PROPOSAL 0611063
 PROJECT EDDF 80555-83559
 LOCAL AGRMT. 06-5472
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 15, 2007

ENG. EST.
 \$ 717,746.98

LOW BID
 \$ 603,842.05

% OVER/UNDER EST.
 -15.87 %

3.13 mi of trenching, widening, hot mix asphalt overlay and intersection improvements on County Road 375 from west of County Road 653 east to west of the Kalamazoo County line, Van Buren County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 603,842.05	Same	1 **
Michigan Paving & Materials Co.	\$ 637,731.96	Same	2
Rieth-Riley Construction Co., Inc.	\$ 753,543.45	Same	3

3 Bidders

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

Purpose/Business Case: This project is for the resurfacing of a predetermined portion or entire highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

83559A	
Van Buren County	36.00 %
Federal Highway Administration Funds	42.00 %
State Restricted Trunkline Funds	22.00 %

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

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

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

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 49071.

* Denotes a non-standard contract/amendment

137. LETTING OF NOVEMBER 03, 2006
 PROPOSAL 0611064 ENG. EST. LOW BID
 \$ 805,545.00 \$ 766,799.75
 PROJECT EDDF 07555-76627, ETC
 LOCAL AGRMT. 06-5453, 06-5456 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 03, 2007 -4.81 %

5.82 mi of hot mix asphalt resurfacing, aggregate shoulders and traffic control on Westland Road from M-38 southerly, on Sturgeon Road from west of Old US-41 westerly and from Jarvi Road westerly, on Arnheim Road from US-41 westerly and from west of Niemi Road westerly to Tower Road, Baraga County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 766,799.75	Same	1 **
Bacco Construction Company	\$ 836,677.77	Same	2
Mathy Construction Company			

2 Bidders

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

Purpose/Business Case: This project is for the reconstruction and widening of a predetermined portion or entire highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

76627A	100 %
State Restricted Trunkline Funds	
83443A	80.00 %
Federal Highway Administration Funds	
State Restricted Trunkline Funds	20.00 %
83447A	80.00 %
Federal Highway Administration Funds	
State Restricted Trunkline Funds	20.00 %
83460A	80.00 %
Federal Highway Administration Funds	
State Restricted Trunkline Funds	20.00 %
83461A	80.00 %
Federal Highway Administration Funds	
State Restricted Trunkline Funds	20.00 %

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

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

* Denotes a non-standard contract/amendment

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

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of 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: November 15, 2006 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: November 21, 2006 - Lake Ontario Room,
3rd Floor, Michigan Library and Historical Center, 11:00 AM

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

CONTRACTS

1. ***AERONAUTICS AND FREIGHT (Freight) - Port Authority Operating Assistance**
Retroactive Contract (2007-0333) between MDOT and the Detroit/Wayne County Port Authority (DWCPA) will retroactively provide funding to help finance the DWCPA's FY 2007 operations. This funding is provided under the provisions of 1978 PA 639. Retroactive approval is necessary to provide for continuation of ongoing port operations without interruption. The contract is retroactive because DWCPA's Board of Directors did not approve the 2006-2007 operating budget until October 10, 2006, beyond the beginning of the 2006-2007 fiscal year. The contract will be in effect from October 1, 2006, through September 30, 2007. The contract amount will be \$500,000. Source of Funds: FY 2007 State Restricted Comprehensive Transportation Funds - \$500,000.

Purpose/Business Case: To provide financial assistance to DWCPA pursuant to 1978 PA 639 for DWCPA's FY 2007 operations.
Benefit: Enhanced economic development opportunities for the City of Detroit, Wayne County, and the state of Michigan through the use of all transportation modes to move goods and through the promotion and development of the transportation, industrial, recreation, and commercial facilities within DWCPA's jurisdiction for the benefit of the citizens of the state of Michigan.
Funding Source: FY 2007 State Restricted Comprehensive Transportation Funds - \$500,000.
Commitment Level: The contract is based on cost estimates and is limited to the line-item appropriation amount.
Risk Assessment: Not undertaking this project would reduce the economic benefits to the city, county, and state from domestic and foreign trade that comes through the Port of Detroit.
Cost Reduction: In accordance with the provision of PA 639 of 1978, MDOT can only match the total of equal shares (25 percent) contributed by the city and county, for a total MDOT match of 50 percent of the budget up to \$500,000.
Selection: N/A.
New Project Identification: This is not a new project. This contract will provide for the continuation of port services.
Zip Code: 48214.

* Denotes a non-standard contract/amendment

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

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

Respectfully submitted,

Kirk T. Steudle
Director