

MICHIGAN STATE TRANSPORTATION COMMISSION
PUBLIC MEETING
AGENDA

DATE: Thursday, September 17, 2015

TIME: 9:00 a.m.

LOCATION: MSU College of Human Medicine, Secchia Center, Second Floor Amphitheater, Room 251
15 Michigan Street NE, Grand Rapids, MI 49503
(See driving and parking directions at <http://tinyurl.com/qacjqum>)

I. WELCOME

- Michigan Department of Transportation Director's Report – Director Kirk Steudle

II. COMMISSION BUSINESS

- Minutes of July 23, 2015, Commission Meeting (**motion required**)
- STC Meeting Schedule for Next Year, Proposed – Frank Raha (**motion required**)

III. OVERSIGHT

- Exhibit A: Contract Agreements – Myron Frierson (**motion required**)
- Exhibit A-1: Bid Letting Pre-Approvals – Myron Frierson (**motion required**)
- Exhibit A-1-Supplemental: Bid Letting Pre-Approvals – Myron Frierson (**motion required**)^{added 9/15/15}
- Exhibit A-2: Letting Exceptions – Mark Van Port Fleet (**motion required**)
- Exhibit A-3: Information for the Commission – Myron Frierson (no motion required)^{added 9/10/15}
- Exhibit B: Construction Contracts – Jason Gutting (no motion required)
- Exhibit C: Six-month Financial Audit Follow-up Report – Jack Cotter (**motion required**)

IV. INFORMATIONAL REPORTS

- Director's Agenda, August 27, 2015 – Myron Frierson
- State Administrative Board Agenda, September 10, 2015 – Myron Frierson

V. PRESENTATIONS

- FY2016 Transportation Program – Denise Jackson, Jean Ruestman, Nikkie Johnson, Dave Baker (**motion required**)
- 2040 State Long-Range Transportation Plan – Josh Bocks
- MDOT Grand Region Update – Roger L. Safford
- Cost Effectiveness of Preventive Maintenance – Kevin Kennedy, Tim Colling
- Transportation Asset Management Council (TAMC) Update – Roger L. Safford

VI. PUBLIC COMMENTS

VII. ADJOURNMENT

VIII. NEXT MEETING

- The next full meeting will be held Thursday, December 10, 2015, in Lansing at the Aeronautics Building.

The Commission may, at its discretion, revise this agenda or take up any other issues as need and as time allows. If you have any questions regarding this meeting, or need special accommodations to attend this meeting, please notify the State Transportation Commission Office at 517-373-2110.

Meeting agendas and minutes can be found on our website at www.michigan.gov/transcommission.

MICHIGAN STATE TRANSPORTATION COMMISSION

PUBLIC MEETING

July 23, 2015, Lansing, Michigan

MEETING MINUTES

Members Present: Jerrold Jung, Chair
Todd Wyett, Vice Chair
Angelynn Afendoulis, Commissioner
Michael Hayes, Commissioner
Charles Moser, Commissioner

Members Absent: Ron Boji, Commissioner

Also Present: Kirk Steudle, Director, Michigan Department of Transportation (MDOT)
Gregory Johnson, MDOT Chief Operations Officer
David Brickey, Assistant Attorney General, Transportation Division
Frank E. Raha, Commission Advisor
Phil Browne, Deputy Commission Advisor
Myron Frierson, Director, MDOT Bureau of Finance and Administration
Mark Van Port Fleet, Director, MDOT Bureau of Highway Development
Brenda O'Brien, Engineer, MDOT Construction Field Services Division
Jack Cotter, Commission Auditor, Office of Commission Audits
Mary Fedewa, Executive Assistant, Office of Commission Audits
Charlie Stein, MDOT, Bureau of Development, Innovate Contracting Unit
Chris Kolb, Michigan Environmental Council, President and CEO
Liz Treutel, Michigan Environmental Council, Policy Associate
About 40 people were in the audience; a sign-in list is attached to the official minutes.

I. WELCOME

Chair Jung called the meeting to order at 9:10 a.m. in Lansing, Michigan.

• ***Michigan Department of Transportation Director's Report – Kirk Steudle***

Director Steudle stated the U.S. House has passed an extension to MAP-21, and the U.S. Senate is working on a long-term funding bill. The number of traffic deaths in Michigan year-to-date is 473, up 211 from May and a little higher than it was last year at this time.

Director Steudle presented information about the recently opened University of Michigan Mobility Transformation Center (MTC) test facility, called Mcity. The 32-acre site includes both old and new infrastructure components in many different types of driving situations. Mcity will help MDOT ensure signs and pavement markings are compatible with connected-vehicle capabilities, and car manufacturers test vehicles in real-world situations. Benefits from autonomous vehicles include safer travel, better traffic flow, and less fuel use.

Director Steudle then gave an update on recent happenings regarding the Gordie Howe International Bridge project, the projected completion date is 2020.

No motion required.

II. COMMISSION BUSINESS

- *Minutes of May 21, 2015, Commission Meeting*

Chair Jung requested a motion regarding approval of the minutes from the State Transportation Commission meeting of May 21, 2015. Commissioner Afendoulis made a motion to approve and Commissioner Moser supported. Commissioner Wyett abstained from the vote since he was not present at the May meeting. Chair Jung led a voice vote; all other members present voted in favor; **motion to approve carried.**

III. OVERSIGHT

- *Exhibit A: Contract Agreements – Myron Frierson*
 - *Freeway Lighting P3 – Charlie Stein*

Mr. Frierson presented information on 43 agreements. Item 1 is a public-private partnership (P3) contract between MDOT and Freeway Lighting Partners, LLC, he asked Mr. Stein to provide further information.

Mr. Stein provided the schedule of the project development and bidding process. The project is to design, build, finance, operate, and maintain 14,870 freeway lights in the Detroit Metro area for 15 years. The costs to repair and upgrade to more efficient lighting is significant, this contract will shift those costs and related labor to the contractor. The contractor will also be responsible to fund part of replacement costs for items that are stolen and pursue reclamation from insurance companies for repair cost to infrastructure damaged by vehicles. A couple Commissioners asked for clarification of project savings; lane rentals; safety of workers during construction and maintenance; theft costs; P3 history, future uses, and evaluating performance success; their questions were answered. Mr. Frierson noted the next step for this project, if approved, is to submit it to the State Administrative Board.

Pending any further questions, Mr. Frierson asked for approval of Exhibit A.

Chair Jung requested a motion regarding approval of Exhibit A. Commissioner Wyett made a motion to approve and Commissioner Hayes supported. Chair Jung led a voice vote; all members present voted in favor; **motion to approve carried.**

- *Exhibit A-1: Bid Letting Pre-Approvals – Myron Frierson*

Mr. Frierson presented information about Letting Statistics and Exhibit A-1. Projections for fiscal year 2015 are for 266 state jobs and a total construction cost estimate of \$728 million. At this point in the year, MDOT has let 131 percent of jobs anticipated and 100 percent of cost estimates. There were three lettings in June and July. Upcoming August lettings are currently advertising 42 projects. Exhibit A-1 lists 18 projects. Pending any questions, Mr. Frierson asked for approval of Exhibit A-1.

Chair Jung requested a motion regarding approval of Exhibit A-1. Commissioner Hayes made a motion to approve and Commissioner Moser supported. Chair Jung led a voice vote; all members present voted in favor; **motion to approve carried.**

- *Supplemental Exhibit A-1: Bid Letting Pre-Approvals – Myron Frierson*

Mr. Frierson presented information about Supplemental Exhibit A-1, which lists 7 projects.

Pending any questions, Mr. Frierson asked for approval of Supplemental Exhibit A-1. Additional information was requested and provided about item 6, a construction manager/general contractor (CMGC) project.

Chair Jung requested a motion regarding approval of Supplemental Exhibit A-1. Commissioner Afendoulis made a motion to approve and Commissioner Hayes supported. Chair Jung led a voice vote; all members present voted in favor; **motion to approve carried.**

- ***Exhibit A-2: Letting Exceptions – Mark Van Port Fleet***

Mr. Van Port Fleet provided information on five projects that were over the engineer's estimate. Correspondingly there were five justifications for projects where the low bid exceeded the engineer's estimate by more than ten percent; OCA has reviewed. Pending any questions, Mr. Van Port Fleet asked for approval of Exhibit A-2.

Chair Jung requested a motion regarding approval of Exhibit A-2. Commissioner Hayes made a motion to approve and Commissioner Afendoulis supported. Chair Jung led a voice vote; all members present voted in favor; **motion to approve carried.**

- ***Supplemental Exhibit A-2: Letting Exceptions – Mark Van Port Fleet***

Mr. Van Port Fleet provided information on six projects that were over the engineer's estimate. Correspondingly there were six justifications for projects where the low bid exceeded the engineer's estimate by more than ten percent; OCA has reviewed. Pending any questions, Mr. Van Port Fleet asked for approval of Supplemental Exhibit A-2.

Chair Jung requested a motion regarding approval of Supplemental Exhibit A-2. Commissioner Hayes made a motion to approve and Commissioner Afendoulis supported. Chair Jung led a voice vote; all members present voted in favor; **motion to approve carried.**

- ***Exhibit B: Construction Contracts – Brenda O'Brien***

Ms. O'Brien presented information about Exhibit B, which included cost comparison information about contracts that were recently finalized.

- For MDOT projects in May and June, 41 projects totaling \$66.9 million were finalized; 5 of those were more than 10 percent over original contract amounts. 19 projects came in under original contract amounts. For May and June, final contract costs averaged 0.31 percent over and 1.94 percent over original contract amounts, respectively. So far during fiscal year 2015, closed out MDOT projects have totaled \$531.2 million and averaged 0.73 percent over original contract amounts.
- For local agency projects in May and June, 69 projects totaling \$51.3 million were finalized; 3 of those were more than 10 percent over original contract amounts. 42 projects came in under original contract amounts.

Reasons for additional project costs were provided in the meeting materials for 7 MDOT and 6 local agency projects that exceeded their original contract amounts by more than 10 percent. Clarification was asked about an MDOT project that finalized 85.4 percent higher than the original contract. Ms. O'Brien noted that project was the fixed-price variable scope project that she spoke about at the May meeting.

No motion required.

IV. **PRESENTATIONS**

• ***Michigan Environmental Council – Chris Kolb and Liz Treutel***

Mr. Kolb noted that poor road conditions are well known, so his focus was on the condition of walkways, bike paths, and public transit. Mr. Kolb discussed various statistics about public transit and economic development. Ms. Treutel talked about a base-level feasibility study to understand ridership demand and cost estimates for passenger rail service between Detroit, Lansing, Grand Rapids, and Holland. The study is expected to be completed in December 2015. Mr. Kolb asked for the Commission's support that all new transportation funding continue to use the Act 51 formula and support for regional public transit in Metro Detroit.

Chair Jung noted that the Commission and MDOT are supportive of public transit.

• ***Resolution 2015-01, Tribute to Gregory Johnson***

Chair Jung presented Greg Johnson with a Resolution recognizing him for his 25 plus years of service to MDOT and the people of Michigan. Chair Jung noted that Mr. Johnson has been essential to MDOT's success. The Resolution is posted on the Commission's website at www.michigan.gov/transcommission under Commission Resolutions (the direct link is www.michigan.gov/documents/mdot/2015-01_Tribute_G_Johnson_495445_7.pdf).

V. **PUBLIC COMMENTS**

There were no requests to address the Commission.

VI. **ADJOURNMENT**

With no further business being before the Commission, Chair Jung declared the meeting adjourned at 10:48 a.m.

VII. **NEXT MEETING**

The next full meeting will be held Thursday, September 17, 2015, in MDOT's Grand Region, location to be determined.

Frank E. Raha, III
Commission Advisor



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
STATE TRANSPORTATION COMMISSION
LANSING



DRAFT

Michigan State Transportation Commission

2016 Regular Meeting Schedule and Materials Due Dates

January 21 Materials due by noon on 1/12	July 21 Materials due by noon on 7/12
March 24 * Materials due by noon on 3/15	September 22 Materials due by noon on 9/13
May 19 Materials due by noon on 5/10	December 8 Materials due by noon on 11/29

* The March meeting will be held **jointly** with the Michigan Aeronautics Commission.

Meetings are scheduled for the second last Thursday of odd-numbered months except November and for the second Thursday in December. Materials are due to the MDOT Director's Office by the deadlines indicated.

Notice of meeting locations and times are posted on the State Transportation Commission (STC) website at www.michigan.gov/transcommission at least seven working days prior to each meeting date. Agendas and meeting materials are also posted prior to each meeting.

The STC is the policy-making body for all state transportation programs and it oversees the administration of state and federal funds allocated for these programs. The STC is comprised of six members appointed by the Governor, with the advice and consent of the State Senate. For more information about the STC, see our website at www.michigan.gov/transcommission.

All meetings of the STC are open to the public, and attendance is encouraged. For further information, please contact the Commission Office at P.O. Box 30050, Lansing, Michigan 48909 or 517-373-2110.

Adopted by the STC on ____, 2015, to comply with the Open Meetings Act, Public Act 267 of 1976.

- Jerrold M. Jung, Chair • Todd Wyatt, Vice Chair • Angelynn A. Afendoulis • Ron J. Boji • Michael D. Hayes • Charles F. Moser •

REQUEST FOR MICHIGAN STATE TRANSPORTATION
COMMISSION APPROVAL

CONTRACTS

September 17, 2015

The following contracts are being submitted for approval. The appropriate documents will be approved by the Attorney General and comply with all legal and fiscal requirements prior to award.

CONTRACTS

1. *FINANCE & ADMINISTRATION – Increase Services and Amount

Amendatory Contract (2011-0040/A3) between MDOT and Public Financial Management, Inc., will increase the maximum contract amount by \$150,500 to provide for the performance of additional bond financial advisor services. The original contract provides for the performance of financial advisory services with respect to the financial details of issuing and marketing State Trunkline Fund and refunding bonds, Comprehensive Transportation Fund and refunding bonds, and Grant Anticipation Revenue Vehicles (GARVEE), including maturity schedules, call features, interest payment dates, and rating agency presentations, among other duties. The contract term remains unchanged, December 7, 2010, through December 6, 2015. The revised maximum contract amount will be \$390,500. Source of Funds: State Restricted Trunkline Funds and/or State Restricted Comprehensive Transportation Funds, depending on the issue.

2. HIGHWAYS - Participation for Local Agency Construction Work

Contract (2015-5354) between MDOT and the City of Grayling will provide for funding participation in the following activities:

Detour route along Michigan Avenue from Highway M-72/I-75 business loop to Maple Street, along Maple Street from Michigan Avenue to Alger Street, along Alger Street from State Street to Oliver Street, along Charles Street from Oliver Street to Highway M-72/I-75 business loop, and along State Street from Highway M-72/I-75 business loop to Maple Street.

Estimated Funds:

State Restricted Trunkline Funds	<u>\$15,000</u>
Total Funds	<u>\$15,000</u>

TAL 20012-121428; Crawford County
Local Construction

3. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2015-5433) between MDOT and the Mecosta County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development Category D Funds, which are allocated for Local Agency projects (State Restricted TED Funds), and Federal Highway Administration Surface Transportation Program – Rural Fund, designated for Local Agency projects (FHWA STP – Rural Funds):

Hot mix asphalt overlay work along 16 Mile Road from 130th Avenue easterly to 110th Avenue and along 110th Avenue from 16 Mile Road northerly for approximately 0.25 miles, including trenching, shoulder widening, aggregate shoulder, and pavement marking work.

Estimated Funds:

State Restricted TED Funds	\$ 29,000
FHWA STP – Rural Funds	\$208,000
Mecosta County Road Commission Funds	<u>\$ 23,100</u>
Total Funds	<u>\$260,100</u>

STL 54555 – 127166
Letting of 9/4/2015

4. HIGHWAYS - Participation for Local Agency Contract
Contract (2015-5442) between MDOT and the City of Detroit will provide for participation in the following improvements:

Traffic Operations Center work, including general operations, communications, equipment management, and system management work.

Estimated Funds:

Federal Highway Administration Funds	\$750,000
City of Detroit Funds	<u>\$187,500</u>
Total Funds	<u>\$937,500</u>

CM 82400 – 126471; Wayne County
No Letting

5. HIGHWAYS - Participation for Local Agency Construction Contract
Amendatory Contract (2015-5449) between MDOT and the Roscommon County Road Commission will provide for participation in the construction of the following improvements utilizing Federal Highway Administration Surface Transportation Program – Rural Funds designated for Local Agency projects (FHWA STP – Rural Funds):

Living snow fence installation work on Keno Road from Sunset Drive East proceeding northerly approximately 3,800 feet.

The purpose of this amendment is to provide a change in the method of performance of this project from work contracted by MDOT to force account work.

Estimated Funds:

FHWA STP – Rural Funds	\$27,065
Roscommon County Road Commission Funds	<u>\$ 3,007</u>
Total Funds	<u>\$30,072</u>

HSIP 72609 – 123792
Amendment

6. HIGHWAYS - Participation for Local Agency Contract
Contract (2015-5454) between MDOT and the County of Macomb will provide for participation in the following improvements:

Traffic Operations Center work, including general operations, communications, equipment management, and system management work.

Estimated Funds:

Federal Highway Administration Funds	\$1,780,000
County of Macomb Funds	<u>\$ 445,000</u>
Total Funds	<u>\$2,225,000</u>

CM 50400 – 126469
No Letting

7. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2015-5455) between MDOT and the City of Auburn Hills will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development (TED) Category A Funds:

Roadway reconstruction work along Taylor Road from approximately 2,800 feet west of Highway M-24 (Lapeer Road) southeasterly to Highway M-24.

This contract is for the construction portion of the project only. When the project is complete, the remaining local minimum match of \$277,260 will be met through local participation in the following project-related costs: preliminary engineering, right-of-way acquisition, construction, and construction engineering.

Estimated Funds:

State Restricted TED Funds	\$843,716
City of Auburn Hills Funds	<u>\$105,480</u>
Total Funds	<u>\$949,196</u>

EDA 63522 - 127318
Local Letting

8. PASSENGER TRANSPORTATION - Section 5311 Program

Project Authorization (16) Revision (3) under Master Agreement (2007-0252) between MDOT and the Marquette County Transit Authority will add new line items for a plow truck, computer software for bus maintenance, and scaffolding equipment. The cost of computer dispatch equipment was considerably less than estimated, so the Authority is requesting permission to purchase additional needed equipment. The original authorization provides state and local matching funds for the Authority's FY 2010 Section 5311 Nonurbanized Area Formula Capital Program, Category D Economic Development Fund Program, and Surface Transportation Program grant for the purchase of a service vehicle and computer dispatch equipment and for facility construction. The authorization term remains unchanged, January 13, 2011, through January 12, 2016. The authorization amount remains unchanged at \$180,000. The toll credit amount remains unchanged at \$16,000. 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 2007 through FY 2011. Source of Funds: Federal Transit Administration Funds - \$160,000; FY 2003 and 2008 State Restricted Comprehensive Transportation Funds - \$190; Marquette County Transit Authority Funds - \$19,810.

9.-25. PASSENGER TRANSPORTATION - Specialized Services

The following project authorizations issued under master agreements between MDOT and the following agencies will provide state funding under the FY 2016 Specialized Services Program, which furnishes operating assistance for transportation services for elderly individuals and individuals with disabilities. The funds will be used for eligible specialized service providers or public transit systems. Reimbursement is based on \$1.20 per vehicle mile, \$4.07 per one-way passenger trip, or \$0.29 per vehicle mile for volunteer driver trips. The authorizations will be in effect from October 1, 2015, through September 30, 2016. The total amount of the authorizations will be \$2,919,540. The terms of the master agreements are from October 1, 2011, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2012 through FY 2016. Source of Funds: FY 2016 State Restricted Comprehensive Transportation Funds - \$2,919,540.

	<u>Agreement/ Authorization</u>	<u>Agency</u>	<u>Amount</u>
9.	2012-0028/29	Allegan County Board of Commissioners	\$106,704
10.	2012-0033/22	Ann Arbor Area Transportation Authority	\$176,840
11.	2012-0040/14	City of Battle Creek	\$ 92,624
12.	2012-0042/33	Bay Metropolitan Transportation Authority (Bay County)	\$138,434
13.	2012-0055/23	Capital Area Transportation Authority (Ingham County)	\$ 50,000
14.	2012-0081/8	Friendship Centers of Emmet County	\$ 93,214
15.	2012-0099/12	City of Houghton	\$ 58,172
16.	2012-0104/15	Interurban Transit Partnership (Kent County)	\$463,289
17.	2012-0114/21	Key Opportunities, Inc. (Hillsdale County)	\$ 56,999

18.	2012-0118/20	Livingston County Board of Commissioners	\$ 59,862
19.	2012-0129/22	Mass Transportation Authority (Genesee County)	\$306,772
20.	2012-0138/21	Muskegon County Board of Commissioners	\$ 65,499
21.	2012-0150/5	Ottawa County Board of Commissioners	\$157,569
22.	2012-0159/23	Saginaw Transit Authority Regional Services	\$ 98,924
23.	2012-0165/23	Shiawassee Area Transportation Agency	\$ 78,374
24.	2012-0170/32	Suburban Mobility Authority for Regional Transportation (Wayne County)	\$787,819
25.	2012-0175/7	Upper Peninsula Community Services, Inc. (Dickinson County)	\$128,445

26. PASSENGER TRANSPORTATION - Section 5311 Capital Program
 Project Authorization (27) under Master Agreement (2012-0030) between MDOT and the ALTRAN Transit Authority, in Alger County, will provide federal funds and state matching funds under the FY 2015 Federal Section 5311 Formula Grants for Rural Areas Program for facility reconstruction and for architectural and engineering services. The transit facility was destroyed by a fire. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. The authorization amount will be \$1,531,980. The term of the master agreement is from October 1, 2011, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2012 through FY 2016. Source of Funds: Federal Transit Administration Funds - \$320,000; FY 2016 State Restricted Comprehensive Transportation Funds - \$80,000; Insurance Proceeds - \$1,131,980.

27.-31. PASSENGER TRANSPORTATION - Transportation to Work
 The following project authorizations issued under master agreements between MDOT and the following agencies will provide state funds to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment. The total amount of the authorizations will be \$1,093,710. The terms of the authorizations are from October 1, 2015, through September 30, 2016. The terms of the master agreements are from October 1, 2011, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2012 through FY 2016. Source of Funds: FY 2016 State Restricted Comprehensive Transportation Funds - \$1,093,710.

	<u>Agreement/ Authorization</u>	<u>Agency</u>	<u>Total</u>
27.	2012-0042/34	Bay Metropolitan Transportation Authority (Bay County)	\$145,000
28.	2012-0110/21	Jackson Area Transportation Authority	\$400,000
29.	2012-0118/2	Livingston County Board of Commissioners	\$ 77,670

30. 2012-0159/24 Saginaw Transit Authority Regional Services \$ 85,000
31. 2012-0173/20 Twin Cities Area Transportation Authority (Berrien County) \$386,040
32. *RAIL - Time Extension
 Amendatory Contract (2012-0292/A4) between MDOT and Quandel Consultants, LLC, will extend the contract term by approximately 15 months to align the contract end date with the anticipated completion date set forth in the request for proposal. The original contract provides for as-needed engineering and project management services to be performed to support MDOT projects along the Chicago-Detroit/Pontiac High Speed Rail Corridor. The services may include tasks related to management, planning, and design activities to support the improvement and implementation of accelerated rail services in Michigan and other engineering and project management services as the need may arise. The revised contract term will be May 7, 2012, through December 31, 2016. The contract amount remains unchanged at \$2,538,763. Source of Funds: FY 2011 State Restricted Comprehensive Transportation Funds - \$1,325,000; FY 2014 State Restricted Comprehensive Transportation Funds - \$748,578; Federal Transit Administration Funds - \$75,000; FY 2015 State Restricted Comprehensive Transportation Funds - \$390,185.
33. *RAIL - Port Authority Operating Assistance
 Contract (2016-0002) between MDOT and the Detroit/Wayne County Port Authority (DWCPA) will provide funding to help finance the DWCPA's FY 2016 operations. This funding is provided under the provisions of 1978 PA 639 and 2015 PA 84. The contract will be in effect from the date of award through September 30, 2016. The contract amount will be \$468,200. Source of Funds: FY 2016 State Restricted Comprehensive Transportation Funds - \$468,200.

LOCAL AGENCY CONTRACT

34. *EXECUTIVE (Office of Economic Development) - SIB Loan
 Contract (2015-0372) between MDOT and the City of Luna Pier is a state infrastructure bank (SIB) loan to assist the City in financing transportation infrastructure improvements through the completion of the Luna Pier Road Streetscape Project in the City. The City plans to use its Transportation Economic Development Fund Category F grant funds to repay the loan. MDOT will loan \$408,297.67 at 3 percent interest for 15 years to the City. The contract will be in effect from the date of award through September 30, 2030. Source of Funds: SIB Loan Funds - \$408,297.67.

Upon receipt of your approval, the contracts and agreements will be processed for award. Subject to the exercise of the discretion in the processing, I approve the contracts described in this agenda and authorize the 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 August 25, 2015.

Respectfully submitted,

Original signed

Kirk T. Steudle
 Director

LETTING STATISTICS

SEPTEMBER 4, 2015

STATE PROJECTS OVERVIEW

The September 4, 2015, Bid Letting, included 15 State trunkline projects with \$24.3 million in engineer estimates. The low bids received totaled \$23.6 million. The average low bid for the 15 State projects was \$1.6 million and the median of \$987.3 thousand. Comparing State projects let in September of the 2014 lettings, 13 were let with \$11.7 million in total engineer estimates and \$12.9 million as the low bid total.

Of the 15 State projects let on September 4, two included warranties with \$2.0 million as the low bid total. The number of bids received for the 15 State projects was 51.

For fiscal year to date, 277 State projects have been let with the low bid total of \$873.5 million. Compared to the same period last year, 348 State projects were let with a low bid total of \$795.2 million.

PROJECTS BID SUMMARY

The total number of bids received for the 51 projects let on September 4, 2015, was 210 for an average of 4.12 bids per project.

There were no projects withdrawn, no projects postponed, and currently there are no projects for which all bids have been rejected of the September 4, bid letting.

Of the 82 contracting companies eligible to submit bids for the September bid letting, 73 submitted at least one bid.

JOB PROJECTIONS

The list of jobs projected to be let during FY 2015 was updated on 8/17/15 to include a total of 254 State jobs with a total construction cost estimate of \$715.56 million.

For fiscal year to date through September, 139.4% of State jobs anticipated for this period have been let using 119.9% of the projected cost estimates. For this same period last year, 144.3% of State jobs were let using 103.1% of the projected construction costs.

UPCOMING LETTING STATS

The **October 2, 2015, Bid Letting** is currently advertising 13 State trunkline projects with a total cost estimate of \$36.8 million. Of the 13 State projects currently advertised, six include warranties with \$25.9 million as the total engineer estimate. Additionally for this letting, nine Local area projects with a total estimated cost of \$8.56 million are advertised.

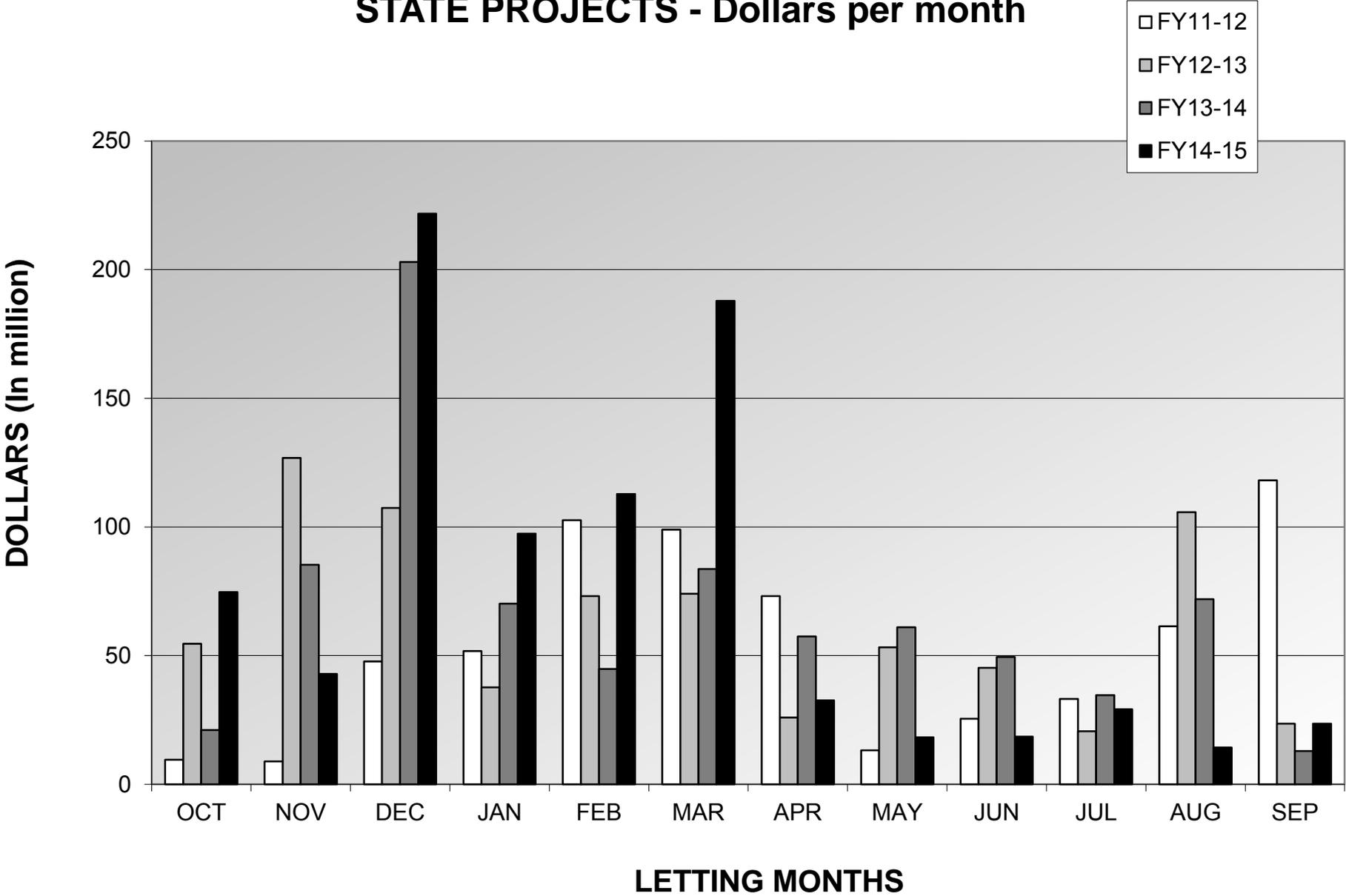
SUMMARY OF SEPTEMBER 4, 2015 - LETTING STATISTICS

STATISTICS	PROGRAM AREA				
	STATE	LOCAL	AERO	FREIGHT SERVICES	TOTALS
Project Report					
Number of Projects Let	15	35	1	0	51
Engineer Estimates of Projects Let	\$24,306,054.17	\$21,077,725.39	\$111,500.00	\$0.00	\$45,495,279.56
Low Bid Report					
Low Bid Totals	\$23,569,946.54	\$21,896,764.88	\$89,487.96	\$0.00	\$45,556,199.38
% over/under eng. est. of projects let	-3.03%	3.89%	-19.74%	0.00%	0.13%
All Bid Rejection Report					
All Bid Rejection(s)	0	0	0	0	0
All Bid Rejection(s) Engineer's Estimate	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
All Bid Rejection(s) Low Bid Amount	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
% over/under eng. est. of projects all bids rejected	0.00%	0.00%	0.00%	0.00%	0.00%
TBA Report - Low Bids Pending					
Number of TBAs	6	10	0	0	16
Engineer Estimates	\$15,556,394.39	\$6,674,220.71	\$0.00	\$0.00	\$22,230,615.10
Low Bid Amounts	\$15,326,886.92	\$7,726,116.70	\$0.00	\$0.00	\$23,053,003.62
% over/under engineer's estimate of TBA items	-1.48%	15.76%	0.00%	0.00%	3.70%
Bidder (Bids) Report					
Number of Bids Received	51	154	5	0	210
Average # of Bidders per Project	3.40	4.40	5.00	0.00	4.12

UPCOMING LETTING PROJECTIONS:

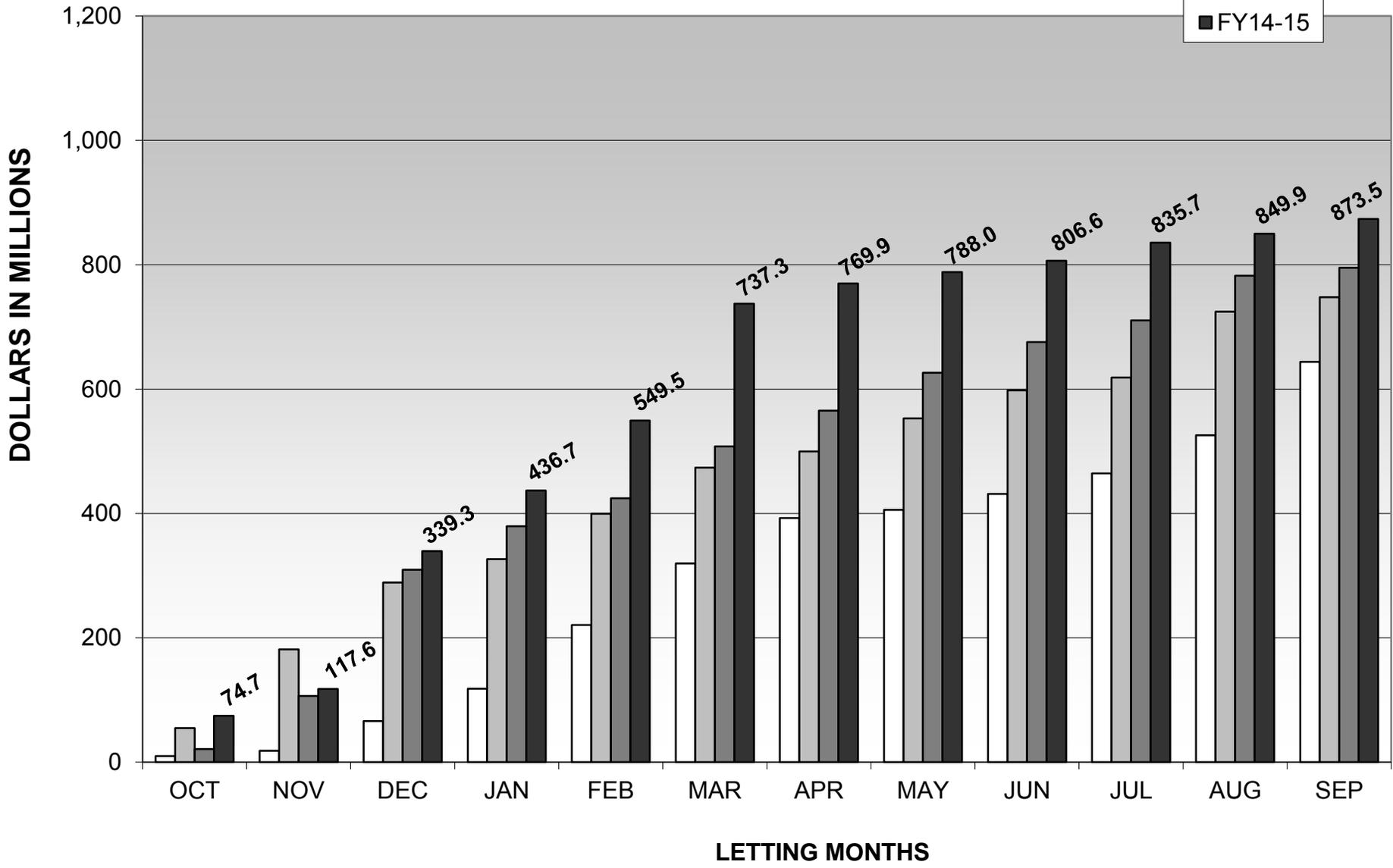
	<u>State</u>	<u>Local</u>	<u>Aero</u>	<u>Freight Services</u>	<u>Totals</u>
October, 2015 - Bid Letting					
# of proj. advertised	13	9	0	0	22
# of projects with warranties	6	0	0	0	6
\$ Eng. Est. of projects advertised (In million)	\$36.8	\$8.6	\$0.0	\$0.0	\$45.3
\$ Eng. Est. of warranty projects (In million)	\$25.9	\$0.0	\$0.0	\$0.0	\$25.9

MDOT LETTINGS STATE PROJECTS - Dollars per month



MDOT LETTINGS CUMULATIVE YTD STATE PROJECT DOLLARS

- FY11-12
- FY12-13
- FY13-14
- FY14-15



AVERAGE NUMBER OF BIDDERS

SEPTEMBER 2013 through SEPTEMBER 2015



NUMBER OF PROJECTS WITH SPECIFIED BIDS - BY REGION

SEPTEMBER 4, 2015 Letting

REGION	NO BIDS RECEIVED	PROJECTS 1 BID	PROJECTS 2 BIDS	PROJECTS 3 BIDS	PROJECTS 4 BIDS	PROJECTS 5 BIDS	PROJECTS 6 BIDS	PROJECTS 7 BIDS	PROJECTS 8 BIDS	PROJECTS 9 BIDS	PROJECTS =>10 BIDS	TOTALS BY REGION
BAY			1	2	2				1		1	7
GRAND				2								2
METRO				6	5	2	1		1			15
NORTH			1	4	1							6
SOUTHWEST			2	2	2		1			1		8
SUPERIOR			1				1					2
UNIVERSITY		1	1	1	1	4	1		1			10
AERONAUTICS						1						1
NUMBER OF BIDS ON PROJECTS	0	1	6	17	11	7	4	0	3	1	1	Total 51

TBA REPORT

September 4, 2015, Bid Letting

CALL NO.	PROGRAM AREA	≥\$500k	REASON	STATUS
001	State	X	UBR	Pending review
002	State	X	10%	Pending justification
003	State	X	10%	Pending justification
007	Local	X	10%	Pending justification
008	Local	X	10%	Pending justification
010	Local		10%	Pending justification
014	Local		10%	Pending justification
020	Local		10%	Pending justification
022	Local	X	UBR	Pending review
026	State	X	UBR	Pending review
033	State		10%	Pending justification
034	Local	X	10%	Pending justification
037	Local	X	10%	Pending justification
043	Local	X-bid	10%	Pending justification
044	State		10%	Pending justification
050	Local		10%	Pending justification

LETTING STATISTICS - LOW BID AMOUNTS (IN \$MILLION)

DATE	STATE (Incl. Real Estate)				LOCAL				AERO				RAILROAD				TOTALS			
	#Let	Totl #	\$Let	YTD\$	#Let	Totl #	\$ Let	YTD\$	#Let	Totl #	\$ Let	YTD\$	#Let	Totl #	\$ Let	YTD\$	#Let	Totl #	\$ Let	YTD\$
Oct 12	22	22	54.6	54.6	20	20	9.4	9.4	1	1	0.1	0.1	0	0	0.0	0.0	43	43	64.0	64.0
Nov 12	34	56	126.8	181.4	28	48	20.3	29.7	1	2	0.04	0.1	0	0	0.0	0.0	63	106	147.1	211.2
Dec 12	23	79	107.3	288.7	26	74	20.6	50.2	0	2	0.0	0.1	0	0	0.0	0.0	49	155	127.9	339.1
Jan 13	19	98	37.7	326.4	26	100	16.4	66.7	2	4	2.0	2.1	0	0	0.0	0.0	47	202	56.1	395.2
Feb 13	32	130	73.1	399.5	18	118	14.6	81.3	1	5	0.1	2.2	0	0	0.0	0.0	51	253	87.9	483.1
Mar 13	41	171	74.0	473.6	35	153	41.3	122.6	3	8	0.6	2.8	0	0	0.0	0.0	79	332	116.0	599.1
Apr 13	30	201	25.9	499.5	34	187	26.8	149.4	5	13	4.6	7.5	1	1	0.4	0.4	70	402	57.7	656.7
May 13	31	232	53.2	552.8	58	245	50.8	200.2	4	17	1.6	9.1	0	1	0.0	0.4	93	495	105.7	762.4
Jun 13	26	258	45.2	598.0	115	360	84.6	284.8	8	25	1.9	11.0	0	1	0.0	0.4	149	644	131.7	894.1
Jul 13	21	279	20.6	618.6	36	396	35.5	320.2	7	32	3.2	14.2	0	1	0.0	0.4	64	708	59.3	953.4
Aug 13	39	318	105.8	724.4	46	442	29.4	349.6	1	33	0.1	14.3	0	1	0.0	0.4	86	794	135.3	1,088.7
Sep 13	17	335	23.5	747.9	34	476	22.5	372.1	0	33	0.0	14.3	0	1	0.0	0.4	51	845	46.0	1,134.7
TOT	335		\$747.87		476		\$372.10		33		\$14.33		1		\$0.36		845		\$1,134.7	

DATE	# Let	Totl #	\$ Let	Totl \$	# Let	Totl #	\$ Let	Totl \$	# Let	Totl #	\$ Let	Totl \$	# Let	Totl #	\$ Let	Totl \$	# Let	Totl #	\$ Let	Totl \$
Oct 13	15	15	21.1	21.1	16	16	13.7	13.7	0	0	0.0	0.0	0	0	0.0	0.0	31	31	34.7	34.7
Nov 13	27	42	85.3	106.3	71	87	51.3	65.0	0	0	0.00	0.0	0	0	0.0	0.0	98	129	136.6	171.3
Dec 13	28	70	203.0	309.3	36	123	28.4	93.3	0	0	0.0	0.0	0	0	0.0	0.0	64	193	231.3	402.6
Jan 14	23	93	70.2	379.4	32	155	31.4	124.7	0	0	0.0	0.0	0	0	0.0	0.0	55	248	101.6	504.2
Feb 14	28	121	44.8	424.2	28	183	33.4	158.2	3	3	5.4	5.4	0	0	0.0	0.0	59	307	83.6	587.8
Mar 14	37	158	83.6	507.8	22	205	21.8	180.0	3	6	2.4	7.8	0	0	0.0	0.0	62	369	107.8	695.6
Apr 14	29	187	57.4	565.3	57	262	78.3	258.3	6	12	6.2	13.9	0	0	0.0	0.0	92	461	141.9	837.5
May 14	23	210	61.0	626.3	52	314	61.3	319.6	3	15	0.4	14.4	0	0	0.0	0.0	78	539	122.7	960.3
Jun 14	36	246	49.4	675.7	91	405	92.9	412.5	8	23	2.2	16.6	0	0	0.0	0.0	135	674	144.6	1,104.8
Jul 14	26	272	34.6	710.3	73	478	59.6	472.1	5	28	2.0	18.6	0	0	0.0	0.0	104	778	96.3	1,201.1
Aug 14	63	335	71.9	782.3	37	515	21.8	493.9	2	30	1.4	20.0	3	3	22.2	22.2	105	883	117.3	1,318.4
Sep 14	13	348	12.9	795.2	29	544	22.3	516.2	1	31	0.1	20.1	0	3	0.0	22.2	43	926	35.2	1,353.7
TOT	348		\$795.17		544		\$516.22		31		\$20.10		3		\$22.19		926		\$1,353.68	

DATE	# Let	Totl #	\$ Let	Totl \$	# Let	Totl #	\$ Let	Totl \$	# Let	Totl #	\$ Let	Totl \$	# Let	Totl #	\$ Let	Totl \$	# Let	Totl #	\$ Let	Totl \$
Oct 14	6	6	74.7	74.7	14	14	8.1	8.1	1	1	0.16	0.16	0	0	0.00	0.00	21	21	82.9	82.9
Nov 14	25	31	42.9	117.6	26	40	18.6	26.6	1	2	0.10	0.26	0	0	0.00	0.00	52	73	61.6	144.5
Dec 14	37	68	221.8	339.3	17	57	10.4	37.1	1	3	0.16	0.42	0	0	0.00	0.00	55	128	232.4	376.8
Jan 15	27	95	97.4	436.7	37	94	36.9	74.0	0	3	0.00	0.42	0	0	0.00	0.00	64	192	134.3	511.1
Feb 15	26	121	112.8	549.5	30	124	40.8	114.7	2	5	1.73	2.15	0	0	0.00	0.00	58	250	155.3	666.4
Mar 15	46	167	187.8	737.3	39	163	26.1	140.9	0	5	0.00	2.15	0	0	0.00	0.00	85	335	213.9	880.3
Apr 15	15	182	32.6	769.9	62	225	55.8	196.7	11	16	7.90	10.05	0	0	0.00	0.00	88	423	96.3	976.6
May 15	20	202	18.2	788.0	69	294	67.5	264.1	3	19	1.02	11.08	0	0	0.00	0.00	92	515	86.7	1,063.2
Jun 15	13	215	18.5	806.6	84	378	69.5	333.6	11	30	3.00	14.08	1	1	1.04	1.04	109	624	92.1	1,155.3
Jul 15	23	238	29.1	835.7	48	426	45.0	378.6	3	33	1.25	15.33	0	1	0.00	1.04	74	698	75.4	1,230.7
Aug 15	24	262	14.2	849.9	29	455	24.0	402.7	1	34	0.54	15.86	1	2	0.20	1.23	55	753	39.0	1,269.7
Sep 15	15	277	23.6	873.5	35	490	21.9	424.6	1	35	0.09	15.95	0	2	0.00	1.23	51	804	45.6	1,315.2
TOT	277		\$873.48		490		\$424.55		35		\$15.95		2		\$1.24		804		\$1,315.22	

REQUEST FOR MICHIGAN STATE TRANSPORTATION
COMMISSION APPROVAL

BID LETTING PRE-APPROVAL

September 17, 2015

The following contracts are being submitted for approval.

STATE PROJECTS

- | | | |
|----|--|---|
| 1. | Letting of October 2, 2015
Letting Call: 1510 001
Project: NH 81075-109761, ETC
Local Agreement:
Start Date: 10 days after award
Completion Date: November 15, 2018 | Prequalification Level:
\$10,861,000.00 |
|----|--|---|

Epoxy overlay, joint replacement, steel repair and zone paint, concrete pavement repairs, partial-depth joint repairs, hot mix asphalt cold milling, and resurfacing on M-14 and US-23BR over Norfolk Southern Railroad, on M-14 from I-94 to US-23BR, and from the east side of the Huron River to the US-23/M-14 tri-level interchange in the city of Ann Arbor, Washtenaw County. This project includes a 3 year materials and workmanship pavement warranty and a 2 year concrete surface coating warranty.

2.00 % DBE participation required

- | | | |
|----|--|--|
| 2. | Letting of October 2, 2015
Letting Call: 1510 002
Project: STG 84916-116265
Local Agreement:
Start Date: 10 days after award
Completion Date: August 15, 2016 | Prequalification Level:
\$1,380,000.00 |
|----|--|--|

Traffic signal modernization on various routes in the cities of Brighton and Ypsilanti, Livingston, Monroe, and Washtenaw Counties.

0.00 % DBE participation required

- | | | |
|----|---|--|
| 3. | Letting of October 2, 2015
Letting Call: 1510 005
Project: STG 82062-120341
Local Agreement: 15-5380
Start Date: April 4, 2016
Completion Date: July 1, 2016 | Prequalification Level:
\$686,000.00 |
|----|---|--|

Traffic signal modernization and sidewalk/ramp upgrade on US-12 at Monroe Street, Schafer Road and Oakman Boulevard in the city of Dearborn, Wayne County.

0.00 % DBE participation required

4. Letting of October 2, 2015
Letting Call: 1510 006
Project: IM 16091-119023
Local Agreement:
Start Date: April 4, 2016
Completion Date: July 15, 2016

Prequalification Level:
\$2,278,000.00

Bridge rehabilitation, deep concrete overlay, joint and bridge railing replacement, full painting, substructure patching, culvert lining and repair and approach work on I-75 over M-27, Cheboygan County. This project includes a 2 year bridge painting warranty and a 2 year concrete surface coating warranty.

3.00 % DBE participation required

5. Letting of October 2, 2015
Letting Call: 1510 009
Project: GF15 55021-125864
Local Agreement:
Start Date: 10 days after award
Completion Date: June 30, 2016

Prequalification Level:
\$1,388,000.00

10.42 mi of microsurfacing, hot mix asphalt cold milling and resurfacing, joint repairs, aggregate shoulders and pavement markings on US-2 from US-2/US-41 westerly to west of R3 Road in the village of Powers, Menominee and Dickinson Counties. This project includes a 2 year pavement performance warranty and a 3 year material and workmanship pavement warranty.

0.00 % DBE participation required

6. Letting of October 2, 2015
Letting Call: 1510 013
Project: STG 63052-118286
Local Agreement:
Start Date: 10 days after award
Completion Date: October 30, 2016

Prequalification Level:
\$916,000.00

Traffic signal modernization, concrete curb, gutter, sidewalk and ramps at nine (9) locations along M-1 (Woodward Avenue), Oakland County.

0.00 % DBE participation required

7. Letting of October 2, 2015
Letting Call: 1510 014
Project: GF15 34032-126128
Local Agreement:
Start Date: September 12, 2016
Completion Date: October 8, 2016

Prequalification Level:
\$1,321,000.00

4.39 mi of hot mix asphalt cold milling and resurfacing, detail 8 joint repairs, guardrail, rumble strips and loop detection system upgrades on M-66 from Portland Road to Sprague Road, Ionia County. This project includes a 3 year material and workmanship pavement warranty.

0.00 % DBE participation required

8. Letting of October 2, 2015
Letting Call: 1510 015
Project: GF15 67022-128367
Local Agreement:
Start Date: July 11, 2016
Completion Date: September 8, 2016
- Prequalification Level:
\$1,242,000.00
- 5.78 mi of hot mix asphalt cold milling and resurfacing, detail 8 joint repairs, and shoulder repair on US-10 from east of 180th Avenue to east of Patterson Avenue, Osceola County. This project includes a 3 year material and workmanship pavement warranty.
- 0.00 % DBE participation required
9. Letting of October 2, 2015
Letting Call: 1510 016
Project: CM 82252-114864
Local Agreement: 15-5010
Start Date: April 15, 2016
Completion Date: May 31, 2017
- Prequalification Level:
\$769,000.00
- 2.20 mi of ITS device installation, traffic signal interconnect system installation, wireless communications, static sign, and integration of new ITS devices along the corridor into the existing communications network on I-75 Service Drives from south of McNichols Road to north of 8 Mile Road in the cities of Highland Park, Detroit, and Hazel Park, Wayne and Oakland Counties.
- 0.00 % DBE participation required
10. Letting of October 2, 2015
Letting Call: 1510 017
Project: CM 84917-127573
Local Agreement:
Start Date: 10 days after award
Completion Date: September 19, 2018
- Prequalification Level:
\$3,963,000.00
- 19.00 mi of conduit, fiber optic cable, ITS devices, and related infrastructure on I-696 from I-275 to US-24 and on I-696 from I-75 to I-94, Oakland, Wayne, and Macomb Counties.
- 0.00 % DBE participation required
11. Letting of October 2, 2015
Letting Call: 1510 020
Project: GF15 63101-128402
Local Agreement:
Start Date: April 15, 2016
Completion Date: June 15, 2016
- Prequalification Level:
\$2,459,000.00
- 8.76 mi of full-depth concrete patching on I-696 from I-275 to east of Lahser Road, Oakland County.
- 0.00 % DBE participation required

12. Letting of October 2, 2015
Letting Call: 1510 021
Project: ST 84915-127453
Local Agreement:
Start Date: May 23, 2016
Completion Date: June 30, 2016
- Prequalification Level:
\$631,000.00
- 113 mi of overband crack filling on various routes, Berrien, Cass, St. Joseph, and Van Buren Counties.
- 0.00 % DBE participation required
13. Letting of October 2, 2015
Letting Call: 1510 022
Project: BRI 82023-113888
Local Agreement:
Start Date: 10 days after award
Completion Date: September 30, 2018
- Prequalification Level:
\$8,855,000.00
- Structure replacement, approach reconstruction, permanent signing, pavement markings, traffic signals, storm sewer, watermain, and street lighting on Trumbull Avenue over I-94 in the city of Detroit, Wayne County. This project includes a 2 year warranty for concrete surface coating.
- 5.00 % DBE participation required
14. Letting of October 2, 2015
Letting Call: 1510 023
Project: GF15 63172-123146
Local Agreement:
Start Date: April 15, 2016
Completion Date: September 15, 2016
- Prequalification Level:
\$7,172,000.00
- 4.71 mi of hot mix asphalt overlay and pavement repairs on I-75 from Giddings Road to Clintonville Road in the city of Auburn, Oakland County. This project includes a 3 year materials and workmanship pavement warranty.
- 0.00 % DBE participation required
15. Letting of October 2, 2015
Letting Call: 1510 024
Project: GF15 70823-118173
Local Agreement:
Start Date: July 6, 2016
Completion Date: June 5, 2017
- Prequalification Level:
\$1,337,000.00
- 3.63 mi of hot mix asphalt cold milling and resurfacing, concrete joint repairs, pavement repair, curb, gutter and sidewalk ramps, and pavement markings on M-121, Ottawa County. This project contains a 3 year materials and workmanship pavement warranty.
- 0.00 % DBE participation required

16. Letting of October 2, 2015
Letting Call: 1510 026
Project: GF15 17033-128379
Local Agreement:
Start Date: May 9, 2016
Completion Date: September 16, 2016

Prequalification Level:
\$984,000.00

Cleaning and coating of structural steel and maintaining traffic on West 10 Mile Road over I-75 northbound and on US-41 over the Chocoday River, Chippewa and Marquette Counties. This project includes a 2 year bridge painting warranty.

0.00 % DBE participation required

LOCAL PROJECTS

17. Letting of October 2, 2015
Letting Call: 1510 003
Project: STL 12111-120226
Local Agreement: 15-5458
Start Date: May 5, 2016
Completion Date: June 30, 2016

Prequalification Level:
\$576,000.00

8.02 mi of hot mix asphalt ultra-thin overlay and aggregate shoulders on Jonesville Road from Ray Quincy Road easterly to Squires Road, on Southern Road from the west California township line easterly to Ray Quincy Road, and on Snow Prairie Road from M-86 northerly to Ember Road, Branch County.

0.00 % DBE participation required

18. Letting of October 2, 2015
Letting Call: 1510 007
Project: STU 63459-127223-2
Local Agreement: 15-5267
Start Date: 10 days after award
Completion Date: June 1, 2017

Prequalification Level:
\$2,768,000.00

0.97 mi of pavement removal, station grading, aggregate base, storm sewer, drainage, hot mix asphalt surfacing, concrete pavement repairs, concrete curb and gutter, ramps, pedestrian signal upgrades, and watermain on West 9 Mile Road from Beech Road east to Telegraph Road (US-24) in the city of Southfield, Oakland County.

6.00 % DBE participation required

19. Letting of October 2, 2015
Letting Call: 1510 008
Project: BRO 77004-118573
Local Agreement: 15-5422
Start Date: 10 days after award
Completion Date: July 1, 2016

Prequalification Level:
\$566,000.00

Bridge removal and replacement with a three-sided culvert, hot mix asphalt paving and guardrail on Hessen Road over Meldrum Drain, St. Clair County.

3.00 % DBE participation required

20. Letting of October 2, 2015
Letting Call: 1510 011
Project: STL 16555-119491
Local Agreement: 15-5448
Start Date: May 1, 2016
Completion Date: July 29, 2016
- Prequalification Level:
\$845,000.00
- 3.14 mi of hot mix asphalt base crushing, shaping and resurfacing and pavement markings on Devereaux Lake Road from M-33 east to Mullett Lake Road, Cheboygan County.
- 3.00 % DBE participation required
21. Letting of October 2, 2015
Letting Call: 1510 012
Project: STUL 56415-126604
Local Agreement: 15-5465
Start Date: November 1, 2015
Completion Date: August 31, 2016
- Prequalification Level:
\$956,000.00
- 0.48 mi of new hot mix asphalt construction, clearing, swamp backfill, sand subbase, aggregate base, storm sewer, drainage, concrete curb and gutter and turf establishment on Sugnet Road extension from Dublin Avenue to Whiting Drive in the city of Midland, Midland County.
- 5.00 % DBE participation required
22. Letting of October 2, 2015
Letting Call: 1510 018
Project: STL 80555-89981
Local Agreement: 15-5460
Start Date: 10 days after award
Completion Date: July 1, 2016
- Prequalification Level:
\$877,000.00
- 1.49 mi of hot mix asphalt surfacing, aggregate base, tree removal, drainage, concrete curb and gutter, pavement marking, and permanent signing on County Road 681 from 71st Avenue to 77th Avenue, Van Buren County.
- 4.00 % DBE participation required
23. Letting of October 2, 2015
Letting Call: 1510 019
Project: STU 58471-123231, ETC
Local Agreement: 15-5470
Start Date: 10 days after award
Completion Date: June 30, 2016
- Prequalification Level:
\$1,103,000.00
- 4.55 mi of hot mix asphalt cold milling and resurfacing, trenching, aggregate shoulders, and pavement markings on Swan Creek Road from Drew Road north to I-75, on Lewis Avenue from Pickard Road north to Rauch Road, and from Rauch Road north to Todd Road, Monroe County.
- 4.00 % DBE participation required

On receipt of your approval, projects will, at the Director's discretion, be processed and awarded to the low bidder. I approve the projects described in this agenda and authorize the 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 August 25, 2015.

Respectfully submitted,

Original signed

Kirk T. Steudle
Director

REQUEST FOR MICHIGAN STATE
TRANSPORTATION COMMISSION APPROVAL
LETTING EXCEPTIONS AGENDA

September 17, 2015

The following projects have been pre-approved, and are being returned for re-approval after meeting the exception criteria by the State Transportation Commission.

LOCAL PROJECTS

1. Letting of August 7, 2015
 Letting Call: 1508 006 Low Bid: **\$652,705.40**
 Project: TAUL 38566-122427, ETC Engineer Estimate: \$582,410.60
 Local Agreement: 15-5372 Pct Over/Under Estimate: 12.07 %
 Start Date: 10 days after award
 Completion Date: September 19, 2017

0.45 mi of cold milling hot mix asphalt and resurfacing, bike lane, concrete curb, gutter, sidewalk and ramps, drainage, streetscape, and pavement marking on Fifth Street from South Lakeside Drive to Page Avenue, Jackson County.

3.00 % DBE participation required

Bidder	As-Submitted	As-Checked	
Rauhorn Electric, Inc.	\$652,705.40	Same	1 **
Michigan Paving and Materials	\$681,616.54	Same	2
C & D Hughes, Inc.	\$693,481.38	Same	3
Rieth-Riley Construction Co.	\$987,632.23	Same	4

Total Number of Bidders: 4

2. Letting of September 4, 2015
 Letting Call: 1509 007 Low Bid: **\$888,434.12**
 Project: STL 74555-112608 Engineer Estimate: \$741,453.24
 Local Agreement: 15-5419 Pct Over/Under Estimate: 19.82 %
 Start Date: 10 days after award
 Completion Date: July 1, 2016

4.94 mi of hot mix asphalt surfacing, aggregate shoulders, concrete deck repair, and guardrail on Snover Road from M-19 easterly to North Sandusky Road, Sanilac County.

3.00 % DBE participation required

Bidder	As-Submitted	As-Checked	
Albrecht Sand & Gravel Co.	\$888,434.12	Same	1 **
Ace-Saginaw Paving Company	\$891,949.46	Same	2
Pyramid Paving and Contracting Co.	\$895,914.69	Same	3

Total Number of Bidders: 3

3. Letting of September 4, 2015
 Letting Call: 1509 008
 Project: HSIP 63609-120576
 Local Agreement: 15-5400
 Start Date: 10 days after award
 Completion Date: 60 Calendar Days

Low Bid: **\$736,133.62**
 Engineer Estimate: \$637,098.05
 Pct Over/Under Estimate: 15.54 %

0.35 mi of concrete pavement, roadway grading, aggregate base, drainage, concrete curb, gutter, sidewalk and ramps, and traffic signal on Beck Road at Grand River Avenue in the city of Novi, Oakland County.

3.00 % DBE participation required

Bidder	As-Submitted	As-Checked	
Fonson Company, Inc.	\$736,133.62	Same	1 **
Warren Contractors & Development	\$771,756.35	Same	2
Fiore Enterprises LLC	\$781,999.22	Same	3
Angelo Iafrate Construction Co.	\$863,086.06	Same	4
C & D Hughes, Inc.	\$876,154.34	Same	5
Audia Concrete Construction, Inc.	\$898,580.72	Same	6
Major Cement Co.	\$938,174.09	Same	7
Florence Cement Company	\$1,039,519.84	Same	8

Total Number of Bidders: 8

4. Letting of September 4, 2015
 Letting Call: 1509 034
 Project: HSIP 39609-120523
 Local Agreement: 15-5358
 Start Date: 10 days after award
 Completion Date: September 1, 2016

Low Bid: **\$1,097,594.62**
 Engineer Estimate: \$923,574.99
 Pct Over/Under Estimate: 18.84 %

2.12 mi of traffic signal work, concrete curb, gutter, sidewalks and ramps, aggregate base, hot mix asphalt removal and resurfacing for intersection work, drainage structures, pavement markings, and turf establishment on East Main Street from East Michigan Avenue east to Sprinkle Road, Kalamazoo County.

4.00 % DBE participation required

Bidder	As-Submitted	As-Checked	
Kamminga & Roodvoets, Inc.	\$1,097,594.62	Same	1 **
Severance Electric Co., Inc.	\$1,143,251.83	Same	2
Hoffman Bros., Inc.	\$1,166,251.14	Same	3
Peters Construction Co.	\$1,170,493.68	Same	4
Rauhorn Electric, Inc.	\$1,175,189.95	Same	5
Nashville Construction Company	\$1,469,835.92	Same	6

Total Number of Bidders: 6

5. Letting of September 4, 2015
 Letting Call: 1509 043
 Project: STUL 12435-126198
 Local Agreement: 15-5401
 Start Date: 10 days after award
 Completion Date: November 15, 2015

Low Bid: **\$531,386.24**
 Engineer Estimate: \$471,552.98
 Pct Over/Under Estimate: 12.69 %

2.60 mi of hot mix asphalt cold milling and resurfacing, concrete curb, gutter, sidewalk and ramps, aggregate base, drainage, and pavement markings on Grand Street/Union City Road from Cardinal Drive northwesterly to Jonesville Road in the city of Coldwater, Branch County.

2.00 % DBE participation required

Bidder	As-Submitted	As-Checked	
Rieth-Riley Construction Co., Inc.	\$531,386.24	Same	1 **
Michigan Paving and Materials Comp	\$560,060.08	Same	2

Total Number of Bidders: 2

On receipt of your approval, projects will, at the Director's discretion, be processed and awarded to the low bidder. I approve the projects described in this agenda and authorize the 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 August 25, 2015.

Respectfully submitted,

Original signed

Kirk T. Steudle
 Director

INFORMATION FOR MICHIGAN STATE
TRANSPORTATION COMMISSION

September 17, 2015

The following project information is being provided for informational purposes, as requested by the State Transportation Commission.

STATE PROJECT

1. Letting of September 4, 2015
 Letting Call: 1509 045
 Project: TA 81081-127309
 Local Agreement: 15-5374
 15-5376
 15-5375

Low Bid: **\$107,761.00**
 Engineer Estimate: \$103,044.78
 Pct Over/Under Estimate: 4.58 %

Start Date: 10 days after award
 Completion Date: December 15, 2015

0.04 mi of constructing median barrier, widening existing pedestrian refuge island, ADA ramps, signing, and pavement markings on M-17 at Cross Street in the city of Ypsilanti, Washtenaw County.

No DBE participation required

Bidder	As-Submitted	As-Checked	
F and M Concrete Construction LLC	\$107,761.00	Same	1 **

Total Number of Bidders: 1

These projects, for which the bid is under Five Hundred Thousand Dollars (\$500,000) and has less than two (2) bidders or is a low bid rejection or have other bid issues, are being submitted for informational purposes. The contracts for these projects will, at the Director's discretion, be processed and awarded to the low bidder. I approve the projects described in this agenda and authorize the 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 August 25, 2015.

Respectfully submitted,

Original signed

Kirk T. Steudle
 Director

EXHIBIT B
Construction Contracts - MDOT Projects
Items to the Commission - September 17, 2015

Total Over the Original Cost (All MDOT) \$1,119,148.35	Total Over the Original Cost (MDOT/MDOT) \$1,119,148.35	Total Over the Original Cost (MDOT/Cons) \$0.00
---	--	--

	Number of Projects Over 10% (4 Total)	Total Original Contract Amount \$2,234,506.06	Total Final Contract Amount \$3,353,654.41	Total Increase or Decrease \$1,119,148.35	Total Percent 50.08%
--	---------------------------------------	--	---	--	-------------------------

Region	Control Section	Job Number	Project Description	Prime Contractor	Original Contract Amount	Final Contract Amount	Increase	Percent	Date Work Started	Expect Compl.	Actual Compl.	Final Date	Designed by MDOT (M) or Consultant (C)	Reason for Additional Project Costs
Metro	63192	118044	0.05 mi of railroad track removal, concrete reconstruction, concrete shoulder, curb, gutter, and permanent pavement markings on M-5 at the railroad crossing north of Maple Road, Oakland County.	Erie Construction, LLC	\$376,649.00	\$431,612.91	\$54,963.91	14.59%	7/8/2014	8/15/2014	8/24/2014	6/2/2015	M	Reason #1: CM #1 includes an increase of \$21,902.77 for the temporary fill and removal of HMA for the existing corrugations/ rumble strips located on the left shoulder of both North and South Bound M 5. This work was necessary to limit and improve noise and ride quality to traffic. Work was performed in accordance of the special provision located on pg. 31 of the proposal of this contract, but no line item had been established prior to work performed. Reason #2: CM # 2 includes an increase of \$17,795.78 for additional turf establishment performance performed. Original plan did not account for median section of M-5 to be restored. Median section of M-5 needed to be restored due to area being used as a staging area during stage III of the project. Reasons 1 and 2 account for \$39,698.55 or 72 % of the total project cost increase.
Superior	49025	113188	Deep concrete overlay, joint replacement, substructure repair, partial painting, hot mix asphalt approach, concrete curb and gutter, guardrail, and pavement marking on I-75 Southbound over the Pine River, Mackinac County.	Anlaan Corporation	\$1,051,610.54	\$1,998,176.33	\$946,565.79	90.01%	5/19/2014	8/2/2014	6/1/2015	6/23/2015	M	Reason #1: CM #1 includes 25,113 lbs of furnish and fabricate structural steel for pile bent repairs, as well as associated cofferdams, hand chipping other than deck, required structural steel cleaning and coating, partial, type 4, patch forming and concrete necessary to complete repairs to the steel cased concrete piles. Existing deterioration of the steel cased concrete filled piles was due to advanced stage rust which was discovered during construction of contract bid work on this project and there were no suitable contract items already set up that were capable of addressing this type of deterioration. MDOT Structures Division evaluated the existing deterioration and determined that it needed to be addressed in a timely manner or it would continue to progress and structural problems with both bridges would result. Since traffic was already detoured off I-75 as part of a different project, and since the necessary steel repairs had to be completed without any live loading on the bridge deck, MDOT Structures Division recommended proceeding with repairs to the steel cased piles as part of this contract. Reason 1 accounts for \$946,565.79 or 100 % of the total project cost increase.
University	81081	109186	0.82 mi of streetscaping, lighting, ADA ramps, stamped concrete, and landscaping on M-17 (West Cross Street) from Normal Street to Washington Street, on East Cross Street from Huron River to North River Street, and on North River Street south of the intersection at East Cross Street in the city of Ypsilanti, Washtenaw County.	Lacaria Concrete Construction Inc.	\$481,861.46	\$553,188.00	\$71,326.54	14.80%	4/12/2011	10/31/2013	8/14/2013	4/3/2015	M	Reason #1: CM #1 thru CM #9 (excluding CM #3) include increase and decreases to existing items. The balancing of existing pay items amounts to an overall increase of \$24,699.92 or 35% of the total increase to the project. Of this amount \$20,199.00 was an increase in the sidewalk concrete 4 inch pay item. This item was increased in order to meet ADA requirements. The remaining increases were to curb and gutter, stamped colored concrete, etc. to allow the project to be constructed according to the plans and specifications. Reason #2: CM #3 and CM #9 include an increase of \$36,640.70 to the project. This increase was the change made to the color and the pattern of the stamped concrete. Reason #3: CM #1, CM #2, and CM #5 these contract modifications added the following new items to the contract: Joint Sealing Hot Poured Rubber, Drainage Structure Adjust Case 1, Gate Box Adj, and Water Shutoff Adj. None of these items were included in the plans, but encountered during construction. These items amount to \$9,985.92 to the project. Reasons 1-3 account for \$61,340.62 or 86% of the total project cost increase.
Metro	82194	M71480	1.58 mi of concrete deck patching and pavement marking on I-75 over River Rouge in the city of Detroit, Wayne County.	Florence Cement Company	\$324,385.06	\$370,677.17	\$46,292.11	14.27%	5/16/2014	7/2/2014	6/28/2014	5/6/2015	M	Reason #1: The items in CM #1 were increased because the bridge deck was in worse condition than planned for at the time project documents were developed. Metro region and Taylor TSC maintenance continue to monitor condition until a major project is funded. Reason 1 accounts for \$46,292.11 or 100 % of the total project cost increase.

EXHIBIT B
Construction Contracts - Local Projects
Items to the Commission - September 17, 2015

Total Over the Original Cost (All Local) \$210,927.88	Total Over the Original Cost (Local/Local) \$0.00	Total Over the Original Cost (Local/Cons) \$210,927.88
--	--	---

Number of Projects Over 10% (3 Total)	Total Original Contract Amount \$1,418,036.89	Total Final Contract Amount \$1,628,964.77	Total Increase or Decrease \$210,927.88	Total Percent 14.87%
---------------------------------------	--	---	--	-------------------------

Region	Control Section	Job Number	Project Description	Prime Contractor	Original Contract Amount	Final Contract Amount	Increase	Percent	Date Work Started	Expect Compl.	Actual Compl.	Finaled Date	Designed by Local (L) or Consultant (C)	Reason for Additional Project Costs
Grand	59555	121197	0.21 mi of hot mix asphalt crushing, shaping and paving, and box culvert on Kendaville Road from Federal Road east to east of Federal Road, Montcalm County.	Dean's Landscaping & Excavating, Inc.	\$247,090.57	\$286,176.57	\$39,086.00	15.82%	7/14/2014	11/15/2014	10/1/2014	5/11/2015	C	<u>Reason #1:</u> CM#2 includes increases to items Peat Excavation, Swamp Backfill and related items. This work was necessary as unsuitable material was discovered during installation of the box culvert. The unsuitable material included corduroy logs and peat, which was not indicated on the soil borings. In order to properly backfill adjacent to the box culvert, the unsuitable material needed to be removed and replaced with sound material. Reason 1 accounts for \$39,086.00 or 100 % of the total project cost increase.
University	76423	117172	0.61 mi of hot mix asphalt cold milling and resurfacing, concrete curb, gutter, sidewalk and ramps, stabilized base course, watermain, and pavement marking on Genesee Street from Oak Street easterly to Fitch Street and on Clinton Street from Genesee Street southeasterly to Mercer Street in the city of Durand, Shiawassee County.	Jack Fick Excavating, Inc.	\$784,098.91	\$869,779.52	\$85,680.61	10.93%	8/12/2013	11/15/2013	6/28/2014	5/15/2015	C	<u>Reason #1:</u> During the initial pulverizing of the existing HMA, a concrete slab on Genesee Street spanning from Oak Street to Saginaw Street was found that required removal. The slab was not identified in the soil borings. <u>Reason #2:</u> During construction operations, existing sanitary sewer manholes and existing drainage structures were found to be in very poor and deteriorating condition throughout the project limits. There were removed and replaced as part of this project with new structures and RCP/plastic piping required to connect to the existing sewer system. <u>Reason#3:</u> During the installation of water main, sanitary sewer laterals were found to be in conflict and required replacement within the water main trench. Due to the existing sanitary sewer material being clay pipe that was brittle and unstable, the contractor could not support the pipe through the open trench. <u>Reason #4:</u> During the water main installation, the Contractor was not able to shut down the existing water main to make the tie ins due to faulty existing water main valves. In addition, multiple water service leads were marked incorrectly resulting in additional effort and resources being required to locate the water box. Reasons 1-4 account for \$85,680.61 or 100 % of the total project cost increase.
Southwest	3609	112684	0.45 mi of hot mix asphalt removal and paving, embankment, excavation, subbase, culverts, guardrail, restoration, and traffic control on 108th Avenue from 30th Street North to 30th Street South, Allegan County.	Milbocker and Sons, Inc.	\$386,847.41	\$473,008.68	\$86,161.27	22.27%	1/9/2013	6/7/2013	9/29/2014	4/30/2015	C	<u>Reason #1:</u> CM #1 included an increase of \$12,842 for additional tree removals required for construction. The trees weren't included in the survey work and original quantities but were within the size limits when measured in the field. <u>Reason#2:</u> CM #2 included increases in original pay items for overruns due to additional drainage requirements, soil erosion items and HMA totaling \$13,410.37. In addition, new items for additional slope repairs from storm damage after restoration was completed totaled \$54,600. Reasons 1-2 account for \$80,852.37 or 94% of the total project cost increases.

**AUDITOR'S REPORT
FF-15-002**

**SIX-MONTH FINANCIAL AUDIT FOLLOW-UP
MICHIGAN DEPARTMENT OF TRANSPORTATION**

**STATE TRANSPORTATION COMMISSION MEETING
September 17, 2015**

EXHIBIT C

STATE TRANSPORTATION COMMISSION

**Jerrold M. Jung
Chair**

**Ron J. Boji
Commissioner**

**Todd A. Wyett
Vice Chair**

**Michael D. Hayes
Commissioner**

**Angelynn A. Afendoulis
Commissioner**

**Charles F. Moser
Commissioner**



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
STATE TRANSPORTATION COMMISSION
LANSING



September 17, 2015

OFFICE OF COMMISSION AUDITS
SIX-MONTH FINANCIAL AUDIT FOLLOW-UP REPORT

State Transportation Commissioners:

Guidance Document 10044, *Processing Audit Requests and Auditor's Reports on Contractual Agreements*, provides for processing auditor's reports within 120 days of the date the reports are issued. As of September 8, 2015, we have not identified any entities for which an auditor's report was not processed within the required timeline.

Office of Commission Audits

Office of Commission Audits
Jack Cotter, CPA, CGMA
Commission Auditor

FF-15-002

• Jerry M. Jung, Chair • Todd Wyett, Vice Chair • Angelynn A. Afendoulis • Ron J. Boji • Michael D. Hayes • Charles F. Moser •

DIRECTOR - DEPARTMENT OF TRANSPORTATION

AGENDA

August 27, 2015

CONTRACTS

1.-10. PASSENGER TRANSPORTATION - Specialized Services

The following project authorizations issued under master agreements between MDOT and the following agencies will provide state funding under the FY 2016 Specialized Services Program, which furnishes operating assistance for transportation services for elderly individuals and individuals with disabilities. The funds will be used for eligible specialized services providers or public transit systems. Reimbursement is based on \$1.20 per vehicle mile, \$4.07 per one-way passenger trip, or \$0.29 per vehicle mile for volunteer driver trips. The authorizations will be in effect from October 1, 2015, through September 30, 2016. The total amount of the authorizations will be \$178,236. The terms of the master agreements are from October 1, 2011, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2012 through FY 2016. Source of Funds: FY 2016 State Restricted Comprehensive Transportation Funds - \$178,236.

	<u>Agreement/ Authorization</u>	<u>Agency</u>	<u>Total</u>
1.	2012-0030/26	ALTRAN Transit Authority (Alger County)	\$18,763
2.	2012-0036/5	Baraga County Board of Commissioners	\$14,672
3	2012-0089/15	Greater Lapeer Transportation Authority	\$18,216
4.	2012-0105/20	Ionia, City of	\$21,507
5.	2012-0116/18	Lenawee County Board of Commissioners	\$15,449
6.	2012-0122/5	Mackinac County Board of Commissioners	\$22,842
7.	2012-0136/8	Missaukee County Commission on Aging	\$17,300
8.	2012-0137/6	Montcalm County Board of Commissioners	\$13,749
9.	2012-0168/20	St. Joseph County Transportation Authority	\$18,690
10.	2012-0180/17	Yates Township (Lake County)	\$17,048

11. *RAIL – Dark Fiber Lease Agreement

Contract (2015-0367) between MDOT and CenturyLink Communications, LLC, will provide for MDOT to lease certain dark fiber within the Canadian National Railroad right-of-way in Battle Creek, Michigan, from CenturyLink, LLC. The fiber will provide a pathway for railroad communications along the accelerated railroad corridor. The contract will be in effect from the date of award through 25 years. The contract amount will be \$10,350. Source of Funds: 100% FY 2015 State Restricted Comprehensive Transportation Funds.

* Denotes a non-standard contract/amendment

Subject to the exercise of discretion in processing, I approve the above described contracts and authorize their award by the responsible management staff of MDOT in accordance with the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of May 20, 2015.

Respectfully submitted,

Original signed

Kirk T. Steudle
Director

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: September 10, 2015– Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 2:00 PM
State Administrative Board Meeting: September 10, 2015 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 2:00 PM

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

CONTRACTS

1. ***HIGHWAYS – Increase Services and Amount**
Amendatory Contract (2012-0716/A6) between MDOT and KPMG LLP will provide for additional services for the implementation of a model contract for performance-based highway maintenance services and will increase the contract amount by \$792,575. The consultant will assist MDOT in rolling out a performance-based maintenance and monitoring program. The original contract provides for a study of existing performance-based operational systems (PBOS) for highway maintenance and for transportation services, and for assistance in the research, development, and implementation of PBOS for MDOT. The contract term remains unchanged, September 13, 2012, through June 30, 2017. The revised contract amount will be \$4,798,394.50. Source of Funds: 100% State Restricted Trunkline Funds.
2. **HIGHWAYS – IDS University Research Services**
Authorization (2) Revision (1) under Contract (2013-0067) between MDOT and Michigan Technological University (MTU) will increase the authorization amount by \$185,000 to finalize a field-ready web application that will be incorporated into MDOT's bridge inspection process and will extend the authorization term by one year to provide sufficient time for MTU to complete the services. The original authorization provides for the development of a web application that can be used on-site for the collection and review of bridge inspection data. The revised authorization term will be October 1, 2013, through September 30, 2016. The revised authorization amount will be \$541,497.90. The contract term is January 2, 2013, through January 1, 2017. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

3. *TRANSPORTATION PLANNING – Economic and Demographic Forecasts
Contract (2016-0001) between MDOT and the Regents of the University of Michigan, Institute of Labor and Industrial Relations, will provide for an updated and consistent set of forecasts of population, employment, households, personal income, and labor productivity for all 83 counties in Michigan. These forecasts will assist in the development of updated travel demand models at the state and metropolitan planning organization levels. The contract will be in effect from the date of award through December 31, 2016. The contract amount will be \$428,066.57. Source of Funds: 100% Michigan Transportation Funds.

BID LETTING PRE-APPROVALS

STATE PROJECTS

4. Letting of October 2, 2015 Prequalification Level:
Letting Call: 1510 001 **\$10,861,000.00**
Project: NH 81075-109761, ETC
Local Agreement:
Start Date: 10 days after award
Completion Date: November 15, 2018

Epoxy overlay, joint replacement, steel repair and zone paint, concrete pavement repairs, partial-depth joint repairs, hot mix asphalt cold milling, and resurfacing on M-14 and US-23BR over Norfolk Southern Railroad, on M-14 from I-94 to US-23BR, and from the east side of the Huron River to the US-23/M-14 tri-level interchange in the city of Ann Arbor, Washtenaw County. This project includes a 3 year materials and workmanship pavement warranty and a 2 year concrete surface coating warranty.

2.00 % DBE participation required

5. Letting of October 2, 2015 Prequalification Level:
Letting Call: 1510 002 **\$1,380,000.00**
Project: STG 84916-116265
Local Agreement:
Start Date: 10 days after award
Completion Date: August 15, 2016

Traffic signal modernization on various routes in the cities of Brighton and Ypsilanti, Livingston, Monroe, and Washtenaw Counties.

0.00 % DBE participation required

6. Letting of October 2, 2015 Prequalification Level:
Letting Call: 1510 005 **\$686,000.00**
Project: STG 82062-120341
Local Agreement: 15-5380
Start Date: April 4, 2016
Completion Date: July 1, 2016

Traffic signal modernization and sidewalk/ramp upgrade on US-12 at Monroe Street, Schafer Road and Oakman Boulevard in the city of Dearborn, Wayne County.

0.00 % DBE participation required

* Denotes a non-standard contract/amendment

7. Letting of October 2, 2015 Prequalification Level:
Letting Call: 1510 006 **\$2,278,000.00**
Project: IM 16091-119023
Local Agreement:
Start Date: April 4, 2016
Completion Date: July 15, 2016

Bridge rehabilitation, deep concrete overlay, joint and bridge railing replacement, full painting, substructure patching, culvert lining and repair and approach work on I-75 over M-27, Cheboygan County. This project includes a 2 year bridge painting warranty and a 2 year concrete surface coating warranty.

3.00 % DBE participation required

8. Letting of October 2, 2015 Prequalification Level:
Letting Call: 1510 009 **\$1,388,000.00**
Project: GF15 55021-125864
Local Agreement:
Start Date: 10 days after award
Completion Date: June 30, 2016

10.42 mi of microsurfacing, hot mix asphalt cold milling and resurfacing, joint repairs, aggregate shoulders and pavement markings on US-2 from US-2/US-41 westerly to west of R3 Road in the village of Powers, Menominee and Dickinson Counties. This project includes a 2 year pavement performance warranty and a 3 year material and workmanship pavement warranty.

0.00 % DBE participation required

9. Letting of October 2, 2015 Prequalification Level:
Letting Call: 1510 013 **\$916,000.00**
Project: STG 63052-118286
Local Agreement:
Start Date: 10 days after award
Completion Date: October 30, 2016

Traffic signal modernization, concrete curb, gutter, sidewalk and ramps at nine (9) locations along M-1 (Woodward Avenue), Oakland County.

0.00 % DBE participation required

10. Letting of October 2, 2015 Prequalification Level:
 Letting Call: 1510 014 **\$1,321,000.00**
 Project: GF15 34032-126128
 Local Agreement:
 Start Date: September 12, 2016
 Completion Date: October 8, 2016
- 4.39 mi of hot mix asphalt cold milling and resurfacing, detail 8 joint repairs, guardrail, rumble strips and loop detection system upgrades on M-66 from Portland Road to Sprague Road, Ionia County. This project includes a 3 year material and workmanship pavement warranty.
- 0.00 % DBE participation required
11. Letting of October 2, 2015 Prequalification Level:
 Letting Call: 1510 015 **\$1,242,000.00**
 Project: GF15 67022-128367
 Local Agreement:
 Start Date: July 11, 2016
 Completion Date: September 8, 2016
- 5.78 mi of hot mix asphalt cold milling and resurfacing, detail 8 joint repairs, and shoulder repair on US-10 from east of 180th Avenue to east of Patterson Avenue, Osceola County. This project includes a 3 year material and workmanship pavement warranty.
- 0.00 % DBE participation required
12. Letting of October 2, 2015 Prequalification Level:
 Letting Call: 1510 016 **\$769,000.00**
 Project: CM 82252-114864
 Local Agreement: 15-5010
 Start Date: April 15, 2016
 Completion Date: May 31, 2017
- 2.20 mi of ITS device installation, traffic signal interconnect system installation, wireless communications, static sign, and integration of new ITS devices along the corridor into the existing communications network on I-75 Service Drives from south of McNichols Road to north of 8 Mile Road in the cities of Highland Park, Detroit, and Hazel Park, Wayne and Oakland Counties.
- 0.00 % DBE participation required

13. Letting of October 2, 2015 Prequalification Level:
 Letting Call: 1510 017 **\$3,963,000.00**
 Project: CM 84917-127573
 Local Agreement:
 Start Date: 10 days after award
 Completion Date: September 19, 2018
- 19.00 mi of conduit, fiber optic cable, ITS devices, and related infrastructure on I-696 from I-275 to US-24 and on I-696 from I-75 to I-94, Oakland, Wayne, and Macomb Counties.
- 0.00 % DBE participation required
14. Letting of October 2, 2015 Prequalification Level:
 Letting Call: 1510 020 **\$2,459,000.00**
 Project: GF15 63101-128402
 Local Agreement:
 Start Date: April 15, 2016
 Completion Date: June 15, 2016
- 8.76 mi of full-depth concrete patching on I-696 from I-275 to east of Lahser Road, Oakland County.
- 0.00 % DBE participation required
15. Letting of October 2, 2015 Prequalification Level:
 Letting Call: 1510 021 **\$631,000.00**
 Project: ST 84915-127453
 Local Agreement:
 Start Date: May 23, 2016
 Completion Date: June 30, 2016
- 113 mi of overband crack filling on various routes, Berrien, Cass, St. Joseph, and Van Buren Counties.
- 0.00 % DBE participation required
16. Letting of October 2, 2015 Prequalification Level:
 Letting Call: 1510 022 **\$8,855,000.00**
 Project: BRI 82023-113888
 Local Agreement:
 Start Date: 10 days after award
 Completion Date: September 30, 2018
- Structure replacement, approach reconstruction, permanent signing, pavement markings, traffic signals, storm sewer, watermain, and street lighting on Trumbull Avenue over I-94 in the city of Detroit, Wayne County. This project includes a 2 year warranty for concrete surface coating.
- 5.00 % DBE participation required

LOCAL PROJECTS

17. Letting of October 2, 2015 Prequalification Level:
Letting Call: 1510 003 **\$576,000.00**
Project: STL 12111-120226
Local Agreement: 15-5458
Start Date: May 5, 2016
Completion Date: June 30, 2016

8.02 mi of hot mix asphalt ultra-thin overlay and aggregate shoulders on Jonesville Road from Ray Quincy Road easterly to Squires Road, on Southern Road from the west California township line easterly to Ray Quincy Road, and on Snow Prairie Road from M-86 northerly to Ember Road, Branch County.

0.00 % DBE participation required

18. Letting of October 2, 2015 Prequalification Level:
Letting Call: 1510 007 **\$2,768,000.00**
Project: STU 63459-127223-2
Local Agreement: 15-5267
Start Date: 10 days after award
Completion Date: June 1, 2017

0.97 mi of pavement removal, station grading, aggregate base, storm sewer, drainage, hot mix asphalt surfacing, concrete pavement repairs, concrete curb and gutter, ramps, pedestrian signal upgrades, and watermain on West 9 Mile Road from Beech Road east to Telegraph Road (US-24) in the city of Southfield, Oakland County.

6.00 % DBE participation required

19. Letting of October 2, 2015 Prequalification Level:
Letting Call: 1510 008 **\$566,000.00**
Project: BRO 77004-118573
Local Agreement: 15-5422
Start Date: 10 days after award
Completion Date: July 1, 2016

Bridge removal and replacement with a three-sided culvert, hot mix asphalt paving and guardrail on Hessen Road over Meldrum Drain, St. Clair County.

3.00 % DBE participation required

20. Letting of October 2, 2015 Prequalification Level:
Letting Call: 1510 011 **\$845,000.00**
Project: STL 16555-119491
Local Agreement: 15-5448
Start Date: May 1, 2016
Completion Date: July 29, 2016

3.14 mi of hot mix asphalt base crushing, shaping and resurfacing and pavement markings on Devereaux Lake Road from M-33 east to Mullett Lake Road, Cheboygan County.

3.00 % DBE participation required

21. Letting of October 2, 2015 Prequalification Level:
Letting Call: 1510 012 **\$956,000.00**
Project: STUL 56415-126604
Local Agreement: 15-5465
Start Date: November 1, 2015
Completion Date: August 31, 2016

0.48 mi of new hot mix asphalt construction, clearing, swamp backfill, sand subbase, aggregate base, storm sewer, drainage, concrete curb and gutter and turf establishment on Sugnet Road extension from Dublin Avenue to Whiting Drive in the city of Midland, Midland County.

5.00 % DBE participation required

22. Letting of October 2, 2015 Prequalification Level:
Letting Call: 1510 018 **\$877,000.00**
Project: STL 80555-89981
Local Agreement: 15-5460
Start Date: 10 days after award
Completion Date: July 1, 2016

1.49 mi of hot mix asphalt surfacing, aggregate base, tree removal, drainage, concrete curb and gutter, pavement marking, and permanent signing on County Road 681 from 71st Avenue to 77th Avenue, Van Buren County.

4.00 % DBE participation required

23. Letting of October 2, 2015 Prequalification Level:
 Letting Call: 1510 019 **\$1,103,000.00**
 Project: STU 58471-123231, ETC
 Local Agreement: 15-5470
 Start Date: 10 days after award
 Completion Date: June 30, 2016

4.55 mi of hot mix asphalt cold milling and resurfacing, trenching, aggregate shoulders, and pavement markings on Swan Creek Road from Drew Road north to I-75, on Lewis Avenue from Pickard Road north to Rauch Road, and from Rauch Road north to Todd Road, Monroe County.

4.00 % DBE participation required

BID LETTING POST-APPROVALS

LOCAL PROJECTS

24. Letting of August 7, 2015 Low Bid: **\$652,705.40**
 Letting Call: 1508 006 Engineer Estimate: \$582,410.60
 Project: TAUL 38566-122427, ETC Pct Over/Under Estimate: 12.07 %
 Local Agreement: 15-5372
 Start Date: 10 days after award
 Completion Date: September 19, 2017

0.45 mi of cold milling hot mix asphalt and resurfacing, bike lane, concrete curb, gutter, sidewalk and ramps, drainage, streetscape, and pavement marking on Fifth Street from South Lakeside Drive to Page Avenue, Jackson County.

3.00 % DBE participation required

Bidder	As-Submitted	As-Checked	
Rauhorn Electric, Inc.	\$652,705.40	Same	1 **
Michigan Paving and Materials	\$681,616.54	Same	2
C & D Hughes, Inc.	\$693,481.38	Same	3
Rieth-Riley Construction Co.	\$987,632.23	Same	4

Total Number of Bidders: 4

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 August 25, 2015.

Respectfully submitted,

Authorized Signature on File 9.4.15

Kirk T. Steudle
Director



OFFICE MEMORANDUM

DATE: August 25, 2015

TO: Myron G. Frierson, Director
Bureau of Finance and Administration

FROM: Mark A. Van Port Fleet, Director
Bureau of Development

SUBJECT: Justification Memo for Bid Acceptance in Excess of 10 Percent of Engineer's Estimate

Letting Date: August 7, 2015
Project Description: 0.45 mi of cold milling hot mix asphalt and resurfacing, bike lane, concrete curb, gutter, sidewalk and ramps, drainage, streetscape, and pavement marking on Fifth Street from South Lakeside Drive to Page Avenue, Jackson County.

Project Number: 38566-122427
Item Number: 1508 006
Low Bidder: Rauhorn Electric, Inc.

Eng. Est: \$582,410.60 Low Bid: \$652,705.40 Difference: \$70,294.80 Percent: 12.07

The following shows the engineer's estimate and the proposed bids received for this project:

Engineer's Estimate	\$582,410.60
Rauhorn Electric, Inc.	\$652,705.40
Michigan Paving and Materials Company	\$681,616.54
C & D Hughes, Inc.	\$693,481.38
Rieth-Riley Construction Co., Inc.	\$987,632.23

EXPLANATION FOR DIFFERENCES

The low bidder had unit prices that varied from the normal range. The main items found to be bid higher than the engineer's estimate were modified curb and gutter removal, hot mix asphalt, bench, trash receptacles, and minor traffic devices. These items were bid higher than normal because of unique items of work with a lack of previous bid history and railroad coordination. The curb and gutter removal work was modified to include the removal and replacement of adjacent hot mix asphalt pavement instead of separating the work. Also, the county selected and approved the use of specialty items for both the bench and trash receptacle. These project specific items, as well as the combined curb and gutter removal with adjacent pavement work, lack previous bid history to effectively compare prices. Due to an active at-grade railroad crossing within the project limits, additional coordination with the railroad and train movements will be needed for maintaining vehicular and pedestrian traffic during construction, increasing

costs. The local agency estimator considered these factors when estimating this project, but was unable to precisely predict the unit prices.

OVERALL CONCLUSION

As indicated in the above analysis, the low bid is over the engineer's estimate because of unique items of work with a lack of previous bid history and railroad coordination. This project received four bids ranging from \$652,705.40 to \$987,632.23, which varied by 51.31 percent. The two lowest bids varied by 4.43 percent. We believe that rejecting these bids and re-letting this project will not result in lower bids and the low bid should be considered reasonable based on the factors discussed.

The Bureau of Development and the Jackson County Department of Transportation request that this project be awarded to the low bidder based on the above conclusion.

[Signature on File]

Director, Bureau of Development

BOD:DD:QA:DLP:st

cc: K. Steudle B. Wieferich K. Curtis H. Stinson MDOT-eProposal
L. Strzalka J. Mullins G. Johnson K. Farlin M. Fedewa
J. Cotter G. Frens D. Parker B. Rottiers M. Shulick
D. Potvin L. Johnson R. Welch J. Reid P. Ajegba
B. O'Brien



MDOT is seeking comments on this public involvement plan through September 30, 2015. Please submit comments to Bob Parsons, MDOT Public Involvement and Hearings Officer, at parsonsb@michigan.gov, or 517-373-9534.

Public Involvement Plan

Introduction

Michigan's 2035 MI Transportation Plan (MITP), the State Long-Range Transportation Plan (SLRP), is being reaffirmed by the Michigan Department of Transportation (MDOT). Approved by the State Transportation Commission (STC), this policy document identifies overarching goals and objectives for Michigan's transportation program and sets the priority by which prospective projects are approved. The SLRP lays out the state's long-term vision, strategic direction, and priorities for transportation over the next 25 years. These priorities are translated into projects and planned out for the near-term in the State Transportation Improvement Program (STIP). All projects listed in the STIP contribute to achieving one or more of the objectives stated in the SLRP.

The SLRP reaffirmation process will determine if the assumptions, data, and strategies contained in the current 2035 MITP are still accurate for extending its 25-year planning horizon to 2040. This Public Involvement Plan (PIP) highlights the important role the public plays in the long-range planning process and indicates the specific opportunities and methods during development for getting involved in the process.

About the Public Involvement Process

It is important that everyone who wishes to, has a voice in reaffirming the long-term strategies and vision that is the foundation of the MITP. The quality of life and economic vitality of Michigan is linked to a robust transportation system. With broad and diverse public input, it is important to establish a defined and integrated **vision** of Michigan's transportation system. The current plan has established a preferred vision for the transportation system that is:

- Purposeful, prioritized, coordinated, safe, advanced, integrated, and appropriate to the setting.
- Accomplished by monitoring transportation achievements through:
 - Performance Measures and Public Input.
- Aligned with [MDOT's Vision Statement](#) of being an agency that is progressive and innovative, and one that inspires public confidence.

This PIP documents how the public can be involved at key decision points in the development of the SLRP. Through targeted webinars, regional planning agency outreach, white paper reviews, public meetings, Web updates, and 24/7 online comment forms, everyone wishing to engage in the process will have ample opportunity to play a role.

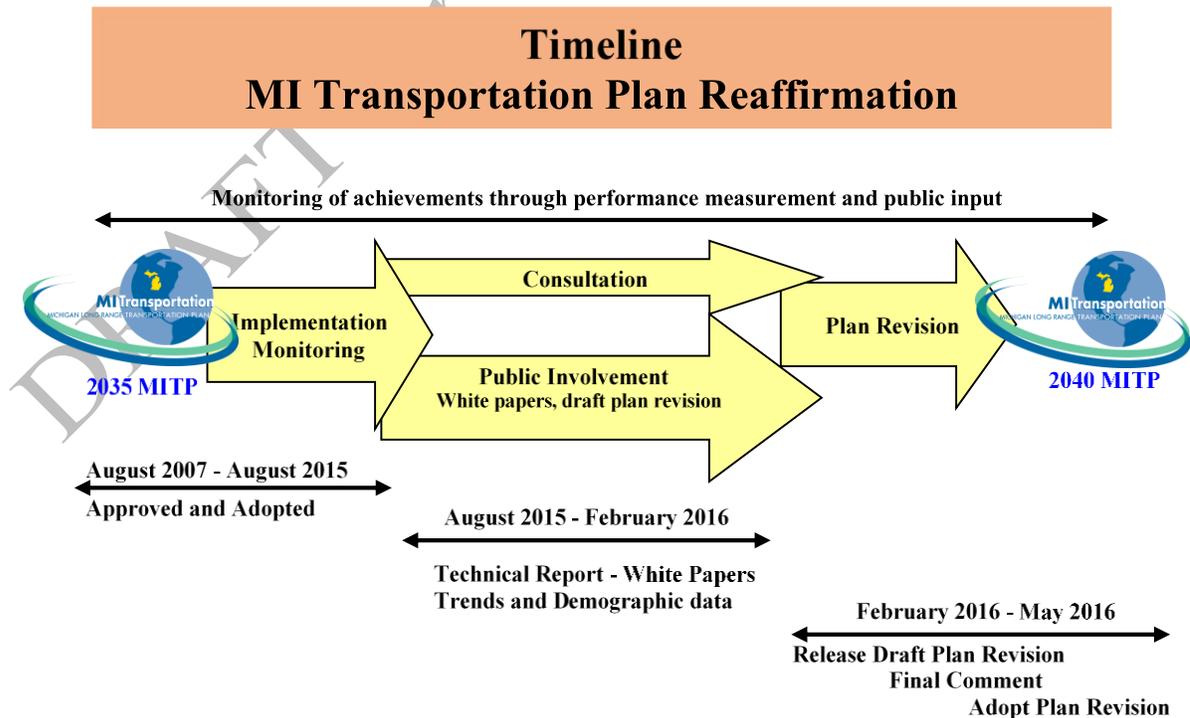
Reaffirming the Plan

Federal transportation regulations 23 CFR 450 Subpart B, requires that a state transportation long-range plan maintain a minimum 20-year planning horizon. The existing 2035 MITP was adopted by the STC in September 2012. The most recent federal transportation funding bill, Moving Ahead for Progress in the 21st Century Act (MAP-21), was enacted in July 2012. As the rulemaking from MAP-21 pertaining to state long-range plans is incomplete, MDOT has opted to reaffirm the existing 2035 MITP. MDOT will complete a full update after final rules are published.

Reaffirmation of the plan will include the following:

- Review the current plan and reevaluate assumptions.
- Adjust plan if necessary to meet federal requirements.
- Extend the current plan by five years, projecting it out to 2040.
 - Extending the plan will maintain a 20-year planning horizon and align with Metropolitan Planning Organizations long-range plans.
- The 2040 MITP will maintain principles of the original plan while becoming updated to reflect Michigan’s transportation system of today and the future.
- Establishment of early and continuous public involvement opportunities that provide timely information about transportation issues and decision-making processes to citizens, affected public agencies, and key stakeholder groups.
- Use of visualization techniques to describe the proposed plan and supporting studies.
- Use of electronic media to make information accessible to the public.

Timeline and Milestones



Public Involvement Milestones		
Milestone	Timeframe	How to Comment
Public Involvement Plan (PIP)	August 14, 2015 through September 30, 2015	U.S. mail, e-mail, and MDOT Twitter and Facebook accounts.
White Papers	Posted as completed from October 2015 to February 2016	U.S. mail, e-mail, and MDOT Twitter and Facebook accounts.
Public Webinars	November 2015 (Times and dates are to be determined.)	May comment during live webinar session. All webinars will be recorded and posted to the SLRP webpage. Comments on those recordings can be made using U.S. mail, e-mail, and MDOT Twitter and Facebook Accounts.
Public Meetings	March 2016 (Times and dates are to be determined.)	Attendees may provide comment at public meetings.
Draft Plan 30 Day Comment Period	March 1, 2016 through March 30, 2016	U.S. mail, e-mail, and MDOT Twitter and Facebook accounts.
Plan Adoption State Transportation Commission	May 2016	U.S. mail, e-mail, and MDOT Twitter and Facebook accounts.

Public Involvement

A number of tools and mechanisms will be used for the primary purposes of making partners and the public aware of the plan update, obtaining input on topics and issues, and obtaining feedback on the draft plans. All public involvement pertaining to the MITP reaffirmation will be in accordance with federal regulations found in 23 CFR 450.210.

- All notices will be made at least 15 days prior to the scheduled event.
- MDOT will use its public website, GovDelivery e-mailing lists, and Facebook and Twitter accounts for notification.
- The project team will pay special attention to identifying and involving the underserved, minority, and low income population by: 1) holding public meetings at convenient and accessible locations and times; 2) making materials available in alternative formats and languages upon request; and 3) providing translators where there is an identified need.
- All comments can be submitted 24/7 during designated comment periods to Bob Parsons via e-mail, U.S. mail, or MDOT’s Facebook and Twitter accounts. (See contact information section.)

PIP

The public and stakeholders have an opportunity to voice their opinion through the public engagement process by providing comments on the PIP.

- 45 day PIP comment period: August 14, 2015 - September 30, 2015.
- All comments on the PIP will be considered.
- Final version of the PIP will be adopted in October 2015.

Webinars

The purpose of webinars is to provide the public and stakeholders an overview of the existing plan. Additionally, MDOT will discuss proposed steps to be undertaken during this reaffirmation. Webinars will:

- Be tailored to specific audiences, such as resource agencies, stakeholder groups, Native American tribal governments, and the general public.
- Provide general information about the MITP and highlights from the various white papers.
- Allow the public to provide input through two-way connections with all participants.
- Will be held during November 2015. Weeks to be determined.
- Include notifications at least 15 days prior to the scheduled events distributed through statewide media news releases, e-mails, resource agencies, regional planning agencies, and MDOT social media efforts.
- Online registration will be provided on the MITP website at www.michigan.gov/slrp.
- A link to the webinars will be provided on the SLRP website at www.michigan.gov/slrp.

Draft MITP and White Papers

The draft MITP and its accompanying white papers will be available for a 30-day public comment period. Draft MITP and white papers will be;

- Posted online at www.michigan.gov/slrp.
- Available in printed form upon request or for viewing at MDOT region offices or Transportation Service Centers.
- Available for a 30 day comment period, March 1, 2016 through March 30, 2016.

All comments will be acknowledged, logged, considered by the team, and incorporated into the final plan as appropriate.

Public Meetings

A completed draft of the 2040 MITP will be presented in six public meetings held throughout the state. Public meetings will be:

- Conducted during the 30 day MITP comment period, March 1, 2016 through March 30, 2016.
- Open-house style events followed by a formal presentation of the proposed transportation plan.



- Announced at least 15 days prior to the meeting via the SLRP webpage, statewide media news releases, e-mails, resource agencies, and MDOT Facebook and Twitter accounts.
- Located at strategic sites throughout Michigan that will promote a diverse audience.
- For those who cannot attend public meetings, the presentation will be posted to the SLRP website (www.michigan.gov.slrp).

The final plan is scheduled for approval by the [STC](#) in spring 2016 at a public meeting where comments will be welcomed.

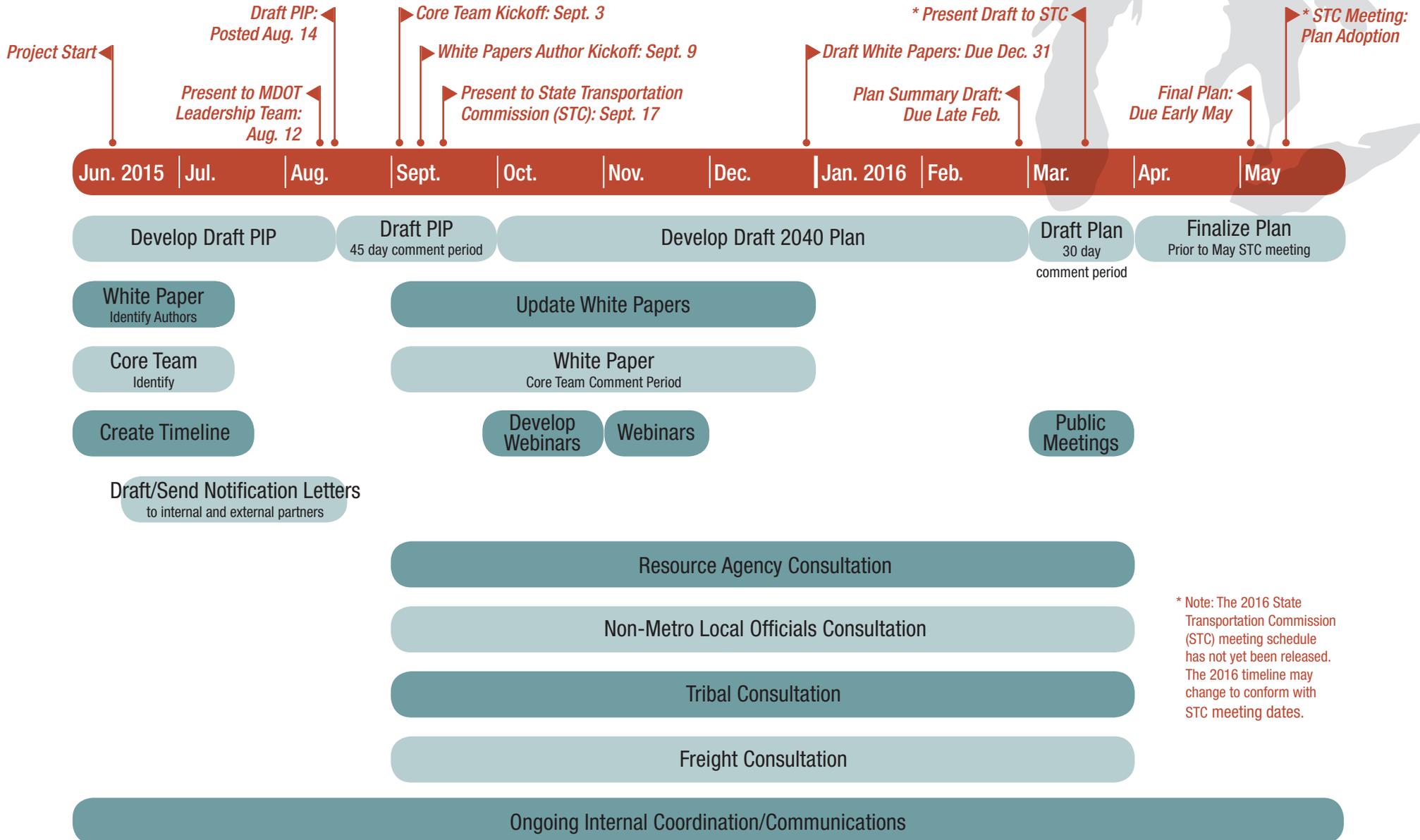
Contact Information

Mailing Address	Email Address
Bob Parsons Michigan Department of Transportation Van Wagoner Building 425 West Ottawa St. P.O. Box 30050 Lansing, MI 48909	parsonsb@michigan.gov
	MDOT Facebook
	www.facebook.com/michigandot
	MDOT Twitter
	www.twitter.com/michigandot

2040 Michigan Transportation Plan (MITP) Project Schedule

May 2016 Adoption

Moving Michigan Forward
2040 State Long-Range
Transportation Plan



* Note: The 2016 State Transportation Commission (STC) meeting schedule has not yet been released. The 2016 timeline may change to conform with STC meeting dates.



FY 2016 TRANSPORTATION PROGRAM



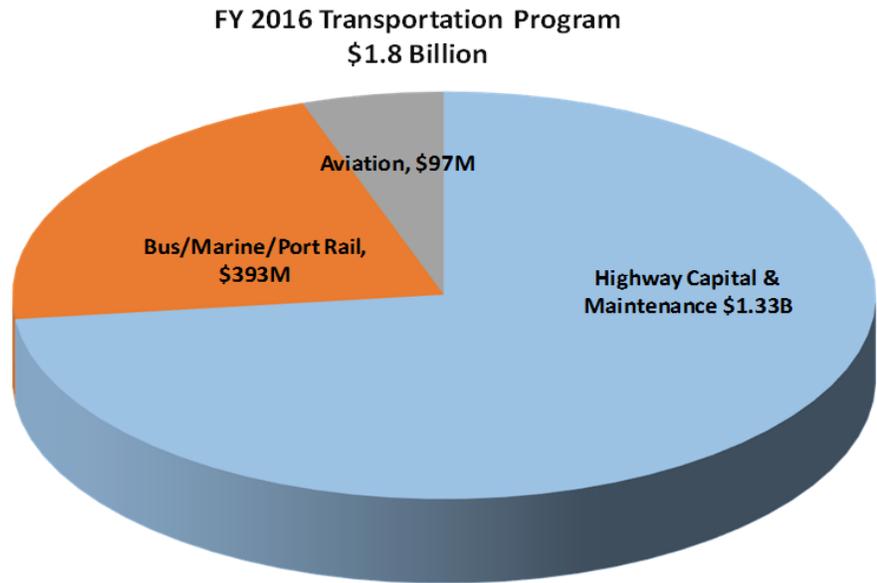
September 17, 2015

MICHIGAN DEPARTMENT OF TRANSPORTATION FY 2016 TRANSPORTATION PROGRAM

The Michigan Department of Transportation's (MDOT's) Fiscal Year (FY) 2016 Transportation Program provides balanced and comprehensive investments to support and grow Michigan's economy and protect our quality of life. This program continues to emphasize preservation of the transportation system, safe mobility to motorists, and efficient system operations. It is an inclusive program that improves air quality and protects natural resources while supporting job creation and economic growth.

Total investment in the FY 2016 Transportation Program (highways, aviation, bus, marine, port, and rail) is anticipated to be \$1.8 billion, and includes:

- \$1.3 billion for highway capital and maintenance.
- \$393 million for bus/marine/port/rail.
- \$97 million for aviation.



The total \$1.8 billion FY 2016 Transportation Program investment is a vital part of Michigan's economy, estimated to *support 21,200 jobs*. MDOT utilizes Regional Economic Models, Inc. (REMI) to estimate economic impact, including increased employment, business output, value added, and personal income growth.

In FY 2016, MDOT will invest approximately \$1.3 billion in system preservation, maintenance, safety, and operation of Michigan's state trunkline roads and bridges. The preservation and safety of Michigan's existing transportation system continue to be MDOT's highest priorities. Over 98 percent of MDOT highway investments will be focused on preserving and maintaining existing infrastructure.

MDOT's FY 2016 Multi-Modal Program provides for capital and operating assistance, technical support, and safety oversight of the air, passenger rail, rail freight, marine and port, intercity bus, charter bus, limousine, and local transit sectors of Michigan's transportation system. In FY 2016, MDOT will invest \$489.5 million in state, federal, and local funds to maintain Michigan's multi-modal operations and infrastructure.

Federal Update for Highways, Transit, and Aviation

Federal funding provided through surface transportation authorization legislation, Moving Ahead for Progress in the 21st Century, also known as MAP-21, expired at the end of FY 2014. The third short-term extension of MAP-21 was signed into law on July 31, 2015, and authorizes highway and transit programs and funding through October 29, 2015. The legislation also transferred \$8 billion into the Federal Highway Trust Fund, which is projected to keep the fund solvent through the end of this calendar year. Congress has also made progress toward implementation of a long-term surface transportation reauthorization bill. Legislation has been approved by the U.S. Senate that will reauthorize highway and transit programs, while also shoring up finances of the fund for the next three fiscal years, through FY 2018. While this legislation, if enacted, will provide a measure of certainty to our stream of federal revenue, it will, at best, result in roughly inflationary increased funding for highways and transit.

The end of FY 2015 marks the expiration of the long-term aviation authorization bill. Congress has yet to propose legislation to reauthorize funding for aviation programs, and is expected to enact short-term measures to keep the programs funded until work can be completed on another long-term bill.

Performance Measurement

Performance measurement for the transportation program is reported in many ways. State of Michigan government performance is tracked through Open Michigan, a Web-based service that provides performance information for state departments. The site includes the State of Michigan Infrastructure Dashboard and MDOT's Scorecard. The Dashboard and Scorecard are updated regularly and can be found at www.michigan.gov/openmichigan.

The Infrastructure Dashboard and Scorecard draw upon many of the measures MDOT was already using in its investment and programming decisions. However, it is important to note that the Dashboard looks at the transportation system as a whole, including measures of both federal aid eligible state and local roads. For the Five-Year Transportation Program, MDOT focuses solely on the condition of the transportation infrastructure for which it is directly responsible. MDOT has been actively implementing performance-based program development and asset management since 1997, when the State Transportation Commission established state trunkline pavement and bridge goals. MDOT measures were expanded several years ago to include internal performance measures relating to the trunkline infrastructure and multi-modal facilities. These measures have historically been reported in the Five-Year Transportation Program.

MDOT FY 2016 Highway Program

MDOT's FY 2016 Highway Program investment, which matches all available federal aid due to the General Fund redirection to the State Trunkline Fund (STF), will total approximately \$1.3 billion. This includes pre-construction phases (project scoping, environmental clearance, design, and right-of-way acquisition), routine maintenance, and construction projects. With the FY 2016 Highway Program investment, MDOT will continue to positively influence Michigan's economy by supporting 13,300 jobs. The chart below illustrates how federal and state trunkline revenues are utilized for the Road and Bridge Preservation Program, state trunkline maintenance, and other uses. MDOT's revenue assumptions and anticipated program level for Michigan's FY 2016 Highway Program improvements are detailed on the following pages.

Highway Program Revenue Assumptions

Funding for highways and transit will be continued through a short-term extension of MAP-21 through October 29, 2015. The extension provides funding at the same level that was provided in FY 2015. The fund uncertainty inherent in operating under short-term extensions (rather than long-term authorization bills, such as MAP-21) is exacerbated by the continued structural deficit facing the Federal Highway Trust Fund.

Public Act 51 of 1951, known as Act 51, mandates how transportation funds are distributed and spent between the state and local entities. The intent of Act 51 in regard to highway federal aid funding is to distribute approximately 25 percent of the funding to local jurisdictions for their use on federal aid eligible roads. The remainder is to be utilized by MDOT. State funds collected from fuel tax and vehicle registration revenues are deposited into the Michigan Transportation Fund (MTF), which is the distribution fund for transportation revenues. MDOT receives approximately 39 percent of this fund (known as STF), County Road Commissions receive approximately 39 percent, and the cities receive approximately 22 percent.

The announced FY 2016 Highway Program spending is consistent with anticipated federal and state revenues. It is projected that approximately \$763 million in federal funding will be available in FY 2016 for road and bridge construction. The state revenue estimate is based on the Department of Treasury forecast for STF, which includes revenue for state trunkline routine maintenance. The estimated state transportation revenue available for the FY 2016 trunkline capital program and routine maintenance totals \$586 million, after allowing for the state portion of debt service. This includes \$113 million in one-time General Fund redirection to the STF in order to match all available federal aid. It also includes \$101.8 million, which is a one-time redirection from the General Fund.

2016 Highway Capital Program Investment Template

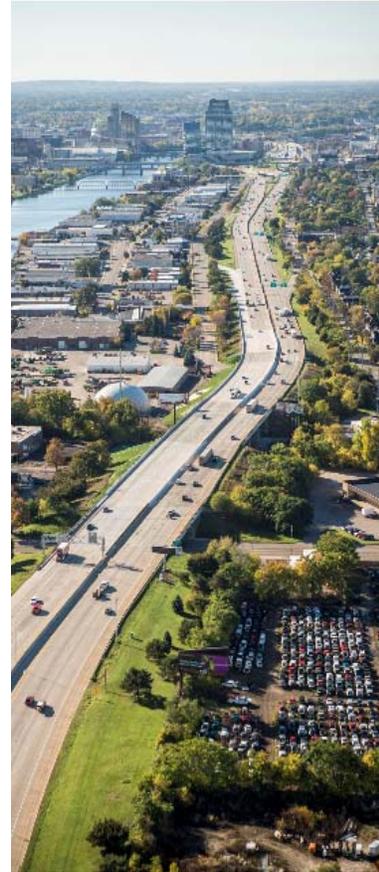
(In Millions)

	FY 2015	FY 2016
Repair and Rebuild Road Program		
Rehabilitation & Reconstruction	\$307.95	\$315.08
Capital Preventive Maintenance	\$115.55	\$132.68
Operations Improvements	\$15.30	\$58.72
Freeway Lighting	\$12.37	\$8.75
Trunkline Modernization		
I-94 Detroit	\$13.40	\$12.50
I-75 Oakland County	\$4.00	\$132.90
Total Repair and Rebuild Road Program	\$468.57	\$660.63
Repair and Rebuild Bridge Program		
Bridge Replacement	\$145.83	\$67.04
Bridge Preservation	\$38.09	\$52.55
Big Bridges	\$18.13	\$23.45
Special Needs	\$5.45	\$7.03
Blue Water Bridge – Capital Outlay Projects	\$25.90	\$3.00
Total Repair and Rebuild Bridge Program	\$233.40	\$153.07
Routine Maintenance	\$310.50	\$310.69
Total Repair and Rebuild Roads and Bridges	\$1,012.47	\$1,124.39
Capacity Improvement and New Roads	\$0.00	\$16.26
Safety and System Operations	\$125.76	\$130.92
Transportation Alternatives	\$14.73	\$17.23
Roadside Facilities	\$3.03	\$3.03
Workforce Development	\$7.00	\$7.00
Non-Federally-Funded Programs	\$27.24	\$27.67
Total Highway Capital Program	\$1,190.23	\$1,326.50

Highway Capital Program Performance Measures

MDOT uses a series of performance standards and measures to guide and evaluate our annual investment in the transportation system. Many of the measures MDOT uses to determine the condition of the transportation system are presented on the MDOT Web site at: http://www.michigan.gov/documents/mdot/MDOT_Scorecard_11-14-11_01-19-12_374118_7.pdf.

MDOT continues to make pavement program development and project selection decisions based on the pavement's remaining service life (RSL). RSL is a measure of the pavement's overall structural health. It is defined as the estimated remaining time in years until a pavement's most cost effective treatment requires either reconstruction or major rehabilitation. Pavements with an RSL of two years or less are considered to be in the "poor" pavement category. MDOT uses an asset management approach of short, medium, and long-term improvements to maintain overall pavement health. Once pavements deteriorate into the "poor" category, it is more costly to bring them back into "good" condition. MDOT maintained its goal of 90 percent of pavement in good or fair condition from 2007 to 2011. However, since 2012, MDOT's pavement condition has been declining, as predicted. In 2014 pavement condition was measured to be 85 good or fair.



MDOT has made steady progress toward its freeway bridge goal in years past; but projections indicate that without additional funding, Michigan will fall short of achieving the freeway bridge goal of 95 percent in good or fair condition in FY 2016.

The MDOT Safety Program is a major component in the department's emphasis of addressing locations with safety concerns as part of the statewide transportation program. More importantly, the Safety Program is a means by which the department can support the goals of Michigan's Strategic Highway Safety Plan (SHSP). The purpose of SHSP is to identify key safety needs in the state and guide investment decisions to achieve significant reductions in highway fatalities and serious injuries. MDOT's safety goal is to reduce fatalities and serious injuries on the state trunkline system in support of the department's efforts of achieving the vision Toward Zero Deaths (TZD). The goals of the 2013 SHSP are to reduce Michigan's (trunkline and local) traffic fatalities and serious injuries from 889 and 5,706, respectively, in 2011 to 750 and 4,800, respectively, in 2016. On the state trunkline system, there were 427 fatalities and 2,262 serious injuries in 2014.

Repair and Maintain Roads and Bridges

MDOT's FY 2016 Highway Program implements an asset management approach by focusing investments on high volume routes in poor condition and extending the life of roads and bridges

to keep them in good condition. The program includes a combination of long-term fixes (reconstruction), intermediate fixes (resurfacing/rehabilitation), and an aggressive Capital Preventive Maintenance (CPM) Program of shorter term fixes as well as routine maintenance of the entire system.

The FY 2016 pavement preservation activities, including road rehabilitation and reconstruction and CPM, will total \$506.5 million. Bridge preservation activities, including bridge rehabilitation and reconstruction and CPM, will total \$150.1 million. In FY 2016, the bridge template definitions were revised from Bridge Replacement and Rehabilitation and Bridge Preventive Maintenance to Bridge Replacement and Bridge Preservation. Bridge Preservation now includes Bridge Preventive Maintenance and Bridge Rehabilitation. Routine maintenance activities will total an estimated \$310.7 million; this includes pothole filling, snow plowing, sweeping, and grass cutting.

Some of the major projects to be obligated in FY 2016 are listed below. A complete project list of road and bridge preservation projects is attached.

- Bay Region:
 - US-127 in Gratiot County: Washington Road to Van Buren– road rehabilitation.
 - I-75 in Saginaw County: I-675 North Junction to Crane Road – road reconstruction.
- Grand Region:
 - US-31 in Oceana County: Fruitvale Road to Winston Road– road rehabilitation.
 - US-31 in Ottawa County: Lakewood Boulevard to Quincy Street– road reconstruction.
- Metro Region:
 - M-24 in Oakland County: Harmon Road to Goldengate Avenue – road rehabilitation.
 - I-96 in Oakland County: Five Mile Road to the I-696/96 interchange – road rehabilitation.
- North Region:
 - US-131 in Antrim County: North Junction of M-32 to south of Boyne Falls – road rehabilitation.
 - M-33 in Cheboygan County: Long Lake to M-27 - road rehabilitation.
- Southwest Region:
 - I-94 in Kalamazoo County: at E. Michigan Avenue (40th Street) – interchange reconfiguration and bridge replacement.
 - I-94 in Berrien County: Red Arrow Highway to I-94 BL – road rehabilitation.
- Superior Region:
 - US-41 in Houghton County: Lift bridge to Lincoln Drive, Hancock – road reconstruction.
- University Region:
 - US-23 in Washtenaw County: Active traffic management from M-14 to M-36 and associated bridge replacement, rehabilitation, and widening. The project involves upgrades of the median shoulder and pavement repairs.

The Road and Bridge Preservation Program will provide Michigan travelers with approximately 150 route miles of improved roads and over 101 rehabilitated and maintained bridges. MDOT will manage the good and fair roads by extending the life of approximately 1,000 miles of pavement through the Road CPM Program.

Operations Improvements

The operations category includes investments aimed at improving highway operations and traffic flow. Recurring traffic congestion adds significant delay to the traveling public and commercial traffic. This congestion and delay is costly to individuals and businesses in terms of lost time/productivity, accidents, and vehicle operating costs, as well as being detrimental to the environment. Operational projects can have significant improvements while typically requiring much less money to build. Work activities identified as operational improvements include turning lanes, merge/weave lanes, passing relief lanes, interchange designs, truck climbing lanes, and acceleration/deceleration lanes. For FY 2016, a total of \$58.7 million has been identified as operations-related work from planned road rehabilitation and reconstruction projects. About \$35 million of this total includes the US-23 active traffic management project (referenced on page 7) from M-14 to M-36 which includes operational improvements to relieve traffic congestion in the corridor.

Trunkline Modernization

The FY 2016 Trunkline Modernization Program totals \$145.4 million. This total includes:

- I-75 in Oakland County: Design and construction for a high occupancy vehicle/general lane reconfiguration of the Square Lake Road interchange to include right on and off ramps, reconstructing existing lanes from Coolidge Road to South Boulevard.
- I-75 in Oakland County and I-94 in the City of Detroit: Includes funding an owner's representative to assist in accelerating critical items, such as utility agreements, right-of-way acquisitions, railroad coordination, risk management, and stakeholder engagement.

Capacity Improvement

The FY 2016 Capacity Improvement Program totals \$16.3 million. The construction project scheduled to commence in FY 2016 is US-31 reconstruction and widening in Holland. This project is associated with the recent M-231 improvements in the area.

Safety Programs and Installations

MDOT will allocate \$63 million in federal and state funds to work categories that include signs, pavement markings, cable median barriers, traffic signals, and safety improvements that address several focus areas in Michigan's SHSP. Safety improvements and features are incorporated into all road and bridge projects in MDOT's effort to achieve the statewide vision of zero deaths. The strategy of the Safety Program is to address specific locations where fatalities and serious injury crashes have occurred and implement cost effective safety improvements identified in SHSP. To address particular locations of concern, 10 standalone safety projects are scheduled for

FY 2016 to address lane departure, pedestrian, and intersection related crashes. These standalone safety projects will address eight fatalities and 35 serious injuries that have occurred at these locations. In addition, the department is focusing on system wide types of safety improvements that are low cost and proven to address fatalities and serious injuries. For FY 2016, there are five low cost safety projects scheduled to address wrong way movements at interchanges, lane departures, and emergency route signing.

Intelligent Transportation System

The Intelligent Transportation System (ITS) Program utilizes technology to improve the efficiency and safety of our transportation system. ITS applications use information, communication, and vehicle and sensor technology to achieve improved levels of safety and performance on all transportation modes. Funding for the FY 2016 ITS Program is estimated to be approximately \$29.7 million. The FY 2016 program has three primary focus areas: continuing to improve the reliability of ITS communications throughout the state, implementing traffic management technologies along high priority corridors, and deployment of connected vehicle technologies.

In FY 2016, MDOT will continue to work with our partners to maintain a national leadership role in the area of connected and automated vehicles, which generates opportunities for “high-tech” jobs and businesses in Michigan, while improving the safety of motorists throughout the state. MDOT is working with automobile companies and suppliers, research institutions, and the U.S. Department of Transportation (DOT) to test and pilot a variety of technologies that allow cars to interact with the roadway and each other to reduce vehicle collisions. The U.S. DOT is currently undertaking a rulemaking process that will likely result in mandating this technology on automobiles. In anticipation of this decision, MDOT, with our partners, has begun to deploy the components of a connected vehicle system, including the roadside infrastructure, vehicle-based equipment, and data and application processing systems.

Congestion Mitigation and Air Quality

MDOT’s Congestion Mitigation and Air Quality (CMAQ) Program provides funding for projects and transportation improvements that improve air quality and reduce congestion. It assists in the efficient operation of the existing system. This funding may be used in air quality non-attainment or attainment/maintenance areas, which includes 25 counties in Michigan. Funding allocated to the state is shared with local units of government and transit agencies.

MDOT’s CMAQ Program will fund approximately \$38.9 million in highway projects in FY 2016. CMAQ funds the Traffic Operations Center and the popular Freeway Courtesy Patrol Program, totaling \$8.9 million. These efforts help to efficiently operate the system, thereby benefiting the motoring public.

CMAQ is also funding ITS expansion throughout the Metro Region. This includes installation of close circuit cameras, dynamic message signs, microwave vehicle detection signs, and fiber optic communication systems. The network will provide communications infrastructure for the Traffic Operations Center, which provides real time information to the motoring public. The

total construction cost is \$8.0 million. This system assists in managing traffic incidents, congestion, and events in order to move the motoring public more effectively and efficiently whether traveling for business or pleasure. The CMAQ funded ITS projects are included in the total for the ITS Program.

Transportation Alternatives

The Transportation Alternatives Program (TAP) is a competitive grant program that uses federal transportation funds set aside by Congress for specific activities that enhance the intermodal transportation system and provide safe alternative transportation options. These investments support place-based economic development by offering transportation choices, promoting walkability, and improving quality of life. Along state trunkline, MDOT region and transportation service centers partner with local agencies and stakeholders to develop context sensitive solutions for project designs that support complete streets principles. When appropriate, they may incorporate TAP funds into a road project to provide a comprehensive transportation solution, such as paved shoulders for bicyclists or pedestrian safety and mobility improvements.

Transportation Economic Development Fund

MDOT's Economic Development Office provides funding for transportation improvements that support Michigan's economy. During FY 2016, the Transportation Economic Development Fund (TEDF) Program will provide funding for activities such as improving commercial routes, congestion relief, bringing forest products to market, and generating private investment and job creation. Funding of these activities will support Michigan's target industries, help relieve urban congestion, construct or reconstruct all-season roads, and aid in the safe and efficient collection and transport of forest raw materials.

Total funding for state trunkline under the FY 2016 TEDF Program is estimated to be \$3.4 million, which is identified for "Category A" projects only. The TEDF "Category A" or Target Industries Program is a competitive grant program that provides funding for roadway improvements to encourage private investments in Michigan that will create or retain jobs.

Commercial Vehicle Enforcement

The Commercial Vehicle Enforcement (CVE) Program works toward improving highway safety and security, protecting highway infrastructure, and enforcing the laws of the state as they pertain to commercial motor vehicles. The CVE Program target budget for FY 2016 is \$1.1 million, with the focus on mobile weigh stations, which include five new/updated safe enforcement sites, one each in Grand, Metro, and University Region and two in the North Region. In addition, the budget will fund weigh in motion, minor pavement improvements, variable message signs and signals at the Fowlerville I-96 east bound and west bound weigh stations in the North Region. With these upgrades and the proposed addition of 16-20 motor carrier officers, the Michigan State Police will be able to operate more efficiently in identifying overweight vehicles and safety violations.

FY 2016 Multi-Modal Program (Aviation, Bus, Marine, Passenger Rail, Freight Rail, and Port)

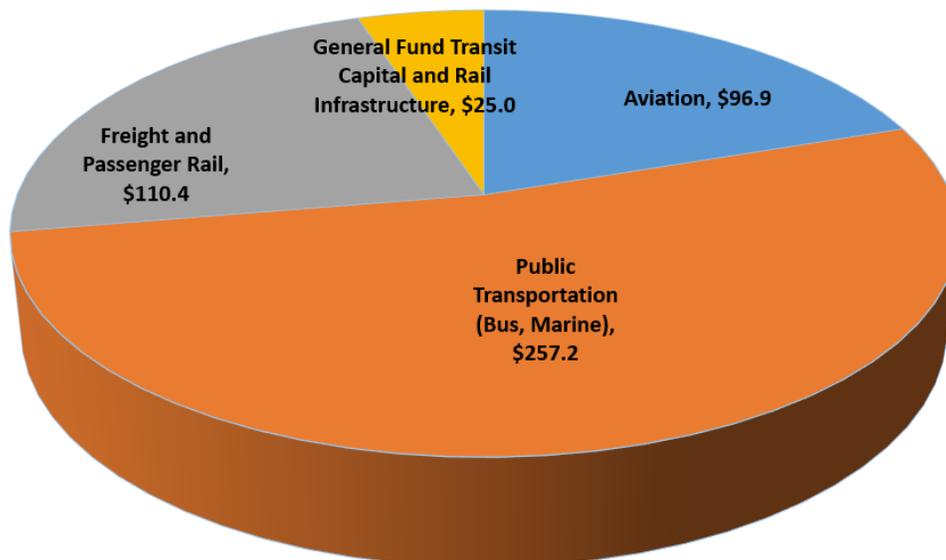
MDOT's FY 2016 Multi-Modal Program provides for capital and operating assistance, technical support, and safety oversight of the air, passenger rail, freight rail, marine and port, intercity bus, charter bus, limousine, and local transit sectors of Michigan's transportation system. The program is implemented by the Office of Passenger Transportation, the Office of Aeronautics, and the Office of Rail, which includes both passenger rail and freight rail.

The Multi-Modal Program focuses largely on continued safe and secure operation of the existing transportation system through routine maintenance, capital replacement/rehabilitation, and preservation of existing service levels.

In FY 2016, MDOT will invest approximately \$489.5 million in state, federal, local, and private funds to maintain Michigan's multi-modal operations and infrastructure. Successful implementation of the Multi-Modal Program is reliant on the efforts of airport authorities, transit agencies, private non-profit transportation providers, railroads, government agencies, rail users, intercity passenger carriers, airports, and others.

MDOT's approach to these sectors differs significantly from the road and bridge sectors covered by MDOT's FY 2016 Highway Capital and Maintenance Program for two main reasons. First, the majority of the infrastructure is owned, managed, and operated by entities other than MDOT. Secondly, state and federal funding for these sectors is prescribed more than highway funding. Therefore, MDOT's program supports investment and operating decisions made by local and private entities within the prescribed parameters of state and federal law.

**FY 2016 Multi-Modal Program
\$489.5 Million**



Multi-Modal Program Revenue Assumptions

Aviation Programs

Michigan's aviation fuel excise tax is the primary funding source for the State Aeronautics Fund (SAF). Over the last decade, aviation fuel tax revenues have continued to significantly decline. Revenues from aviation fuel have decreased from \$8.6 million in 2000 to \$5.1 million in 2014. When adjusted for inflation, the projected aviation fuel tax revenues are less than half of that available in FY 1998.

Other sources of revenue include aircraft registration, airport licensing, tall structure permits, and aircraft dealer licensing. Additional revenue for FY 2016 includes a one-time \$2 million allocation from TEDF and a one-time addition of \$1.5 million from the General Fund. These allocations are in accordance with the FY 2016 state appropriations act, Public Act 84 of 2015.

SAF revenues are expected to remain steady in FY 2016. Estimated total fuel tax revenue collections for FY 2016 are \$5.1 million.

While bond revenue under the Aviation Safety and Protection Program is no longer available, SAF continues to receive \$6 million annually from the Wayne County parking tax. This revenue is used for debt service on those bonds. The bond debt payments will continue to grow to nearly \$5 million for the next three years before declining gradually through 2032.

In FY 2016, federal funding for the Airport Capital Improvement Program is expected to remain at present levels. The Federal Aviation Administration (FAA) Modernization and Reform Act of 2012 expires on September 30, 2015. It is expected that the act will be extended by way of continuing resolutions through FY 2016 at the same funding level as FY 2015. That authorization provides for \$3.4 billion in federal funds annually for four years for the Airport Capital Improvement Program nationwide.

Under the FAA Modernization and Reform Act of 2012, federal/state/local shares changed from the past ratio of 95/2.5/2.5 to 90/5/5 for most of Michigan's airports. This doubled the amount of state revenue required to match federal funding and placed additional pressure on the state and local airport sponsors to match available federal funding for FY 2012 through FY 2015. This change in formula is expected to remain in the continuing resolutions and subsequent legislation.

Federal funding for capital improvements at eligible airports for FY 2016 has not yet been determined. Funding may be reduced from the previous program level, and the shortfall will put more pressure on state and local governments if necessary improvements are to be realized. Office of Aeronautics' AIP funding is expected to be approximately \$97 million.

MDOT anticipates continued budget challenges for its Aeronautics Program in FY 2016. This is primarily due to the uncertainty of state revenues. Since 2009, certain statewide programs funded directly from SAF were suspended or reduced. Those programs include statewide pavement maintenance, statewide paint marking, all weather access, and the Air Service Program. In the case of pavement maintenance, paint marking, and all weather programs, these projects are now done on the same cost basis as the Airport Capital Improvement Program. The

Air Service Program is being suspended during FY 2016 due to lack of funds.

Public Transportation Programs

The FY 2016 Public Transportation Program (bus, marine, passenger rail, freight rail, and port programs) is based on PA 84 of 2015, Article XVII – the state’s FY 2016 operating budget - and includes federal, state, local, and private revenue. The FY 2016 budget includes an appropriation of \$272.4 million of Comprehensive Transportation Funds (CTF). The CTF revenue estimate is based on its allocation of FY 2016 MTF and motor vehicle related sales tax as estimated by the Department of Treasury, Office of Revenue and Tax Analysis. The December 30, 2014, and May 15, 2015, CTF revenue forecasts for FY 2016 were \$267.3 and \$265.3 million, respectively. The unreserved CTF fund balance is expected to be used for the remainder of the FY 2016 CTF appropriation. The FY 2016 CTF appropriation is approximately 2.7 percent less than the FY 2015 CTF appropriation.

However, in FY 2016, the Public Transportation Program budget also includes an additional \$25 million of General Fund money for transit capital and rail infrastructure. Adding these funds to the FY 2016 restricted state funds, the overall state appropriation for the FY 2016 Public Transportation Program is \$300.4 million. In FY 2015, \$11.1 million of General Fund money was appropriated. Of the \$11.1 million, \$10.0 million was for transit capital and rail infrastructure, and \$1.1 million was for the Regional Transportation Authority. Adding these funds to the FY 2015 restricted state funds, the overall state appropriation for the FY 2015 Public Transportation Program was \$294.2 million. The total appropriated state funds available in FY 2016 are 2.1 percent more than the overall state funding appropriated in FY 2015 for the Public Transportation Program.

Federal revenues are based on anticipated formula apportionments and discretionary grants for those Federal Transit Administration (FTA), Federal Highway Administration, and Federal Railroad Administration funds that will be awarded to MDOT. If MDOT is the recipient of the federal grant, it must have federal expenditure authority to spend those funds, including contracting with a grant sub-recipient or other vendor. As federal programs change or additional funding is available, additional expenditure authority might be needed.

FY 2016 Multi-Modal Program

(State, federal, local, and private funds as appropriated in PA 84 of 2015, Article XVII)
(In Millions)

	<u>FY 2015</u>	<u>FY 2016</u>
Aviation		
Airport Improvement Program		
Primary Airports	\$55.90	\$74.15
General Aviation Airports	\$36.08	\$22.79
Statewide Programs	\$0.00	\$0.00
Total Airport Improvement Program	\$91.98	\$96.94
Air Service and All Weather Airport Access Programs		
Air Service Program	\$0.29	\$0.00
All Weather Airport Access Program	\$0.20	\$0.00
Total Air Service and All Weather Airport Access Programs	\$0.49	\$0.00
Total Aviation	\$92.47	\$96.94
Public Transportation Program - Bus, Marine/Ports and Rail		
Local Transit		
Specialized Services/Enhanced Mobility	\$17.94	\$17.94
Local Bus Operating	\$167.40	\$167.40
Federal Non-urban Operating and Capital	\$25.19	\$26.03
Municipal Credit Program	\$2.00	\$2.00
Transportation to Work	\$4.70	\$3.90
Transit Capital	\$57.69	\$31.16
Service Initiatives	\$4.20	\$2.35
Van Pooling	\$0.20	\$0.20
Regional Transportation Authority (General Fund, One-time Basis Only)	\$1.10	\$0.00
Total Local Transit	\$280.42	\$250.98
Intercity Bus		
Terminal Development	\$0.15	\$0.15
Intercity Services	\$5.69	\$5.69
Total Intercity Bus	\$5.84	\$5.84
Marine Passenger Service	\$0.40	\$0.40
Freight and Passenger Rail		
Property Management	\$1.00	\$1.00
Rail Operations and Infrastructure ¹	\$57.02	\$103.09
Rail Infrastructure Loan Program (Michigan Rail Loan Assistance Program)	\$0.00	\$0.00
Rail Grade Crossing (Local Grade Crossing Program) ²	\$5.80	\$5.80
Total Passenger and Freight Rail³	\$63.82	\$109.89
Transit Capital and Rail Infrastructure (General Fund)	\$10.00	\$25.00
Detroit/Wayne County Port Authority (Operating Assistance)	\$0.47	\$0.47
Total Public Transportation Program - Bus, Marine/Ports and Rail	\$360.95	\$392.58
Multi-Modal Program by Fiscal Year	\$453.42	\$489.52

¹ FY 2016 includes \$60.1 million in federal expenditure authority, \$6.0 million of expenditure authority from the rail freight fund, and \$100,000 each of local and private expenditure authority. Estimates for the federal and rail freight funds must be done early in the budget cycle; therefore, the estimate might be over or understated for the actual FY 2016 program.

² Includes state and federal funding. The funds are not appropriated directly to the Office of Rail.

³ A significant portion of the FY 2016 program will continue to be funded with existing federal grant dollars, accounted for in the FY 2013 Program Announcement.

MDOT FY 2016 Aviation Programs

In addition to providing capital assistance for eligible federal projects, MDOT's FY 2016 Aviation Program provides for technical support and safety oversight for airports, pilots, and flight instructors. The focus is largely on continued safe and secure operation of the existing airport system through capital replacement/rehabilitation and preservation of existing service levels. To accomplish this, MDOT provides asset management programs such as the Michigan Airport System Plan, Approach Protection Plan, Michigan Airport Pavement Management System, and Tall Structures Program.



Airport Capital Improvement Program (Capital Outlay and Maintenance Program)

The FY 2016 Airport Capital Improvement Program provides funding for approximately 235 public use airports for capital improvement projects and pavement maintenance. Of the 235 eligible airports, 94 receive federal entitlement funding as part of the National Plan of Integrated Airport Systems. As the majority of Michigan's public use airports that receive federal entitlement funds are owned and operated by local governments, projects using these funds are selected by the airports themselves, not MDOT. However, projects are ranked according to a priority system and encouraged to provide not only benefit to the airport, but the system as well.

In addition, MDOT can and does provide supplemental funding for many projects and makes the decision on which projects receive these funds through the State Block Grant Program. FAA also provides supplemental funding for projects at airports they select. All project funding decisions using supplemental dollars are selected on the basis of the Michigan Airport System Plan (MASP) as approved by the Michigan Aeronautics Commission or published FAA priorities, as appropriate. In FY 2016, an updated MASP will be developed, as well as an updated economic study. The economic study will be used to prepare community benefit analysis for requesting airports.

Priorities are a significant part of the funding decisions that support the organizational mission and represent the overall vision driving the airport infrastructure investment strategy. For aeronautics, these include:

- Address asset management by reducing system and facility deficiencies.

- Preserve critical infrastructure, particularly pavements, nav aids, and airspace.
- Maximize federal funds and leverage state, local, and private funding.
- Support job growth and economic development through projects related to freight/logistics, aircraft maintenance, and other emerging opportunities.

As efforts to “reinvent transportation” develop, new priorities will include integration with other modes of transportation, addressing environmental issues, public awareness/outreach, and education.

Current programming documents show projects totaling approximately \$150 million annually, leaving a significant gap between anticipated revenues and needs of approximately \$50 million per year, and \$250 million over the next five years. This difference can be narrowed somewhat by federal discretionary funding, which is distributed by FAA on a regional basis among various states. Michigan has competed well for these funds and, given the identified needs, will continue to aggressively pursue these opportunities. Additional state and other funding options will continue to be explored to reduce the shortfall.

In order to maintain a competitive advantage in a global economic environment, access to convenient and efficient air travel is essential. While commercial airline services are often the most recognizable facet of aviation, the fact is that general aviation accounts for 97 percent of the nation’s airports. These airports support a variety of aviation activities that employ thousands of people and create millions of dollars in economic impact and benefit.

Aviation, both commercial and general, is big business in Michigan.

- Aviation contributes more than \$20 billion annually to Michigan’s economy.
- Michigan airports serve over 36 million passengers each year.
- Michigan airports move over 500 million pounds of air cargo each year.
- Michigan is in the top 10 nationwide for the number of registered business aircraft.

Businesses throughout the state depend on airports for the movement of goods and personnel. Benefits associated with airports include direct and indirect jobs, wages, and expenditures. They also include the economic ripple effects in the community, enhancing economic activity far from the airport itself. In a state like Michigan, airports serve a vital role in supporting rural and isolated communities, particularly in the Upper Peninsula.

Economic benefits include expenditures made by those transient passengers that use the airport, but spend money throughout the region. Airports provide savings in time and money as a result of the travel efficiencies they create. In addition, economic benefits include the intangible effect an airport has on business decisions to locate or remain in a specific area. Finally, and somewhat less tangible, are quality of life benefits provided by an airport. Examples include police and firefighting support, search and rescue, recreation, emergency medical flights, on-demand charter services, and flight instruction for future pilots.

Whether through facilitating airline passengers at commercial service airports, accommodating corporate aviation at general aviation airports, or enhancing quality of life for residents and businesses in the State of Michigan, aviation remains one of the key links to continued and future

prosperity. Airports are proven economic engines that promote growth and vitality through the fostering of opportunities for future economic development and the creation of jobs.

MDOT FY 2016 Public Transportation Programs

In FY 2016, MDOT's Office of Passenger Transportation (OPT) will oversee the following programs:



Local Transit Programs (Operating, Capital)

The programs in this category provide funding for operating and capital support, training, and special projects to local bus operators that provide service to the general public. Assistance is also provided to support transportation services focused on the needs of senior citizens and persons with disabilities, and help meet the transportation to work needs of low income individuals.

A total of 117 transit providers (78 local agencies and 39 specialized services agencies) in all 83 Michigan counties are provided support under these programs.

The majority of state and federal revenue appropriated to MDOT for these programs provides supplemental funding for local projects throughout the state. In addition to revenue granted to MDOT for local project support, FTA also provides grants directly to local agencies. The majority of federal transit funding is granted directly to transit agencies and is not included in MDOT's FY 2016 program.

The annual investment strategy is largely determined by detailed requirements set forth in Act 51 of 1951 for annual distribution/use of CTF revenues and the eligible uses of federal formula apportionments or competitive grant awards. CTF revenues available to support local transit programs in FY 2016 are approximately 9.9 percent less than they were in FY 2015. General Fund money appropriated to the local transit and rail programs more than doubled from the previous year, from \$10 million to \$25 million, which is to be shared between the two programs.

MDOT's local transit investments will focus on:

- Preservation of existing services via operating assistance to local transit, intercity bus, and public marine service providers.
- Preservation and maintenance of the existing infrastructure (largely locally owned) via state investment and match to federal funds for routine vehicle replacement.

- Support of local capital strategies established by individual transit agencies, via matching federal capital grants for infrastructure replacement and rehabilitation, and in very limited situations, some very minor capacity expansion.

In FY 2016, some of the local transit programs MDOT will deliver include:

- Specialized Services and New Freedom Program – MDOT will provide Act 51 mandated state funding for operational support to public and private non-profit entities that provide transportation service focused on persons with disabilities and the elderly. MDOT will also provide federal capital and/or operating assistance for new services focused on transportation to work and training for persons with disabilities.
- Local Bus Operating - MDOT will provide Act 51 mandated state funding for operational support of transit systems (including ferry boat operations) and issue federal formula funds for operating assistance to non-urban transit agencies.
- Transportation to Work - MDOT will issue federal formula funds and state match for transportation to work services and reverse commute for low-income individuals in rural areas. Urban areas will receive 100 percent state funding or match for federal funds that are received directly from FTA for these services.
- Bus Capital - In accordance with Act 51, MDOT will issue CTF funds to match federal capital grants to MDOT and transit agencies.

Unfortunately, in FY 2016, there is no CTF funding built into the budget for urban growth and only a limited amount of General Funds are available for projects such as Capital Area Transit Authority's Michigan Avenue/Grand River Avenue Bus Rapid Transit (BRT), Ann Arbor to Detroit Regional Rail, Washtenaw and Livingston Line (WALLY), or expanded transit in the new Regional Transit Authority service area.

Local Transit Performance Measures

OPT considers many factors when planning the investment strategy for local transit. Two primary performance measures that we consider are the condition of the rural transit fleet and the local transit level of service.

- The condition of the rural transit fleet is based on the percent of vehicles past their useful life. The goal is to have less than 20 percent of the rural fleet beyond their useful life. We currently have 31 percent of the rural fleet beyond useful life. We were not able to meet that goal in FY 2015 due to the number of buses that become eligible for replacement and the amount of federal funding available.
- The local transit level of service is measured using total annual hours, miles of service, and annual passenger trips (considering elderly/disabled passenger trips as a subset of the total). The goal is to preserve service levels and continue providing service in all 83 counties. Service levels peaked in 2008 when gas prices soared and then started to return to lower levels as gas prices stabilized. The level of service decreased slightly in 2014, driven largely

by the financial difficulties and resultant cuts in service in Detroit. Transit agencies dependent on local property tax revenues are also reducing service in response to falling revenues.

Intercity Bus Programs (Operating and Capital)

The FY 2016 Intercity Bus Program will provide capital and operating support for intercity bus service. MDOT will make investments for safety, security, and preservation of existing intercity services. Specifically, MDOT will continue to use state and federal funds to maintain a minimally acceptable level of intercity bus service in the state, with a focus on those areas of the state that would have no bus service in the absence of state funding.

The FY 2016 Intercity Bus Program will include:

- Intercity Terminals – MDOT will use state and federal funding for intercity/intermodal terminals. The focus for FY 2016 will primarily be on maintenance of existing facilities.
- Intercity Services – MDOT will continue to use state and federal funding to support intercity bus operating service in the Upper Peninsula and Northern Lower Peninsula. FY 2016 appropriations will allow us to maintain the service through the fiscal year, as well as replace vehicles used in the intercity network statewide.

Intercity Bus Performance Measure

The factor used to determine our investment strategy for intercity bus service is to provide reasonable access to intercity bus service in rural areas where connectivity to the national transportation network is often difficult to attain. Our goal is to preserve the existing level of service, which has 81 percent of the rural population within 25 miles of an intercity bus stop. The national average is 78 percent, which places Michigan just above the national average.

NOTE: MDOT does not own or control local transit service levels, nor does it own or control the entire intercity bus network in Michigan. In addition, the state and federal funding that MDOT uses to support local transit and intercity bus services is only a portion of the total cost of operating and maintaining the service. As a result, while MDOT has established performance measures for these modes, it does not have the ability to ensure that the performance measures are met.

Other Programs

Regulatory

OPT is also responsible for regulating the vehicle safety of both motor bus and limousine services in accordance with Act 432 and Act 271. These activities are funded through the department's operating budget and fee collections.

Marine Passenger Services (Capital and Operating)

In FY 2016, MDOT will invest \$400,000 to provide financial assistance for capital projects, such as dock improvements and support equipment for the two public passenger ferry systems in the state. MDOT will begin administering the federal Ferryboat Formula Program which has an annual allocation of approximately \$1.2 million for seven ferry services.

Freight Rail, Passenger Rail, and Port Programs

In FY 2016, MDOT's Office of Rail plans to invest in the freight rail, passenger rail and port programs. A significant portion of these investments are made from federal grants received in prior fiscal years. The programs' projected state and federal annual appropriations are reduced, but offset by increased General Funds allocated for transit capital and rail infrastructure. Funding is expected to be sufficient to meet existing federal and contractual obligations.

Rail Program

MDOT's rail investments will utilize state and federal funds to preserve and enhance Michigan's freight and passenger rail systems, ensure railroad crossing safety, and promote economic development. Successful implementation of MDOT's program is reliant on the efforts of freight rail carriers, rail users, and state and local governmental units. MDOT's investment strategies are within the prescribed parameters of state and federal law, but are also affected by a number of external stakeholders, including railroads, local governments, and shippers.



Investments will be made through the following:

Ongoing Funding Programs

- Intercity Passenger Rail Program – The Intercity Passenger Rail Program provides ongoing operating assistance to support the three intercity passenger rail services. Federal law mandates state support for all three of Michigan's corridors.
- State-Owned Line Management - MDOT manages approximately 665 miles of state-owned rail lines that are operated by five freight railroad companies and one passenger carrier (Amtrak). MDOT is responsible for ongoing property management and infrastructure rehabilitation. Ongoing property management includes such things as vegetation control and

track, bridge, culvert, and crossing repairs. In addition, extensive track enhancements on the most recently acquired 135-mile corridor will continue. Limited rehabilitation efforts on the other lines will be undertaken as funding permits.

- Freight Economic Development Program - The Freight Economic Development Program helps connect new or expanding businesses to the rail system. The program provides low-interest loans that can cover up to 50 percent of companies' rail-infrastructure costs at new or expanded facilities. The loans are designed to be forgiven if the applicant meets contractually-designated shipping requirements. Although available funding is expected to be more limited than in prior years, MDOT plans to assist as many qualified applicants as possible.
- Local Grade Crossing Program - The Local Grade Crossing Program provides assistance to local governments and railroad companies with developing and implementing projects that enhance motorist safety at public railroad crossings, including warning device and crossing elimination projects. The program anticipates funding approximately 30 safety improvement projects. Most are identified through an annual prioritization process.
- Trunkline Grade Crossing Program - The Trunkline Grade Crossing Program manages railroad crossing projects on state highways. The program provides funding for safety enhancement projects, as well as crossing surface improvements. The program anticipates funding approximately 20 projects in FY 2016. These funds are reflected within Highway Capital Program investments.

Notable Projects for FY 2016

- Kalamazoo-Dearborn Corridor Enhancement - Construction continues to enhance the corridor between Kalamazoo and Dearborn for accelerated speeds up to 110 mph. Once completed, nearly 80 percent of the corridor between Chicago and Detroit/Pontiac will accommodate speeds up to 110 mph. Specific milestones in FY 2016 will include the completion of a second track between Wayne and Ypsilanti, extensive track and crossing work between Battle Creek and Jackson, and the continued installation of a positive train control system along the entire corridor.
- West Detroit Connection Track - The West Detroit Connection Track will provide a more direct route for passenger trains between the Dearborn and Detroit new center stations and separate passenger service from freight service at Bay City Junction. Construction of a new railroad bridge is complete. The remaining grading and installation of track, signals and a communications system is currently underway with a completion date of early FY 2016.
- Station Projects – A new station in East Lansing is expected to be completed in early FY 2016. Preliminary engineering for a new station in Ann Arbor is ongoing.
- Corridor Investment Plan - Michigan is leading the multi-state effort to develop a Corridor Investment Plan for the Chicago-Detroit/Pontiac High Speed Rail Corridor. Completion of this work will enable Michigan to apply for future high speed intercity passenger rail funding

needed to make the improvements necessary to increase frequencies up to 10 round trips on this corridor. The plan is expected to be complete in early FY 2016.

- Ann Arbor to Detroit Commuter Rail Project - The Passenger Rail Program will assist the Southeast Michigan Council of Governments with implementation of the Ann Arbor to Detroit Commuter Rail Project, which will provide demonstration service in the east-west corridor between the cities of Ann Arbor and Detroit, with a connection to Dearborn, Detroit Metro Airport, and Ypsilanti. Due to a change in the lead oversight agency, the environmental work for this service was delayed and is now expected to start in FY 2016.
- North-South Commuter Rail Project - The Passenger Rail Program will work with the Ann Arbor Transportation Authority on implementation of demonstration service on the state-owned rail corridor between Ann Arbor and Howell – formerly known as the WALLY Commuter Rail Project. A feasibility study is underway and expected to be completed in early FY 2016.

Performance Measures

Trunkline Grade Crossing Condition - MDOT measures the condition of grade crossings on state trunkline highways. Providing a smooth and safe driving surface on state trunklines is an obvious priority for MDOT. The department strives to continually increase the percentage of trunkline grade crossing surfaces rated in fair or better condition, with a goal of having at least 90 percent of all crossings in that category. The percentage of trunkline grade crossings in fair or better condition has remained essentially constant, and stood at 91.1 percent at the end of FY 2014.

Intercity Passenger Rail Ridership - MDOT strives to preserve intercity passenger rail transportation services. To measure the success of that effort, the department tracks the number of daily train miles and total number of passengers using state-supported passenger rail services, with a goal of maintaining ridership consistent with (within 10 percent) or better than national trends. Combined ridership on Michigan's three routes is increasing. MDOT is meeting its goal.

Port Program

MDOT will continue to provide up to \$468,200 for legislatively-mandated operating assistance to the Detroit-Wayne County Port Authority for administrative and marketing expenditures. These monies match contributions from the City of Detroit and Wayne County.

MICHIGAN DEPARTMENT OF TRANSPORTATION



FY 2016 Transportation Program

Project List

August 18, 2015

2016 ROAD & BRIDGE PROGRAM

BAY - East Central Michigan Prosperity Region

Bridge Preservation

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
ARENAC		US-23 (E Huron Rd)	OVER AU GRES RIVER	BRIDGE REHABILITATION	0.182		CON
CLARE		US-10	WB OVER US-127	BRIDGE REHABILITATION	0.027		CON
CLARE		US-10	OVER M-115	BRIDGE REHABILITATION	0.361		CON
CLARE		US-27	US-127 NB AND SB OVER TOWNLINE CREEK	BRIDGE REHABILITATION	1.567		CON
					2.137		

BAY - East Central Michigan Prosperity Region

Bridge Replacement

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
CLARE	B01-18021	US-10	US-10 OVER CHIPPEWA CREEK	BRIDGE REPLACEMENT	0.229		CON
GLADWIN	C01-26031	M-30	M-30 OVER NO NAME DRAIN	CULVERT REPLACEMENT	0.218		CON
GRATIOT	C03-29021	M-57 (West Cleveland Road)	M-57 OVER BRADLO DRAIN	CULVERT REPLACEMENT	0.963		CON
SAGINAW	B02-73112-1	I-75	I-75 NB OVER KOCHVILLE DRAIN	DECK REPLACEMENT	0.621		CON
SAGINAW	B02-73112-2	I-75	I-75 SB OVER KOCHVILLE DRAIN	DECK REPLACEMENT	0.621		CON
SAGINAW	S03-73112	I-75	CRANE ROAD OVER I-75	BRIDGE REMOVAL	0.238		CON
SAGINAW	C10-73021	M-57 (West Broad Street)	M-57 OVER BRANCH OF DEER CREEK	CULVERT REPLACEMENT	0.131		CON
SAGINAW	B02-73021	M-57 (East Broad Street)	M-57 OVER SHIAWASSEE RIVER	BRIDGE REPLACEMENT	0.120		CON
SAGINAW	C05-73081	M-81 (East Washington Road)	M-81 OVER WEAVER DRAIN	CULVERT REPLACEMENT	0.871		CON
					3.391		

BAY - East Central Michigan Prosperity Region

Repair and Rebuild Roads

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
ARENAC		I-75	BAY/ARENAC COUNTY LINE TO US-23	RESURFACE	2.409		CON
GRATIOT		US-127	WASHINGTON ROAD TO VAN BUREN ROAD	RESURFACE	5.492		CON
SAGINAW		I-75	I-675 NORTH JUNCTION TO 200 FEET NORTH OF CRANE RD	RECONSTRUCTION	0.838		CON
					8.739		

BAY - East Michigan Prosperity Region

Bridge Preservation

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
GENESEE		I-475	2 BRIDGES ON I-475, FLINT	BRIDGE REHABILITATION	0.075		CON
SANILAC		M-53 AND M-19	M-53 & M-19 OVER CASS RIVER	BRIDGE REHABILITATION	1.501		CON
					1.576		

BAY - East Michigan Prosperity Region

Bridge Replacement

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
GENESEE	S09-25084	I-69	LAPEER ROAD OVER I-69	DECK REPLACEMENT	0.248		CON
GENESEE	C01-25091	M-15 (State Road)	M-15 OVER PADDISON CO DRAIN	CULVERT REPLACEMENT	0.308		CON

2016 ROAD & BRIDGE PROGRAM

BAY - East Michigan Prosperity Region

Bridge Replacement

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
SANILAC	C01-74062	M-46 (West Sanilac Road)	M-46 OVER MIDDLE BRANCH OF CASS RIVER	CULVERT REPLACEMENT	0.002		CON
					0.558		

BAY - East Michigan Prosperity Region

Repair and Rebuild Roads

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
TUSCOLA		M-25 (Bay City Forestville Road)	BAY PARK ROAD TO THE HURON COUNTY LINE	RESURFACE	3.911		CON
TUSCOLA		M-46 (Sanilac Road)	VASSAR ROAD TO SHERIDAN ROAD	RESURFACE	4.939		CON
					8.850		

GRAND - West Central Prosperity Region

Repair and Rebuild Roads

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
MECOSTA		US-131 (NB)	6 MILE ROAD NORTH TO 13 MILE ROAD	RESTORATION AND REHABILITATION	7.391		CON
OCEANA		US-31	FRUITVALE ROAD NORTH TO WINSTON ROAD	RESURFACE	5.366		CON
					12.757		

GRAND - West Michigan Prosperity Region

Bridge - Big Bridge Program

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
KENT	B01-41027-4	I-196	I-196 WB OVER GRAND RIVER, US-131, LOCAL STREETS	OVERLAY - DEEP	0.070		CON
					0.070		

GRAND - West Michigan Prosperity Region

Bridge Preservation

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
IONIA		I-96	UNDER M-66	BRIDGE REHABILITATION	0.002		CON
KENT		I-196	EB UNDER I-196 WB RAMP TO M-11	BRIDGE REHABILITATION	0.001		CON
KENT		US-131	NB AT FRANKLIN STREET & RAMPS	BRIDGE REHABILITATION	0.130		CON
MUSKEGON		US-31	UNDER PONTALUNA ROAD	BRIDGE REHABILITATION	0.160		CON
OTTAWA		US-31	OVER THE BLACK RIVER	BRIDGE REHABILITATION	0.344		CON
OTTAWA		US-31	OVER I-196 BL	BRIDGE REHABILITATION	0.035		CON
					0.672		

GRAND - West Michigan Prosperity Region

Bridge Replacement

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
KENT	B01-41027-4	I-196 (WB) (Gerald R Ford Free	I-196 WB OVER GRAND R,I-296,SCRIB&TURN	WIDEN - ADD LANES	0.070		CON
KENT	S03-41025	I-96	CHENEY AVENUE OVER I-96	DECK REPLACEMENT	0.000		CON
					0.070		

2016 ROAD & BRIDGE PROGRAM

GRAND - West Michigan Prosperity Region

Repair and Rebuild Roads

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
KENT		I-196 (WB) OFF-RAMP TO M-11	I-196 (WB) OFF-RAMP TO M-11	RECONSTRUCTION	0.000		CON
KENT		M-21 (Main Street)	VALLEY VISTA DRIVE EAST TO KENT/IONIA COUNTY LINE	RESURFACE	2.298		CON
MONTCALM		US-131	M-46 TO MONTCALM N CO LINE	RESTORATION AND REHABILITATION	3.425		CON
OTTAWA		US-31	8TH ST TO LAKEWOOD BLVD	RECONSTRUCTION	1.188		CON
OTTAWA		US-31	LAKEWOOD BOULEVARD TO QUINCY STREET	RECONSTRUCTION	2.898		CON
					9.809		

METRO - Detroit Metro Prosperity Region

Bridge - Big Bridge Program

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
OAKLAND	Z01-63102	I-696	PLAZA OVER I-696, IN SOUTHFIELD	DRAIN SYSTEM CLEAN/REPAIR	0.276		CON
OAKLAND	Z02-63102	I-696	PLAZA OVER I-696, IN OAK PARK	DRAIN SYSTEM CLEAN/REPAIR	0.276		CON
OAKLAND	Z03-63102	I-696	PLAZA & CHURCH STREET OVER I-696 IN OAK PARK	DRAIN SYSTEM CLEAN/REPAIR	0.189		CON
					0.465		

METRO - Detroit Metro Prosperity Region

Bridge Preservation

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
OAKLAND		I-696	OVER I-96 AND I-275	BRIDGE REHABILITATION	0.028		CON
					0.028		

METRO - Detroit Metro Prosperity Region

Bridge Replacement

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
WAYNE	P03-82123	I-96	CHERRYLAWN PEDESTRIAN STRUCTURE OVER I-96	DECK REPLACEMENT	0.311		CON
					0.311		

METRO - Detroit Metro Prosperity Region

Repair and Rebuild Roads

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
OAKLAND		I-96	FROM NORTHOFF 5 MILE ROAD TO I-696/I-96 INTERCHANGE	RESURFACE	12.994		CON
OAKLAND		M-24	HARMON ROAD TO GOLDENGATE AVENUE	RESURFACE	4.989		CON
					17.983		

NORTH - Northeast Prosperity Region

Bridge - Big Bridge Program

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
CHEBOYGAN	B03-16081	US-23	US-23 OVER CHEBOYGAN RIVER	SUPERSTRUCTURE REPAIR, STEEL	0.097		CON
					0.097		

2016 ROAD & BRIDGE PROGRAM

NORTH - Northeast Prosperity Region

Repair and Rebuild Roads

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
CHEBOYGAN		M-33	FROM LONG LAKE RD TO M-27	RESTORATION AND REHABILITATION	6.283		CON
OGEMAW		M-55/I-75 BL	FROM GRAY ROAD TO GREEN ROAD	RECONSTRUCTION	1.066		CON
					7.349		

NORTH - Northwest Prosperity Region

Bridge - Big Bridge Program

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
CHARLEVOIX	B01-15012	US-31	US-31 OVER ISLAND LAKE OUTLET	SUPERSTRUCTURE REPAIR, STEEL	0.072		CON
					0.072		

NORTH - Northwest Prosperity Region

Repair and Rebuild Roads

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
ANTRIM		US-131	NORTH JUNCTION OF M-32 TO SOUTH OF BOYNE FALLS	RECONSTRUCTION	6.397		CON
BENZIE		M-115	FROM US-31 WEST APPROX. 2.4 MILES	RECONSTRUCTION	2.381		CON
BENZIE		M-115	FROM BRIDGE STREET EAST 4 MILES	RESTORATION AND REHABILITATION	4.109		CON
GRAND TRAVERSE		M-113	N OF M-186 SOUTH TO US-131	RESTORATION AND REHABILITATION	5.088		CON
MISSAUKEE		M-66/55	JENNINGS ROAD TO 1ST STREET	RECONSTRUCTION	1.382		CON
					19.357		

SOUTHWEST - Southwest Prosperity Region

Bridge Preservation

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
BERRIEN		I-94 EB AND WB	OVER PUETZ ROAD	BRIDGE REHABILITATION	1.477		CON
BERRIEN		I-94 EB AND WB	OVER CSX RAIL ROAD SPUR (ABANDONED)	BRIDGE REHABILITATION	1.508		CON
					2.985		

SOUTHWEST - Southwest Prosperity Region

Bridge Replacement

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
KALAMAZOO	S09-39022	I-94	I-94 OVER EAST MICHIGAN AVENUE (40TH STREET)	BRIDGE REPLACEMENT	1.028		CON
ST. JOSEPH	B03-78061	M-86	M-86 OVER PRAIRIE RIVER	BRIDGE REPLACEMENT	0.999		CON
VAN BUREN	80180011000B0	BLUE STAR HIGHWAY	BLUE STAR HIGHWAY OVER BLACK RIVER	SUPERSTRUCTURE REPLACEMENT	0.001		CON
					2.028		

SOUTHWEST - Southwest Prosperity Region

Repair and Rebuild Roads

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
BERRIEN		I-94	RED ARROW HIGHWAY (EXIT 16) TO I-94 BL (EXIT 23)	RESURFACE	7.360		CON
BERRIEN		I-94 EB	M-140 TO VAN BUREN COUNTY LINE	RESTORATION AND REHABILITATION	3.421		CON

2016 ROAD & BRIDGE PROGRAM

SOUTHWEST - Southwest Prosperity Region

Repair and Rebuild Roads

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
CALHOUN		M-99 (Superior Street)	ASH STREET TO VINE STREET, ALBION	RECONSTRUCTION	0.374		CON
KALAMAZOO		I-94	AT E MICHIGAN AVENUE (40TH STREET)	RECONSTRUCTION	0.941		CON
ST. JOSEPH		US-131	FROM BROADWAY ROAD TO COON HOLLOW ROAD	RECONSTRUCTION	1.169		CON
VAN BUREN		M-140	CITY OF WATERVLIET TO CR 378	RESURFACE	7.218		CON
					20.483		

SUPERIOR - Central UP Prosperity Region

Repair and Rebuild Roads

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
DICKINSON		US-2	FROM DAWN'S LAKE ROAD TO BALER ROAD	RECONSTRUCTION	1.116		CON

SUPERIOR - Eastern UP Prosperity Region

Repair and Rebuild Roads

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
LUCE		M-123 (M-123)	FROM M-28 TO SOUTH OF TRUMAN STREET, NEWBERRY	FLEXIBLE & COMPOSITE PAVEMENTS - C	3.665		CON
MACKINAC		US-2 (US-2)	W. OF MARTIN LK. RD TO W. OF I-75	RESURFACE	4.385		CON

SUPERIOR - Western UP Prosperity Region

Repair and Rebuild Roads

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
HOUGHTON		US-41	FROM THE LIFT BRIDGE TO LINCOLN DRIVE, HANCOCK	RECONSTRUCTION	0.929		CON
IRON		US-2	FROM BATES-AMASA ROAD TO EAST LAKE EMILY ROAD	RESURFACE	3.098		CON
					13.193		

UNIVERSITY - Southeast Michigan Prosperity Region

Bridge Preservation

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
LIVINGSTON	S04-47013	US-23	LEE ROAD OVER US-23	OVERLAY - EPOXY	3.301		CON
LIVINGSTON	S04-47014	US-23	CROUSE ROAD OVER US-23	OVERLAY - EPOXY	3.301		CON
LIVINGSTON	S05-47014	US-23	CLYDE ROAD OVER US-23	OVERLAY - EPOXY	3.301		CON
LIVINGSTON	S06-47014	US-23	FAUSSETT ROAD OVER US-23	OVERLAY - EPOXY	3.301		CON
LIVINGSTON	S07-47014-1	US-23	US-23 NB OVER CENTER ROAD	SUPERSTRUCTURE REPAIR, CONCRETE	3.301		CON
LIVINGSTON	S07-47014-2	US-23	US-23 SB OVER CENTER ROAD	SUPERSTRUCTURE REPAIR, CONCRETE	3.301		CON
LIVINGSTON	S08-47014	US-23	WHITE LAKE ROAD OVER US-23	OVERLAY - EPOXY	3.301		CON
					3.301		

UNIVERSITY - Southeast Michigan Prosperity Region

Bridge Replacement

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
MONROE	S06-58034	US-23	SUMMERFIELD ROAD OVER US-23	BRIDGE REPLACEMENT	0.210		CON

2016 ROAD & BRIDGE PROGRAM

UNIVERSITY - Southeast Michigan Prosperity Region

Bridge Replacement

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
WASHTENAW	S07-81075	US-23	NORTH TERRITORIAL ROAD OVER US-23	BRIDGE REPLACEMENT	0.605		CON
WASHTENAW	S08-81075	US-23	6 MILE ROAD OVER US-23	BRIDGE REPLACEMENT	0.605		CON
WASHTENAW	S10-81075	US-23	8 MILE ROAD OVER US-23	BRIDGE REPLACEMENT	0.605		CON
WASHTENAW	C01-81075	US-23	US-23 OVER HORSESHOE LAKE DRAIN	WIDEN - MAINT LANES	0.554		CON
WASHTENAW	R02-81075-1	US-23	US-23 NB OVER MDOT RR	BRIDGE REPLACEMENT	0.554		CON
WASHTENAW	R02-81075-2	US-23	US-23 SB OVER MDOT RR	BRIDGE REPLACEMENT	0.554		CON
WASHTENAW	S09-81075-1	US-23	US-23 NB OVER BARKER ROAD	WIDEN - MAINT LANES	0.554		CON
WASHTENAW	S09-81075-2	US-23	US-23 SB OVER BARKER ROAD	WIDEN - MAINT LANES	0.554		CON
					1.369		

UNIVERSITY - Southeast Michigan Prosperity Region

Repair and Rebuild Roads

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
JACKSON		I-94 BL (Washington)	BROWN TO LOUIS GLICK	RECONSTRUCTION	1.701		CON
JACKSON		M-50/US-127BR (West Avenue)	MICHIGAN TO WILDWOOD & GANSON TO NORTH	RECONSTRUCTION	0.479		CON
WASHTENAW		US-12 (East Michigan Avenue)	US-12 FROM B01 TO MAPLE ROAD	RECONSTRUCTION	0.940		CON
WASHTENAW		US-23 (NB US-23)	US-23 FROM M-14 TO M-36	MAJOR WIDENING	11.147		CON
					14.267		

2016 ROAD & BRIDGE PROGRAM

BAY - East Michigan Prosperity Region

CAPACITY IMPROVEMENT

BLUE WATER BRIDGE PLAZA AND I-94 / I-69 AT THE BLACK RIVER BRIDGE, PORT HURON

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
ST. CLAIR		COUNTYWIDE	COUNTYWIDE	GENERAL MISCELLANEOUS			EPE
					0.000		

2016 ROAD & BRIDGE PROGRAM

GRAND - West Michigan Prosperity Region

CAPACITY IMPROVEMENT

US-31, HOLLAND TO GRAND HAVEN

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
OTTAWA		US-31	LAKEWOOD BOULEVARD NORTH TO QUINCY STREET	RECONSTRUCT AND ADD LANE(S) OVER	2.898		CON
OTTAWA		US-31	LAKEWOOD BOULEVARD NORTH TO QUINCY STREET	RECONSTRUCT AND ADD LANE(S) OVER			PE
OTTAWA		US-31	LAKEWOOD BLVD NORTH TO QUINCY ST	MAINTENANCE OF TRAFFIC	2.898		CON
					5.796		

NEW ROADS

US-31, HOLLAND TO GRAND HAVEN

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
OTTAWA		M-231	M-45 TO LITTLE ROBINSON CREEK	NEW ROUTES			UTL
OTTAWA		M-231	OVER THE GRAND RIVER (RIVER SPAN)	NEW STRUCTURE ON NEW ROUTE	0.000		CON
OTTAWA	B05-70114	M-231	OVER THE GRAND RIVER (RIVER SPAN)	NEW STRUCTURE ON NEW ROUTE	0.000		CON
OTTAWA	B05-70114	M-231	OVER THE GRAND RIVER (APPROACH SPANS)	NEW STRUCTURE ON NEW ROUTE	1.328		CON
OTTAWA		M-231	OVER THE GRAND RIVER (APPROACH SPANS)	NEW STRUCTURE ON NEW ROUTE	1.328		CON
OTTAWA	S05-70064	I-96	AT M-231	NEW STRC-EXTG RTE	2.237		CON
OTTAWA	S04-70064	I-96	AT M-231	NEW STRC-EXTG RTE	2.237		CON
OTTAWA		I-96	AT M-231	NEW STRC-EXTG RTE	2.237		CON
OTTAWA	S03-70114	M-231	OVER RICH STREET	NEW STRUCTURE ON NEW ROUTE	0.000		CON
OTTAWA		M-231	OVER RICH STREET	NEW STRUCTURE ON NEW ROUTE	0.000		CON
OTTAWA		M-231	OVER BUCHANAN STREET	NEW STRUCTURE ON NEW ROUTE	0.000		CON
OTTAWA	S05-70114	M-231	OVER BUCHANAN STREET	NEW STRUCTURE ON NEW ROUTE	0.000		CON
OTTAWA		M-231	OVER SLEEPER STREET	NEW STRUCTURE ON NEW ROUTE	0.000		CON
OTTAWA	S09-70114	M-231	OVER SLEEPER STREET	NEW STRUCTURE ON NEW ROUTE	0.000		CON
					9.367		

2016 ROAD & BRIDGE PROGRAM

METRO - Detroit Metro Prosperity Region

NEW ROADS

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
WAYNE		NITC	NITC	NEW ROUTES			ROW
WAYNE		NITC	NITC	NEW ROUTES			PE

NEW INTERNATIONAL TRADE CROSSING (NITC)

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
WAYNE		NITC	NITC	NEW ROUTES			ROW
WAYNE		NITC	NITC	NEW ROUTES			PE
WAYNE		NITC (NITC)	AT THE NITC	GENERAL MISCELLANEOUS			ROW
WAYNE		NITC (NITC)	AT THE NITC	GENERAL MISCELLANEOUS			PE
WAYNE		NITC (NITC)	NITC	NEW ROUTES			ROW
WAYNE		NITC (NITC)	NITC	NEW ROUTES			PE
					0.000		

TRUNKLINE MODERNIZATION

I-75, FROM M-59 TO 8 MILE ROAD

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
OAKLAND		I-75	FROM NORTH OF COOLIDGE ROAD TO SOUTH BOULEVARD	RECONSTRUCT AND ADD LANE(S) OVER	3.084		CON
OAKLAND		I-75	FROM NORTH OF COOLIDGE ROAD TO SOUTH BOULEVARD	RECONSTRUCT AND ADD LANE(S) OVER			PE
OAKLAND		I-75	FROM 8 MILE TO M-59, OAKLAND COUNTY	PROJECT MANAGEMENT CONTRACT			EPE
OAKLAND		I-75	FROM 8 MILE TO M-59, OAKLAND COUNTY	PROJECT MANAGEMENT CONTRACT			EPE
OAKLAND		I-75	FROM 8 MILE TO M-59, OAKLAND COUNTY	PROJECT MANAGEMENT CONTRACT			EPE
OAKLAND		I-75	FROM 8 MILE TO M-59, OAKLAND COUNTY	REAL ESTATE ACTIVITIES			ROW
OAKLAND		I-75	FROM NORTH OF WATTLES ROAD TO NORTH OF COOLIDGE R	MAJOR REHABILITATION			PE

I-94, I-96 TO EAST OF CONNER AVENUE IN DETROIT

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
WAYNE		I-94 (Ford Freeway)	VAN DYKE (M-53) OVER I-94 IN THE CITY OF DETROIT	BRIDGE REPLACEMENT			UTL
WAYNE		I-94 (Ford Freeway)	M-3 OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT			UTL
WAYNE	S08-82024	I-94	CHENE STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT			ROW
WAYNE		I-94	CHENE STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT			ROW
WAYNE	S08-82024	I-94	CHENE STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT			PE
WAYNE		I-94	CHENE STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT			PE
WAYNE	S08-82024	I-94	CHENE STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT			SUB
WAYNE		I-94	CHENE STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT			SUB
WAYNE	S01-82024	I-94 (Ford Freeway)	SECOND AVENUE OVER I-94, WAYNE CO.	BRIDGE REPLACEMENT			ROW
WAYNE		I-94 (Ford Freeway)	SECOND AVENUE OVER I-94, WAYNE CO.	BRIDGE REPLACEMENT			ROW
WAYNE	S01-82024	I-94 (Ford Freeway)	SECOND AVENUE OVER I-94, WAYNE CO.	BRIDGE REPLACEMENT			PE
WAYNE		I-94 (Ford Freeway)	SECOND AVENUE OVER I-94, WAYNE CO.	BRIDGE REPLACEMENT			PE
WAYNE	S01-82024	I-94 (Ford Freeway)	SECOND AVENUE OVER I-94, WAYNE CO.	BRIDGE REPLACEMENT			SUB
WAYNE		I-94 (Ford Freeway)	SECOND AVENUE OVER I-94, WAYNE CO.	BRIDGE REPLACEMENT			SUB
WAYNE	S01-82024	I-94 (Ford Freeway)	SECOND AVENUE OVER I-94, WAYNE CO.	BRIDGE REPLACEMENT			UTL

2016 ROAD & BRIDGE PROGRAM

METRO - Detroit Metro Prosperity Region

TRUNKLINE MODERNIZATION

I-94, I-96 TO EAST OF CONNER AVENUE IN DETROIT

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
WAYNE		I-94 (Ford Freeway)	SECOND AVENUE OVER I-94, WAYNE CO.	BRIDGE REPLACEMENT			UTL
WAYNE	S02-82025	I-94 (Ford Freeway)	CADILLAC AVENUE, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT			ROW
WAYNE		I-94 (Ford Freeway)	CADILLAC AVENUE, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT			ROW
WAYNE	S02-82025	I-94 (Ford Freeway)	CADILLAC AVENUE, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT			PE
WAYNE		I-94 (Ford Freeway)	CADILLAC AVENUE, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT			PE
WAYNE	S02-82025	I-94 (Ford Freeway)	CADILLAC AVENUE, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT			SUB
WAYNE		I-94 (Ford Freeway)	CADILLAC AVENUE, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT			SUB
WAYNE	S02-82025	I-94 (Ford Freeway)	CADILLAC AVENUE, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT			UTL
WAYNE		I-94 (Ford Freeway)	CADILLAC AVENUE, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT			UTL
WAYNE	S03-82025	I-94	FRENCH RD OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT			ROW
WAYNE		I-94	FRENCH RD OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT			ROW
WAYNE	S03-82025	I-94	FRENCH RD OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT			PE
WAYNE		I-94	FRENCH RD OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT			PE
WAYNE	S03-82025	I-94	FRENCH RD OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT			SUB
WAYNE		I-94	FRENCH RD OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT			SUB
WAYNE		I-94	FRENCH RD OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT			UTL
WAYNE	S03-82025	I-94	FRENCH RD OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT			UTL
WAYNE		I-94 (Ford Freeway)	CONCORD AVENUE OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT			ROW
WAYNE		I-94 (Ford Freeway)	CONCORD AVENUE OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT			PE
WAYNE		I-94 (Ford Freeway)	CONCORD AVENUE OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT			UTL
WAYNE	S10-82024	I-94	MOUNT ELLIOT STREET OVER I-94, WAYNE CO.	BRIDGE REPLACEMENT			ROW
WAYNE		I-94	MOUNT ELLIOT STREET OVER I-94, WAYNE CO.	BRIDGE REPLACEMENT			ROW
WAYNE	S10-82024	I-94	MOUNT ELLIOT STREET OVER I-94, WAYNE CO.	BRIDGE REPLACEMENT			PE
WAYNE		I-94	MOUNT ELLIOT STREET OVER I-94, WAYNE CO.	BRIDGE REPLACEMENT			PE
WAYNE	S10-82024	I-94	MOUNT ELLIOT STREET OVER I-94, WAYNE CO.	BRIDGE REPLACEMENT			SUB
WAYNE		I-94	MOUNT ELLIOT STREET OVER I-94, WAYNE CO.	BRIDGE REPLACEMENT			SUB
WAYNE	S10-82024	I-94	MOUNT ELLIOT STREET OVER I-94, WAYNE CO.	BRIDGE REPLACEMENT			UTL
WAYNE		I-94	MOUNT ELLIOT STREET OVER I-94, WAYNE CO.	BRIDGE REPLACEMENT			UTL
WAYNE	S02-82024	I-94 (Ford Freeway)	CASS AVENUE, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT			ROW
WAYNE		I-94 (Ford Freeway)	CASS AVENUE, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT			ROW
WAYNE	S02-82024	I-94 (Ford Freeway)	CASS AVENUE, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT			PE
WAYNE		I-94 (Ford Freeway)	CASS AVENUE, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT			PE
WAYNE	S02-82024	I-94 (Ford Freeway)	CASS AVENUE, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT			SUB
WAYNE		I-94 (Ford Freeway)	CASS AVENUE, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT			SUB
WAYNE	S02-82024	I-94 (Ford Freeway)	CASS AVENUE, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT			UTL
WAYNE		I-94 (Ford Freeway)	CASS AVENUE, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT			UTL
WAYNE	S05-82024	I-94 (Ford Freeway)	BRUSH STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT			ROW
WAYNE		I-94 (Ford Freeway)	BRUSH STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT			ROW
WAYNE	S05-82024	I-94 (Ford Freeway)	BRUSH STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT			PE

2016 ROAD & BRIDGE PROGRAM

SOUTHWEST - Southwest Prosperity Region

CAPACITY IMPROVEMENT

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
KALAMAZOO		EXIT 78	LOVERS LANE TO EAST OF KILGORE ROAD	RECONSTRUCT AND ADD LANE(S) OVER			PE
KALAMAZOO		I-94	EAST OF KILGORE ROAD TO SPRINKLE ROAD	RECONSTRUCT AND ADD LANE(S) OVER			PE

I-94 IN KALAMAZOO

COUNTY	STR	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2016
KALAMAZOO		I-94	EAST OF OAKLAND DRIVE TO WEST OF SPRINKLE ROAD	RECONSTRUCT AND ADD LANE(S) OVER			ROW
					0.000		

SELECTED ABBREVIATIONS FOR PROJECTS REPORTS

Abutment	ABUT	Community	COM	Evaluation	EVAL	Inspection	INSP	Over	OV
Acquisition	ACQU	Completion	COMP	Excavation	EXCA	Installment	INSTL	Overlay	OVLY
Adjacent	ADJ	Concrete	CONC	Except	EXC	Institutional	INST	Painting	PNTG or PTG
Advertising	ADV or ADVT	Condemnation	CONDMTN	Excess	EXCS	Instrument Landing System	ILS	Park	PK
Agreement	AGRMT	Connector	CONN	Existing	EX	Interchange	INTCH or INT	Parking	PKG
Aggregate	AGG	Consolidate	CONSL or CNSL	Expansion	EXPSN	Intermittent	INTMT	Partial	PRTL
Airfield	ARFLD	Construction	CON	Experimental	EXP	International	INTNTL	Passing	PASS
Airpark	ARPK	Construction Engineering	CE	Extension	EXT or EXTNSN	Intersection	INTRS	Patching	PTCHG or PTGH
Airport	ARPT	Contractor	CONTR	Fabricator	FABR	Interstate	INTRST	Pathway	PHWYorPATHWY
Airport Layout Plan	ALP	Control	CNTL or CONTL	Facility	FAC	Inventory	INV	Paving	PVG
Airport Master Plan	AMP	Control Section	C.S. or CS	Feasibility	FEAS	Island	IS	Pavement	PVMT
Alignment	ALGN	County Wide	CO WD	Federal	FED	Item	ITM	Pedestrian	PED
Alteration	ALTN	Court	CT	Federal Aid Primary	FAP	Joint	JT	Placement	PLCMT
Analysis	ANAL	Creek	CK	Federal Aid Secondary	FAS	Junction	JCT	Plan	PLN
Appraisal	APRSL	Correction	CORC	Federal Forest Highway	FFH	Junkyard	JKYD	Planting	PLANT
Approach	APPR	Corridor	CORR	Fencing	FNCG	Lake	LK	Plastic	PL
Apron (Airport)	APRN	Crossing	XING	Field	FLD	Landscaping	LS	Point of Beginning	POB
Architecture	ARCH	Crossover	XOVER	Fertilizer	FERT	Lane	LN or L	Point of Ending	POE
Asphalt	ASPH	Culvert	CULV	Flashing Light Signals	FLS	Latex	LTX	Port	PT
Assessment	ASSESS	Curb & Gutter	C&G	Flashing Light Signals & Gates	FLS&G	Left	LT	Preceding	PREC
Attorney General	ATT GEN	Curve	CURV	Force Account	FA	Lighting	LTG	Preliminary Engineering	PE
Authority	AUTH	Damage	DMGE	Fork	FK	Location	LOC	Preparation	PREP
Auxiliary	AUX or AUXIL	Deceleration	DECEL	Framing	FRMNGorFRMG	Maintenance	MAINT	Prime & Double Seal	P&DS
Average	AVG	Deck	DK	Freeway	FWY	Management	MGMT	Prime & Single Seal	P&SS
Barrier	BAR	Delineation	DELIN	From	FR	Manufacturing	MFG	Prime & Triple Seal	P&TS
Beginning	BEG	Demolition	DEMO	Frost Heave Correction	FR HV CORR	Markers	MKRS	Procedure	PROC
Between	BET	Develop	DEVL or DVL	Frontage	FTG	Marking	MK	Profiling	PROFL
Bituminous	BIT	District	DIST	Gapping	GAP	Materials	MATL	Property	PRTY
Boulevard	BLVD	District Wide	DIST WD	Garage	GAR	Mechanical	MECH	Proposed	PROP
Branch	BR	Divided	DIV	Geological	GEO	Median	MED	Protection	PROT
Bridge	BRG or STR	Document	DOC	Geometric	GEOM	Medium Intensity Taxiway Lights	MITL	Pulverize	PULV
Brook	BRK	Double	DOU	Grade	GRD	Memorial	MEM	Pump house	PUMP H
Building	BLDG	Drain	DRN or D	Grading	GR	Metallic	MTI	Quadrant	QUAD or QR
Canal	CL or CNL	Drainage	DRNG	Grading & Drainage Structure	G&DS	Metropolitan	METRO	Radio Weather Information	RWI
Cancelled	CANC	Drilling (Well)	DRLNG or DRILL	Grand Rapids Southbelt Hwys	GR SBLT	Mile	MI	Radius	RAD
Capacity	CPCY or CPCTY	Drive	DR	Gravel	GRAV	Miscellaneous	MISC	Railings (Bridge)	RLG
Capital	CAPTL or CAP	Early Preliminary Engineering	EPE	Grooving	GRVG or GRVNG	Modern Building (Toilet)	MD BLDG	Railroad	RR
Cartographic	CART	Easement	ESMNT	Grubbing	GRUB	Modernization	MOD or MD	Rails (Railroads)	RAIL
Cement	CMNT or CEMNT	Ecology	ECOL	Guardrail	GDRL	Monitor	MNTR	Ramps	RMP
Center	CTR	Edgelineing	EDGLNG	Harbor	HBR	Monuments	MNMTS	Rapids	RPDS
Center Lane Left Turn	CLLT	Electrical	ELEC	Hazard	HZRD	Mount	MT	Realign	RALGH
Celsius	CELS	Electronic Surveillance System	ESS	Heights	HTS	Mountain	MTN	Railroad Crossing	RR XING
Centigrade	CENT	Elevation	ELEV	Heliport	HPT	Mover	MVR	Reconstruction	RCN
Channel, Channelization	CHNL, CHNILZTN	Emergency	EMER	High Intensity Lights	HIL	Municipal	MUN	Reconstruction & Relocation	R&REL
Chemical	CHEM	Enclosure	ENCL	High Intensity Runway Lights	HIRL	No Information Available	NIA	Recycle	RECYC
Circular	CIR	Encroachment	ENCRMT	Highway	HWY	Non Directional Beacon	NDB	Reference	REF
City (Used with city name)	C	Enforcement	ENFRC	Hospital	HOSP	Non Motorized	NM	Rehabilitate	REHAB or REHB
City Wide	CITY-WD	Engineering	ENG	Impact	IMPT	NonTrunkline	NON TL	Rejuvenate	REJUUV
Claim	CLM	Enterprises	ENTRP	Impact Attenuator	IMP ATT	Northwestern Hwy	NWSTRN	Relocation	REL
Cleaning	CLNG	Entrance	ENTR or ENT	Implementation	IMPL	Not Available	NA	Removal	RMVL
Clear Vision	CV	Environment	ENVIR	Improvement or Improved	IMPR	Nursery	NURSYorNUR	Renovate	RENOV
Clearing	CLRG	Equipment	EQUIP	Incorporated	INC	Obstacle	OBS or OBT	Repair	REPR or RPR
College	COLL	Erosion	ERSN	Include	INCL	Operations	OPER or OPR	Replace	REPL
Communications	COMM	Estimate	EST	Information	INFO	Opposite	OPP	Rest Area	RA

SELECTED ABBREVIATIONS FOR PROJECTS REPORTS

Resurface	RESF	Traffic	TRAF		<u>RAILROADS</u>	
Retaining Wall	RW	Traffic Signal	T SGNL	Adrian & Blissfield Railroad		A&B RR
Revision	REV	Trail	TR	AMTRAK		AMTK
Right	RT	Transit	TRANS	Ann Arbor Railroad		AA RR
Right of Way	ROW	Travel	TRV	Boyer Valley Railroad Company		BV RR
River	R	Travel Information Center	T.I.C.	Canadian National		CN
Road	RD	Trucking	TRK or TRKG	Central Michigan Railroad		CM
Roadside	RDS	Trunkline	T	Chesapeake and Ohio Railroad		C&O RR
Roadway	RDWY	Tunnel Sewer	TSEWR	Chicago and Northwestern Railroad		C&NW RR
Route	RTE	Turn	TRN	Chicago, Milwaukee, St. Paul and Pacific Railroad		CMSP&P RR
Runway	RNWX	Turnback	TRNBK or TB	Consolidated Rail Corp (formerly Penn Central)		CONRAIL (contractor) CR RR (description)
Runway & Identifier Lights	R&IL	Unassigned	UNA	Coopersville & Marne Railroad		CMRX RR
Safety	SFTY	Under	UN	CSX Transportation		CSX
Salvage	SALV	University	UNIV	Detroit and Mackinac Railroad		D&M RR
Sample	SMP	Upgrade	UPGR or UPG	Detroit and Toledo Shoreline Railroad		D&TSL RR
Sanitary	SAN	Upkeep	UPKP	Duluth, South Shore and Atlantic Railroad		DSS&A RR
Scale	SC	Unknown	UNK	Eschschbach and Lake Superior Railroad		E&LS RR
Scenic	SCNC	Urban Wide	URBN WD	Grand Rapids Eastern Railroad		GRE RR
Screening	SCRN	Utilities	UTL or U	Grand Trunk Western Railroad		GTW RR
Sealcoating	SEALC	Vanpool	VNPL	Hillsdale County Railway Company		Hillsdale RR (contractor) HC RR (description)
Seawall (Shore erosion cntl)	CWALL	Various	VAR	Huron & Easton Railroad		H&E RR
Service	SERV	Vegetation	VEGIN	Indiana & Ohio Central Railroad		I&O RR
Service Road	SR	Vehicles	VEH	Indiana Northeastern Railroad		INE RR
Settlement	STMT	Vertical	VRT	Iron Cliffs Railroad		ICRR
Sewer	SEWR	Vicinity	VIC	Kent, Berrien & Eaton Railroad		KB&E RR
Shore	SHR	Village	VLG	Lake State Railroad		LSRR
Shoulders	SHLDS or SH	Ville (when with city name)	V	Lake Superior and Ishpeming Railroad		LS&I RR
Sidewalk	SDWK	Visual Appr Slope Indicator	VASI	Lenawee County Railroad		LC RR
Signals	SGNL	Walkway	WKWY	Michigan Interstate Railway Corporation		MI RR
Signing or Singns	Water	Water	WTR	Michigan Northern, Incorporation (Railroad)		MICH NTRN (contractor)
Skidproofing	SKDP	Watermain	WTRMN	Michigan Shore Railroad		MS
Snow Removal Equipment	SRE	Way	WY	Michigan Southern Railroad		MSRR
Stabilize	STAB	Weather	WTHR	Mid-Michigan Railroad		MMRR
Standards	STDS	Wide	WD	Milwaukee, St Paul and Pacific Railroad Company		MSP&P RR
State Line	ST L	Widening	WDN	National Railroad Passenger Corporation		NP RR
State Wide	ST WD	Widening & Reconstruction	W&RCN	Norfolk and Western Railroad		N&W RR
Station	STA	Widening & Resurfacing	W&RESF	Norfolk Southern Railroad		NS RR
Steel	STL	Woods	WDS	Penn Central Transportation Company (formerly New York Central Railroad and Pennsylvania Railroads)		PCT CO (contractor)
Storm	STM	Wrecking	WRK or WRECK	Port Huron and Detroit Railroad		PH&D RR
Street	ST	Wrong Way	W WY or W WAY	Saginaw Valley Railroad		SGVY RR
Strengthening	STRNGTHG or STGHG	Yellow Book	YBK	St Lawrence & Hudson Railroad		SL&H RR
Structure	STR			Tuscola and Saginaw Bay Railroad		T&SB RR
Superelevation	S ELV			West Michigan Railroad		WM RR
Superstructure	S STR			Wisconsin Central Railroad		WC RR
Support	SUPRT or SPRT					
Surfacing	SURF or SF					
Survey	SURV					
System	SYS					
Taxiway (Airport)	TXWY			Indicates consolidated project (when it appears at end of location description)		*
Temporary	TEMP or TMP					
Terminal	TERM					
Thermo Plastic Marking	TH PL MK					
Township wide	TWP WD			Federal program (resurface, reconstruct & rehabilitate)		3R
Tracks (RR)	TCK					
					<u>SYMBOLS</u>	
					And	&
					At	@
					Numbering	#
					Of	/
					To	-
					Equal	=