

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - February 15, 2006 - 3:30 P.M.
State Administrative Board Meeting - February 21, 2006 - 11:00 A.M.

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MINERAL LEASES

OIL AND GAS LEASE AUCTION HELD DECEMBER 6, 2005: Of the 52,788.59 acres offered, 46,467.52 acres were successfully bid upon (18,921.11 acres development, 27,546.41 acres non-development) in 21 counties. Any parcels that were acquired through tax reversion, the successful bidder will be required to demonstrate via an Attorney's Title Opinion that the State owns the oil and gas rights. If an acceptable Attorney's Title Opinion is not provided by June 7, 2006, a lease will not be issued and the Department of Natural Resources will refund the bonus and rental paid.

Terms: Five-year term with two one-year options, 1/6 royalty. Bonus amount of \$3,277,606.00 and rental amount of \$97,579.44 were collected at the auction. Total revenue generated at the auction was \$3,375,185.44.

The Director of the Department of Natural Resources approved this item on February 9, 2006. The form of legal documents involved in these transactions have previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:
Department of Natural Resources

By: _____
Thomas Wellman, Manager
Mineral and Land Management Section
Forest, Mineral and Fire Management

AGENDA

DEPARTMENT OF ENVIRONMENTAL QUALITY

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources Committee February 15, 2006

State Administrative Board February 21, 2006

SUBMERGED LANDS

1. Proposed deed to a 0.23-acre parcel of Lake St. Clair public trust bottomlands in the St. Clair Flats, Clay Township, St. Clair County.

Applicant: Shirley Rose and William and Candace Rose

Consideration: \$2,500

2. Proposed private use agreement of a 0.23-acre parcel of Lake Huron public trust bottomlands in Detour Township, Chippewa County.

Applicant: Joseph Dudek and Cynthia Verruso

Consideration: \$330/year

3. Proposed deed of 0.01 acre of Lake Huron public trust bottomlands on Mackinac Island, Mackinac County.

Applicant: Steve Murray

Consideration: \$900

Mary Ellen Cromwell, Chief
Land and Water Management Division
Department of Environmental Quality

Date

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

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

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SUBCONTRACTS

1. **Myles Excavating, Inc. Bid Estimate: \$60,000**
13707 Woodlawn Hills Drive
Cedar Springs, MI 49319

Description of Work: Trucking of Various Road Materials

Approval is requested to authorize the Kent County Road Commission to award a subcontract to the Myles Excavating, Inc., for the trucking of various road materials (aggregate, sand, and asphalt) on state trunklines in Kent County. This contract was advertised, and six bids were received. In order to provide a sufficient number of trucks to meet the maintenance needs at different times of the year, all the contractors that bid are awarded subcontracts. The lowest bid will be selected based on availability. The subcontracts will be in effect from the date of award through December 31, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the trucking of various road materials, such as asphalt, sand, and aggregate, in Kent County.

Benefit: Will provide for safer highways by providing materials for road maintenance.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the board pursuant to the requirements of State Administrative Board Resolution (2005-2).

Risk Assessment: The materials need to be trucked to be used for routine maintenance on roads.

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

Selection: Low bid.

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

Zip Code: 49319.

2. **Cordes, Inc.** **Bid Estimate:** **\$60,000**
10100 Sedroc Industrial Drive
Byron Center, MI 49315

Description of Work: Trucking of Various Road Materials

Approval is requested to authorize the Kent County Road Commission to award a subcontract to Cordes, Inc., for the trucking of various road materials (aggregate, sand, and asphalt) on state trunklines in Kent County. This contract was advertised, and six bids were received. In order to provide a sufficient number of trucks to meet the maintenance needs at different times of the year, all the contractors that bid are awarded subcontracts. The lowest bid will be selected based on availability. The subcontracts will be in effect from the date of award through December 31, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the trucking of various road materials, such as asphalt, sand, and aggregate, in Kent County.

Benefit: Will provide for safer highways by providing materials for road maintenance.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the board pursuant to requirements of State Administrative Board Resolution (2005-2).

Risk Assessment: The materials need to be trucked to be used for routine maintenance on roads.

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

Selection: Low bid.

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

Zip Code: 49315.

3. **Z-Express, Inc.** **Bid Estimate:** **\$60,000**
3171 Four Mile Road NW
Grand Rapids, MI 49544

Description of Work: Trucking of Various Road Materials

Approval is requested to authorize the Kent County Road Commission to award a subcontract to Z-Express, Inc., for the trucking of various road materials (aggregate, sand, and asphalt) on state trunklines in Kent County. This contract was advertised, and six bids were received. In order to provide a sufficient number of trucks to meet the maintenance needs at different times of the year, all the contractors that bid are awarded subcontracts. The lowest bid will be selected based on availability. The subcontracts will be in effect from the date of award through December 31, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the trucking of various road materials, such as asphalt, sand, and aggregate, in Kent County.

Benefit: Will provide for safer highways by providing materials for road maintenance.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the board pursuant to requirements of State Administrative Board Resolution (2005-2).

Risk Assessment: The materials need to be trucked to be used for routine maintenance on roads.

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

Selection: Low bid.

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

Zip Code: 49544.

* Denotes a non-standard contract/amendment

4. **Rusches Trucking, Inc.** **Bid Estimate:** **\$60,000**
4457 Alpine NW
Comstock Park, MI 49321

Description of Work: Trucking of Various Road Materials

Approval is requested to authorize the Kent County Road Commission to award a subcontract to Rusches Trucking, Inc., for the trucking of various road materials (aggregate, sand, and asphalt) on state trunklines in Kent County. This contract was advertised, and six bids were received. In order to provide a sufficient number of trucks to meet the maintenance needs at different times of the year, all the contractors that bid are awarded subcontracts. The lowest bid will be selected based on availability. The subcontracts will be in effect from the date of award through December 31, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the trucking of various road materials, such as asphalt, sand, and aggregate, in Kent County.

Benefit: Will provide for safer highways by providing materials for road maintenance.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the board pursuant to requirements of State Administrative Board Resolution (2005-2).

Risk Assessment: The materials need to be trucked to be used for routine maintenance on roads.

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

Selection: Low bid.

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

Zip Code: 49321.

5. **MarJo Construction Services, Inc.** **Bid Estimate:** **\$60,000**
2635 Wilson Avenue SW
Grand Rapids, MI 49544

Description of Work: Trucking of Various Road Materials

Approval is requested to authorize the Kent County Road Commission to award a subcontract to MarJo Construction Services, Inc., for the trucking of various road materials (aggregate, sand, and asphalt) on state trunklines in Kent County. This contract was advertised, and six bids were received. In order to provide a sufficient number of trucks to meet the maintenance needs at different times of the year, all the contractors that bid are awarded subcontracts. The lowest bid will be selected based on availability. The subcontracts will be in effect from the date of award through December 31, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the trucking of various road materials, such as asphalt, sand, and aggregate, in Kent County.

Benefit: Will provide for safer highways by providing materials for road maintenance.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the board pursuant to requirements of State Administrative Board Resolution (2005-2).

Risk Assessment: The materials need to be trucked to be used for routine maintenance on roads.

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

Selection: Low bid.

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

Zip Code: 49544.

* Denotes a non-standard contract/amendment

6. **Yellow Rose Transport** **Bid Estimate:** **\$60,000**
3531 Busch Drive
Grandville, MI 49418

Description of Work: Trucking of Various Road Materials

Approval is requested to authorize the Kent County Road Commission to award a subcontract to Yellow Rose Transport for the trucking of various road materials (aggregate, sand, and asphalt) on state trunklines in Kent County. This contract was advertised, and six bids were received. In order to provide a sufficient number of trucks to meet the maintenance needs at different times of the year, all the contractors that bid are awarded subcontracts. The lowest bid will be selected based on availability. The subcontracts will be in effect from the date of award through December 31, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the trucking of various road materials, such as asphalt, sand, and aggregate, in Kent County.

Benefit: Will provide for safer highways by providing materials for road maintenance.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the board pursuant to requirements of State Administrative Board Resolution (2005-2).

Risk Assessment: The materials need to be trucked to be used for routine maintenance on roads.

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

Selection: Low bid.

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

Zip Code: 49418.

CONTRACTS

7. HIGHWAYS (Real Estate) – Resolution “A” (Relinquishment of Easement)
Tract 952, Control Section 28021, Parcel 35, Part A

The subject tract is located in the village of Kingsley, Grand Traverse County, Michigan, and contains approximately 5,000 square feet. The easement rights previously granted to MDOT are no longer required for highway purposes. The relinquishment was requested by Consumers Energy, the current underlying fee owner. The relinquishment processing fee of \$500 has been received by MDOT. The relinquishment was approved by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on January 12, 2006. The property was not offered to the local municipalities because MDOT does not own the underlying fee. The property has been declared excess by the Bureau of Highways – Development.

\$500

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

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

Funding Source: N/A - revenue generating.

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

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

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

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49649.

8. HIGHWAYS (Real Estate) – Resolution “B” (Excess Exchange)
Tract 962, Control Section 31012, Parcel 1A, Part A

The subject tract is located in the township of Adams, Houghton County, Michigan, and contains approximately 4.2 acres. The appraisal was completed by Steven Douglas, Superior Region Real Estate Agent, on September 20, 2005, at \$5,000. The appraisal was approved by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on January 20, 2006, for the amount of \$5,000. MDOT is acquiring property from Heartwood Forest Land Group for the M-26 relocation project in Adams Township, Houghton County. During negotiations, the owner expressed an interest in acquiring MDOT excess property. The property to be acquired is owned by Heartwood Forest Land Group. It is located in the township of Adams, Houghton County, Michigan, and contains approximately 18.53 acres. The appraisal was completed by William A. Rolof, an independent fee appraiser, on July 7, 2005, at \$46,000. The appraisal was reviewed by Steven Douglas, Superior Region Real Estate Agent, on July 23, 2005, for the amount of \$46,000. The value of the excess property, \$5,000, will be deducted from Heartwood Forest Land Group’s compensation of \$46,000. The transaction was approved for exchange by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on January 20, 2006. The tract was not offered to the local municipalities, because it is part of an acquisition exchange. The property has been declared excess by the Bureau of Highways – Development.

\$5,000

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

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

Funding Source: N/A - revenue generating.

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

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

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

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49905.

9. HIGHWAYS - Time Extension

Amendatory Contract (2000-0111/A6) between MDOT and Pathway Services will extend the contract term by eighteen months to provide sufficient time for MDOT to apply quality assurance (QA) procedures to the contractor's collected/processed data to ensure that all data meets MDOT expectations. The original contract provides for the collection, surveying, and processing of pavement condition information in various counties. The revised contract term will be September 18, 2000, through October 1, 2007. The contract amount remains unchanged at \$3,025,568.30. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide sufficient time for MDOT to apply QA procedures to the contractor's collected/processed data to ensure that all data meets MDOT expectations. Contractor-collection/processed condition data from 2004 and 2005 will not have completely passed through the MDOT QA process in order to be accepted for payment by the April 1, 2005, contract expiration date. This is due to the involved nature of the QA process itself, a less-than-desirable initial quality level of the 2004 data set, and a limitation on QA resources. MDOT will be forced to accept condition data that does not have acceptable quality levels, since the contractor would no longer be able to correct errors identified by MDOT. Also, this would leave MDOT with data that is paid for but is not usable for pavement management purposes.

Benefit: The extension will allow MDOT to apply QA procedures to the contractor's collected/processed data to ensure all data meets MDOT expectations.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: Not authorizing this time extension will not allow MDOT to apply QA procedures to the contractor's collected/processed data to ensure all data meets MDOT expectations.

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

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

New Project Identification: This is not a new project.

Zip Code: 48909.

10. HIGHWAYS - IDS University Research Services

Retroactive Authorization Revision (Z8/R1) under Contract (2003-0063) between MDOT and Michigan Technological University (MTU) will extend the authorization term by approximately fourteen months to provide sufficient time for MTU to complete the research services (105 days retroactive). The revision is retroactive because the project manager failed to request a time extension before the authorization expired. The original authorization, which expired on November 8, 2005, provided for the development and testing of an enhanced aggregate modulus testing apparatus at the limits of graduation and varying degrees of support. The results of this research will provide a clearer understanding of the support provided by the aggregate bases under MDOT's pavements, which will improve the quality of future construction to extend pavement life. The revised authorization term will be September 8, 2004, through December 31, 2006. The authorization amount remains unchanged at \$229,392. The contract term is September 12, 2003, through September 12, 2006, or until the last authorization has been completed, whichever is longer. No new authorizations will be issued against this contract. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To retroactively extend the authorization term by approximately fourteen months to allow MTU to complete ongoing research services.

Benefit: To complete ongoing research services to provide for a clearer understanding of the support provided by the aggregate bases under MDOT's pavements, which will improve the quality of future construction to extend the pavement life.

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

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

Risk Assessment: If the revision is not approved, MDOT will not receive adequate research analysis to help improve the quality of future construction to extend pavement life.

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

11. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z7/R2) under Contract (2003-0265) between MDOT and Moore & Bruggink, Inc., will provide for additional as-needed inspection and testing services to be performed on various road projects in the Grand Rapids Transportation Service Center (TSC) service area, Kent County, and will increase the authorization amount by \$63,166.08 (CS various - JN various). The original authorization provides for as-needed inspection and testing services to be performed on various projects within the area of the Grand Rapids TSC. The authorization term remains unchanged, March 15, 2005, through May 7, 2006. The revised authorization amount will be \$217,385.95. The contract term is May 7, 2003, through May 7, 2006. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for additional as-needed inspection and testing services to be performed on various road projects in the Grand Rapids TSC service area, Kent County. These services will support the delivery of the construction program in a timely manner.

Benefit: Adequate inspection and testing, as required by federal law, which will result in a high quality product. The inspection and testing will ensure that all parts of the construction are up to current MDOT standards.

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

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

Risk Assessment: The risk of not approving the additional as-needed construction inspection and testing services is that the Grand Rapids TSC will not have adequate inspection and testing on current projects, which could result in substandard work and possible loss of federal funding.

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

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

New Project Identification: This is not a new project.

Zip Code: 49506 and 49546.

12. HIGHWAYS - IDS Engineering Services

Authorization (Z12) under Contract (2004-0109) between MDOT and Spicer Group, Inc., will provide for as-needed office technician and construction inspection services to be performed within the Bay Region (CS various - JN various). The work items include project administration, quality assurance testing and preparation, documentation of project records, attendance at meetings, and technical assistance for the Cass City Transportation Service Center. The authorization will be in effect from the date of award through February 19, 2007. The authorization amount will be \$106,607.97. The contract term is February 19, 2004, through February 19, 2007. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for as-needed office technician and inspection services to be performed within the Bay Region (CS various - JN various). The work items include project administration, quality assurance testing and preparation, documentation of project records, attendance at meetings, and technical assistance for the Cass City Transportation Service Center.

Benefit: Will provide for limited construction engineering services to be performed on an as-needed basis that are required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

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

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

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

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

Selection: Qualifications-based.

New Project Identification: This not a new project.

Zip Code: 48726.

13. HIGHWAYS - Increase Services

Amendatory Contract (2004-0358/A3) between MDOT and HNTB Michigan, Inc., will provide for the performance of additional survey and design services and for the coordination of services required to complete underclearance modifications for 29 structures along M-10 from Greenfield Road to I-94 and will increase the contract amount by \$182,193.29. The original contract provides for the reconstruction of M-10 between M-102 and M-39 in the city of Southfield, Oakland County (CS 63081-JN 75229C). The contract term remains unchanged, November 2, 2004, through December 1, 2006. The revised contract amount will be \$3,495,964.25. Source of Funds: 81.85% Federal Highway Administration Funds, 15.89% State Restricted Trunkline Funds, and 2.26% City of Southfield (Act 51) Funds.

Purpose/Business Case: To provide for the performance of additional survey and design services and for the coordination of services required to complete underclearance modifications for 29 structures along M-10 from Greenfield Road to I-94 and will increase the contract amount by \$182,193.29. The original contract provides for the reconstruction of M-10 between M-102 and M-39 in the city of Southfield, Oakland County.

Benefit: Will provide for the services necessary to assure that all 29 structures meet the required minimum underclearances.

Funding Source: 81.85% Federal Highway Administration Funds, 15.89% State Restricted Trunkline Funds, 2.26% City of Southfield (Act 51) Funds.

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

Risk Assessment: Adding this work now will allow the appropriate design information and pay items to be included in the plans prior to letting. Failure to include this work in the design phase will require that the underclearance modifications be designed in the field as an extra to the construction contract. This would likely result in significant cost increases and delays.

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

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

New Project Identification: This is not a new project. It is a reconstruction of an existing roadway with no capacity increase.

Zip Code: 48237.

14. HIGHWAYS - IDS Engineering Services

Authorization (Z10) under Contract (2004-0435) between MDOT and Great Lakes Engineering Group, LLC, will provide for full construction engineering services to be performed for bridge repair work on northbound and southbound I-75 from Erie Road to Newport Road, Monroe County (CS 58152 - JN 79898A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through August 19, 2007. The authorization amount will be \$462,551.46. The contract term is August 19, 2004, through August 19, 2007. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for full construction engineering services to be performed for bridge repair work on northbound and southbound I-75 from Erie Road to Newport Road, Monroe County.

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

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

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48161.

15. HIGHWAYS - IDS Engineering Services

Authorization (Z12) under Contract (2004-0435) between MDOT and Great Lakes Engineering Group, LLC, will provide for full construction engineering services to be performed for concrete pavement patching and diamond grinding work on southbound I-75 from Erie Road to Newport Road, Monroe County (CS 58152 - JN 83844A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through August 19, 2007. The authorization amount will be \$224,677.14. The contract term is August 19, 2004, through August 19, 2007. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for full construction engineering services to be performed for concrete pavement patching and diamond grinding work on southbound I-75 from Erie Road to Newport Road, Monroe County.

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

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

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48161.

16. HIGHWAYS - IDS Engineering Services

Authorization (Z8) under Contract (2005-0109) between MDOT and CH2M Hill Michigan, Inc., will provide for the performance of as-needed design services during the construction phase of the rehabilitation of M-10 from Lahser Road to Beck Road and I-696 from US-24 (Telegraph Road) to Franklin Road in the city of Southfield, Oakland County (CSs 63081,63082 - JN 45715A). The work items include the performance of as-needed design assistance services, including problem solving, modifications of staging plans, plan revisions, and verifications of substitutions or changes by the contractor. The project length is approximately 2.5 miles. The authorization will be in effect from the date of award through April 8, 2008. The authorization amount will be \$116,637.64. The contract term is April 8, 2005, through April 8, 2008. Source of Funds: 81.85% Federal Highway Administration Funds, 15.89% State Restricted Trunkline Funds, and 2.26% City of Southfield (Act 51) Funds.

Purpose/Business Case: To provide for the performance of as-needed design services during the construction phase of the rehabilitation of M-10 from Lahser Road to Beck Road and I-696 from US-24 (Telegraph Road) to Franklin Road in the city of Southfield, Oakland County (CSs 63081/63082 - JN 45715A). The work items include the performance of as-needed design assistance, including problem solving, modifications of staging plans, plan revisions, and verifications of substitutions or changes by the contractor. The project length is approximately 2.5 miles.

Benefit: Will provide assistance to MDOT construction staff on the design plan during the construction of the project.

Funding Source: 81.85% Federal Highway Administration Funds, 15.89% State Restricted Trunkline Funds, and 2.26% City of Southfield (Act 51) Funds.

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

Risk Assessment: Without this authorization, the consultant may not be available to provide as-needed design services during construction. The availability of the consultant could reduce extras and overruns on the project and provide for answers or questions on plan preparation.

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

Selection: N/A.

New Project Identification: This is a rehabilitation project.

Zip Code: 48075.

17. HIGHWAYS - IDS Engineering Services

Authorization (Z34) under Contract (2005-0166) between MDOT and Wilcox Professional Services, LLC, will provide for the performance of design services for intersection improvements at US-31 and M-72, including right- and left-turn lanes, signal modifications, and the widening of the section of M-72 from US-31 to Lautner Road in Acme Township, Grand Traverse County (CSs 28013 & 28042 - JN 86052C). The work items include pick-up survey work, preparation of plans and typical cross-sections, computation and verification of all plan quantities, and staging and pavement marking plans. The length of the project is 1.40 miles. The authorization will be in effect from the date of award through April 5, 2008. The authorization amount will be \$296,474.01. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services for intersection improvements at US-31 and M-72, including right- and left-turn lanes, signal modifications, and the widening of the section of M-72 from US-31 to Lautner Road in Acme Township, Grand Traverse County (CSs 28013 & 28042 - JN 86052C). The work items include pick-up survey work, preparation of plans and typical cross-sections, computation and verification of all plan quantities, staging, and pavement marking plans. The length of the project is 1.40 miles.

Benefit: Will provide for an improved pavement ride and safer traffic movements through this intersection.

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

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

Risk Assessment: If this work is not performed, traffic movement safety will continue to be a problem at this intersection.

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

Selection: Best source.

New Project Identification: This is not a new project.

Zip Code: 49610.

18. HIGHWAYS - IDS Engineering Services

Authorization (Z14) under Contract (2005-0218) between MDOT and Rowe, Inc., will provide for design services to be performed on I-69 from M-15 to M-24 in Genesee and Lapeer Counties (CS 25084, 44043 - JN 79776C). The services will include maintenance of traffic plans, ramp and median rehabilitation design, and complete terrain mapping. The authorization will be in effect from the date of award through May 4, 2008. The authorization amount will be \$496,663.59. The contract term is May 4, 2005, through May 4, 2008. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services to be performed on I-69 from M-15 to M-24 in Genesee and Lapeer Counties. This stretch of highway is nearly 40 years old and needs to be rehabilitated to meet FHWA standards.

Benefit: Will provide for better pavement ride and condition and for improved roadway safety.

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

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

Risk Assessment: Not authorizing this project could result in safety problems due to the deterioration of the roadway.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48446.

19. HIGHWAYS - IDS Engineering Services

Authorization (Z9) under Contract (2005-0262) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for full construction engineering services to be performed for milling and two-course bituminous overlay, drainage repair, and superelevation correction work on US-12 from M-52 to Feldkamp, Washtenaw, and Lenawee Counties (CS 81031 - JN 60172A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through June 14, 2008. The authorization amount will be \$482,721.79. The contract term is June 14, 2005, through June 14, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for full construction engineering services to be performed for milling and two-course bituminous overlay, drainage repair, and superelevation correction work on US-12 from M-52 to Feldkamp, Washtenaw, and Lenawee Counties.

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

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: Not authorizing this service could result in the project not having adequate construction engineering oversight, including inspection and testing, which could result in substandard work.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48167.

20. *HIGHWAYS - Engineering Services

Contract (2006-0081) between MDOT and Tetra Tech of Michigan, P.C., will provide for the performance of full construction engineering services for two major projects to be constructed concurrently this year in the city of Southfield, Oakland County. The first project includes the total reconstruction of M-10 (Lodge Freeway) from Lahser Road to Beck Road, the rehabilitation of four bridge structures, and pavement replacement on westbound I-696 from Telegraph Road to M-10. The second project includes the total reconstruction and widening of the interchange at I-696 and Franklin Road, the addition of two new ramps, and the reconstruction of 11 Mile Road from Inkster Road to Franklin Road. The work items include project administration, inspection, staking, quality assurance testing, and the preparation and documentation of project records. The contract will be in effect from the date of award through May 1, 2008. The contract amount will be \$4,546,381.69. Source of Funds: 77.48% Federal Highway Administration Funds, 21.34% State Restricted Trunkline Funds, and 1.19% City of Southfield (Act 51) Funds.

Purpose/Business Case: To provide for full construction engineering services for two major construction projects in the City of Southfield, Oakland County. The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The reconstruction of M-10 will replace the concrete pavement that is more than thirty years old, improving the ride quality and safety. The reconstruction and widening of the interchange at I-696 and Franklin Road will alleviate congestion, improve safety, and improve drainage to prevent current roadway flooding problems.

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

Funding Source: 77.48% Federal Highway Administration Funds, 21.34% State Restricted Trunkline Funds, and 1.19% City of Southfield (Act 51) Funds.

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

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

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

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48034.

21. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2006-0129) between MDOT and URS Corporation Great Lakes will provide for full construction engineering services to be performed for the construction of two noise walls, one on I-94 eastbound between Coleman Street and Harris Road, and the other on I-94 westbound between Emerick Street and Gill Avenue in Ypsilanti Township, Washtenaw County (CS 881031 - JN 80842A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through the expiration date of the indefinite delivery of services contract. The authorization amount will be \$471,492.16. The contract will be in effect from the date of award through three years. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide full construction engineering services to be performed for the construction of two noise walls, one on I-94 eastbound between Coleman Street and Harris Road and the other on I-94 westbound between Emerick Street and Gill Avenue in Ypsilanti Township, Washtenaw County.

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

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: Not authorizing this service could result in the project not having adequate construction engineering oversight, including inspection and testing, which could result in substandard work.

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

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48197.

22. HIGHWAYS - IDS Engineering Services

Contract (2006-0137) between MDOT and Otwell Mawby Geotechnical, P.C., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

23. HIGHWAYS - IDS Engineering Services

Contract (2006-0139) between MDOT and Owen Ayres & Associates, Inc., of Michigan will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

24. HIGHWAYS - IDS Engineering Services
Contract (2006-0140) between MDOT and Lichtenstein Consulting Engineers, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
25. *HIGHWAYS - IDS Engineering Review Services
Contract (2006-0141) between MDOT and Parsons Transportation Group, Inc., of Michigan will provide for various engineering review services, including serving as an expert witness, in the defense of highway construction contract lawsuits filed against MDOT. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$75,000 based on agreed rates, if the matters proceed through trial. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
26. HIGHWAYS - IDS Engineering Services
Contract (2006-0151) between MDOT and Modjeski and Masters, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
27. HIGHWAYS - IDS Engineering Services
Contract (2006-0155) between MDOT and Wilcox Professional Services, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
28. HIGHWAYS - IDS Engineering Services
Contract (2006-0157) between MDOT and Monument Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

29. HIGHWAYS - IDS Engineering Services
Contract (2006-0165) between MDOT and Materials Testing Consultants, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

30. HIGHWAYS - IDS Engineering Services
Authorization (Z1) under Contract (2006-0165) between MDOT and Materials Testing Consultants, Inc., will provide for as-needed inspection and testing services to be performed at various locations throughout the eight counties in the Grand Region (CSs various - JNs various). The authorization will be in effect from the date of award through the expiration date of the indefinite delivery of services contract. The contract will be in effect from the date of award through three years. The authorization amount will be \$284,382.43. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed on various locations throughout the eight counties in the Grand Region (Ionia, Kent, Mecosta, Montcalm, Muskegon, Newaygo, Oceana, and Ottawa) (CSs various - JNs various).

Benefit: Will provide for inspection and testing services to produce a long lasting and quality product that meets specifications and improves the quality of life for MDOT customers.

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

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

Risk Assessment: The HMA program would not have any oversight, and federal funding of the program would be in jeopardy.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48906.

31. HIGHWAYS (Maintenance) - Construction of Chemical Storage Facility
Contract (2006-0166) between MDOT and the Iron County Road Commission will provide for the construction of a chemical storage facility in Hematite Township, Iron County. The contract will be in effect from the date of award through two years. The contract amount will be \$300,000. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the construction of a chemical storage facility in Hematite Township, Iron County. The chemical storage building will be a concrete wall bulk facility with a capacity of approximately 600 tons for the storage of bulk chemicals to be used on state trunkline highways and county roads.

Benefit: Will provide for the most cost-effective and efficient way of delivering winter operation activities to the area.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: Construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads within Iron County. Failure to award this contract and construct the facility will result in a lack of availability of needed chemicals in a timely manner, which could result in unsafe roads.

Cost Reduction: Construction of the chemical storage facility will be closely monitored to prevent the use of trunkline funds for any unnecessary work or expenditures.

Selection: N/A.

New Project Identification: Construction of a new chemical storage facility.

Zip Code: 49935.

32. HIGHWAYS (Maintenance) - Construction of Chemical Storage Facility

Contract (2006-0167) between MDOT and the Ottawa County Road Commission will provide for the construction of a chemical storage facility in Cooperville, Ottawa County. The contract will be in effect from the date of award through two years. The contract amount will be \$600,000. Source of Funds: 50% State Restricted Trunkline Funds and 50% Ottawa County Road Commission Funds.

Purpose/Business Case: To provide for the construction of a chemical storage facility in Cooperville, Ottawa County. The chemical storage building will be a concrete wall bulk facility with a capacity of approximately 2,500 tons for the storage of bulk chemicals to be used on state trunkline highways and county roads.

Benefit: Will provide for the most cost-effective and efficient way of delivering winter operation activities to the area.

Funding Source: 50% State Restricted Trunkline Funds and 50% Ottawa County Road Commission Funds.

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

Risk Assessment: Construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads within Ottawa County. Failure to award this contract and construct the facility will result in a lack of availability of needed chemicals in a timely manner, which could result in unsafe roads.

Cost Reduction: Construction of the chemical storage facility will be closely monitored to prevent the use of trunkline funds for any unnecessary work or expenditures.

Selection: N/A.

New Project Identification: Construction of a new chemical storage facility.

Zip Code: 49417.

33. HIGHWAYS (Maintenance) - Construction of Chemical Storage Facility

Contract (2006-0168) between MDOT and the Montcalm County Road Commission will provide for the construction of a chemical storage facility in Montcalm Township, Montcalm County. The contract will be in effect from the date of award through two years. The contract amount will be \$600,000. Source of Funds: 64% State Restricted Trunkline Funds and 36% Montcalm County Road Commission Funds.

Purpose/Business Case: To provide for the construction of a chemical storage facility in Montcalm Township, Montcalm County. The chemical storage building will be a concrete wall bulk facility with a capacity of approximately 3,000 tons for the storage of bulk chemicals to be used on state trunkline highways and county roads.

Benefit: Will provide for the most cost-effective and efficient way of delivering winter operation activities to the area.

Funding Source: 64% State Restricted Trunkline Funds and 36% Montcalm County Road Commission Funds.

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

* Denotes a non-standard contract/amendment

Risk Assessment: Construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads within Montcalm County. Failure to award this contract and construct the facility will result in a lack of availability of needed chemicals in a timely manner, which could result in unsafe roads.

Cost Reduction: Construction of the chemical storage facility will be closely monitored to prevent the use of trunkline funds for any unnecessary work or expenditures.

Selection: N/A.

New Project Identification: Construction of a new chemical storage facility.

Zip Code: 48888.

34. HIGHWAYS (Maintenance) - Construction of Chemical Storage Facility

Contract (2006-0169) between MDOT and the City of Kalamazoo will provide for the construction of a chemical storage facility within the City of Kalamazoo. The contract will be in effect from the date of award through two years. The contract amount will be \$400,000. Source of Funds: 25% State Restricted Trunkline Funds and 75% City of Kalamazoo Funds.

Purpose/Business Case: To provide for the construction of a chemical storage facility located within the city of Kalamazoo. The chemical storage building will be a concrete wall bulk facility with a capacity of approximately 7,000 tons for the storage of bulk chemicals to be used on state trunkline highways and county roads.

Benefit: Will provide for the most cost-effective and efficient way of delivering winter operation activities to the area.

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

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

Risk Assessment: Construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads within the city of Kalamazoo. Failure to award this contract and construct the facility will result in a lack of availability of needed chemicals in a timely manner, which could result in unsafe roads.

Cost Reduction: Construction of the chemical storage facility will be closely monitored to prevent the use of trunkline funds for any unnecessary work or expenditures.

Selection: N/A.

New Project Identification: Construction of a new chemical storage facility.

Zip Code: 49007.

35. HIGHWAYS (Maintenance) - Construction of Chemical Storage Facility

Contract (2006-0170) between MDOT and the Marquette County Road Commission will provide for the construction of a chemical storage facility in Forsyth Township, Marquette County. The contract will be in effect from the date of award through two years. The contract amount will be \$330,000. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the construction of a chemical storage facility in Forsyth Township, Marquette County. The chemical storage building will be a concrete wall bulk facility with a capacity of approximately 1,500 to 2,500 tons for the storage of bulk chemicals to be used on state trunkline highways and county roads.

Benefit: Will provide for the most cost-effective and efficient way of delivering winter operation activities to the area.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: Construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads within Marquette County. Failure to award this contract and construct the

* Denotes a non-standard contract/amendment

facility will result in a lack of availability of needed chemicals in a timely manner, which could result in unsafe roads.

Cost Reduction: Construction of the chemical storage facility will be closely monitored to prevent the use of trunkline funds for any unnecessary work or expenditures.

Selection: N/A.

New Project Identification: Construction of a new chemical storage facility.

Zip Code: 49849.

36. HIGHWAYS (Maintenance) - Construction of Chemical Storage Facility

Contract (2006-0172) between MDOT and the Alpena County Road Commission will provide for the construction of a chemical storage facility in Alpena County. The contract will be in effect from the date of award through two years. The contract amount will be \$600,000. Source of Funds: 62% State Restricted Trunkline Funds and 38% Alpena County Road Commission Funds.

Purpose/Business Case: To provide for the construction of a chemical storage facility in Alpena County. The chemical storage building will be a concrete wall bulk facility with a capacity of approximately 4,300 tons for the storage of bulk chemicals to be used on state trunkline highways and county roads.

Benefit: Will provide for the most cost-effective and efficient way of delivering winter operation activities to the area.

Funding Source: 62% State Restricted Trunkline Funds and 38% Alpena County Road Commission Funds.

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

Risk Assessment: Construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads within Alpena County. Failure to award this contract and construct the facility will result in a lack of availability of needed chemicals in a timely manner, which could result in unsafe roads.

Cost Reduction: Construction of the chemical storage facility will be closely monitored to prevent the use of trunkline funds for any unnecessary work or expenditures.

Selection: N/A.

New Project Identification: Construction of a new chemical storage facility.

Zip Code: 49707.

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

Contract (2006-0159) between MDOT and Gallagher & Associates CPAs, PLC, will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

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

Contract (2006-0160) between MDOT and Richard G. Terpstra will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

39. HIGHWAYS (Real Estate) - IDS Real Estate Title Services
Contract (2006-0173) between MDOT and Midstate Title Company will provide title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
40. *INTERNATIONAL BRIDGE ADMINISTRATION - IDS Engineering Services
Contract (2006-0124) between the International Bridge Administration and Parsons Transportation Group, Inc., of Michigan will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The International Bridge Administration General Manager has asked that a contract be processed to allow the International Bridge Administration to approve and execute a contract directly with Parsons Transportation Group, Inc., of Michigan for as-needed engineering services, including, but not limited to, bridge inspections, at its February 15, 2006, meeting. The contract will be in effect from the date of execution through three years. The maximum contract amount will be \$1,000,000, and the maximum amount of any authorization will be \$200,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: 100% International Bridge Administration Funds.
41. MULTI-MODAL – Railroad Force Account Work
Authorization (77011-86855) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad (GTW) will provide funding for the installation of new side-of-street flashers with side-lights, half-roadway gates, and appropriate activation circuitry at GTW's grade crossing of Keegan Road in St. Clair County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the St. Clair County Road Commission and approved on January 18, 2006. The cost of the project is estimated at \$238,196. Source of Funds: Federal Highway Administration Funds - \$190,556.80; FY 2006 State Restricted Trunkline Funds - \$47,639.20.

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

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

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$190,556.80; FY 2006 State Restricted Trunkline Funds - \$47,639.20.

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

Risk Assessment: The existing warning devices, consisting of passive crossbucks and stop signs, do not provide any visual indication of train approach and there is no physical barrier to block the crossing upon train approach. The installation of active warning devices will provide a visual notification and a physical barrier when a train is

approaching the crossing, enhancing safety for motorists.

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

Selection: N/A.

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

Zip Code: 48022.

42. MULTI-MODAL – Railroad Force Account Work

Authorization (69046-86856) under Master Agreement (94-0810), dated July 15, 1995, between MDOT and Lake State Railway Company (LSR) will provide funding for the installation of new side-of-street flashers, overhead cantilevered flashers, and appropriate activation circuitry at LSR's grade crossing of Grandview Boulevard in Gaylord, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Gaylord and approved on December 2, 2005. The cost of the project is estimated at \$160,015.53. Source of Funds: Federal Highway Administration Funds - \$128,012.42; FY 2006 State Restricted Trunkline Funds - \$32,003.11.

Purpose/Business Case: The project will provide for the installation of new side-of-street flashers, overhead cantilevered flashers, and appropriate activation circuitry at the existing grade crossing of LSR with Grandview Boulevard in the city of Gaylord, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new side-of-street flashers, overhead cantilevered flashers, and appropriate activation circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$128,012.42; FY 2006 State Restricted Trunkline Funds - \$32,003.11.

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

Risk Assessment: The existing warning devices, consisting of passive crossbuck signs, do not provide any active visual warning for motorists upon train approach. The installation of active warning devices will provide a visual notification when a train is approaching the crossing, enhancing safety for motorists.

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

Selection: N/A.

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

Zip Code: 49735.

43-44. *MULTI-MODAL - Novate, Revise Terms

The following amendatory contracts between MDOT, the Osceola County Board of Commissioners, and the Mecosta Osceola Transit Authority (MOTA) will provide for the reassignment of contract responsibilities for the administration of public transportation services in Osceola County from the Osceola County Board of Commissioners to MOTA and will revise the contract terms. MOTA was created to provide more efficient transportation services to the residents of Osceola County. The contract terms need to be revised because the contracts originally had fixed expiration dates, but it was recently determined that contracts of this type should not have fixed expiration dates because some of the contract responsibilities remain in effect for several years and it cannot be determined with certainty when those responsibilities will end. The contracts will now be in effect until the last obligations between the parties have been fulfilled. Contract (99-0794) expired on September 29, 2002; and Contract (2000-0417) expired on August 10, 2003. The amounts and conditions of the contracts remain unchanged.

	<u>Contract No.</u>	<u>Program</u>	<u>Revised Term</u>	<u>Amount</u>
43.	1999-0794/A1	FY 1999 Section 5309 Capital Discretionary Program	Sept. 30, 1999 - until the last obligation between the parties has been fulfilled	\$211,265

Source of Funds: Federal Transit Administration (FTA) Funds - \$169,012; FY 2000 State Restricted Comprehensive Transportation Funds - \$42,253

	<u>Contract No.</u>	<u>Program</u>	<u>Revised Term</u>	<u>Amount</u>
44.	2000-0417/A1	FY 2000 Section 5311 Nonurbanized Area Formula Capital Program	Aug. 11, 2000, until the last obligation between the parties has been fullfilled	\$128,150

Source of Funds: FTA Funds - \$102,520; FY 2000 State Restricted Comprehensive Transportation Funds - \$25,630.

Purpose/Business Case: To provide for the novation and term revisions of the contracts that provided federal and state funds for the administration of transportation services in Osceola County.

Benefit: All public transportation services in Osceola County will be coordinated by one agency.

Funding Source: FTA Funds - \$271,532; FY 2000 State Restricted Comprehensive Transportation Funds - \$67,883.

Commitment Level: Contract amendment amounts are based on cost estimates.

Risk Assessment: The risk of not approving these amendments is that public transportation services in Osceola County could be reduced or eliminated or provided in a less efficient manner.

Cost Reduction: Grant amounts are determined by FTA and are not negotiated.

Selection: N/A.

New Project Identification: These are not new projects.

Zip Code: 49307.

45-46. *MULTI-MODAL - Novate, Revise Terms

The following amendatory contracts between MDOT, the Mecosta County Board of Commissioners, and the Mecosta Osceola Transit Authority (MOTA) will provide for the reassignment of contract responsibilities for the administration of public transportation services in Mecosta County from the Mecosta County Board of Commissioners to MOTA and will revise the contract terms. MOTA was created to provide more efficient transportation services to the residents of Mecosta County. The contract terms need to be revised because the contracts originally had fixed expiration dates, but it was recently determined that contracts of this type should not have fixed expiration dates because some of the contract responsibilities remain in effect for several years and it cannot be determined with certainty when those responsibilities will end. The contracts will now be in effect until the last obligations between the parties have been fulfilled. Contract (2001-0548) expired on September 13, 2004; and Contract (2001-0921) expired on September 27, 2004. The amounts and conditions of the contracts remain unchanged.

	<u>Contract No.</u>	<u>Program</u>	<u>Revised Term</u>	<u>Amount</u>
45.	2001-0548/A1	FY 2001 Section 5309 Capital Discretionary Program	Sept. 14, 2001, until the last obligation between the parties has been fulfilled.	\$236,640

Source of Funds: Federal Transit Administration (FTA) Funds - \$189,312; FY 1995 State Restricted Comprehensive Transportation Funds - \$47,328

	<u>Contract No.</u>	<u>Program</u>	<u>Revised Term</u>	<u>Amount</u>
46.	2001-0921/A2	FY 2001 Section 5311 Nonurbanized Area Formula Capital Program	Sept. 28, 2001, until the last obligation between the parties has been fulfilled.	\$31,250

Source of Funds: FTA Funds - \$25,000; FY 2001 State Restricted Comprehensive Transportation Funds - \$6,250.

Purpose/Business Case: To provide for the novation and adjustment of terms of contracts that provided federal and state funds for the administration of transportation services in Mecosta County.

Benefit: All public transportation services in Mecosta will be coordinated by one agency.

Funding Source: FTA Funds - \$214,312; FY 1995 and FY 2001 State Restricted Comprehensive Transportation Funds - \$53,578.

Commitment Level: Contract amendment amounts are based on cost estimates.

Risk Assessment: The risk of not approving these amendments is that public transportation services in Mecosta County could be reduced or eliminated or provided in a less efficient manner.

Cost Reduction: Grant amounts are determined by FTA and are not negotiated.

Selection: N/A.

New Project Identification: These are not new projects.

Zip Code: 49307.

47. MULTI-MODAL - Section 5309 Program

Project Authorization Revision (Z16/R1) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will extend the authorization term by eighteen months to allow the City sufficient time to complete the project. This project was recently novated from Kalamazoo County as part of the merger of the two transit systems. The time needed to complete the merger caused a delay in project completion. As a result, the City is requesting additional time to select, purchase, and install automation software and communication equipment. The original authorization provides state matching funds for the City's FY 2002 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be February 19, 2003, through August 18, 2007. The authorization amount remains unchanged at \$160,880. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$128,704; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$32,176.

Purpose/Business Case: To provide an eighteen-month time extension to allow the City sufficient time to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$128,704; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$32,176.

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

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49007.

48. MULTI-MODAL - Section 5311 Capital Program

Project Authorization Revision (Z17/R1) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will extend the authorization term by one year and transfer the remaining funds in the mobile units and antenna line item to the bus line item to provide the City sufficient time and funding to complete the purchase of a transit bus. The City has completed the purchase of radios for its fleet and, due to lower than anticipated equipment costs, had funds remaining. The time extension will allow the City adequate time to utilize the remaining funds in combination with other grant funds to purchase a replacement bus, enabling the City to maximize the use of its funding to maintain its transit vehicle fleet level. The original authorization provides state matching funds for the City's FY 2003 Federal Section 5311 Nonurbanized Area Formula Capital Program and Surface Transportation Planning Program grants. The revised authorization term will be November 25, 2003, through November 24, 2007. The authorization amount remains unchanged at \$135,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$108,000; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$27,000.

Purpose/Business Case: To extend the authorization term by one year and adjust funding between line items to allow the City sufficient time and funding to complete the purchase of a transit bus.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$108,000; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$27,000.

* Denotes a non-standard contract/amendment

Commitment Level: Authorization revision amount is based on cost estimates.
Risk Assessment: The risk of not approving this revision is the loss of federal funds.
Cost Reduction: Grant amount is determined by FTA and is not negotiated.
Selection: N/A.
New Project Identification: This is not a new project.
Zip Code: 49007.

49-50. *MULTI-MODAL - Novations

Amendatory Contract (2002-0067/A1) between MDOT, the Mecosta County Board of Commissioners, and the Mecosta Osceola Transit Authority will provide for the reassignment of contract equipment and responsibilities for the administration of public transportation services in Mecosta County from the Mecosta County Board of Commissioners to the Mecosta Osceola Transit Authority for the project authorizations listed below. The Mecosta County Board of Commissioners feels it is in the best interests of the residents of Mecosta County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services provided to the residents of the county. The dollar amounts, terms, and conditions of the authorizations remain unchanged.

	<u>Orig. Auth.</u>	<u>New Auth.</u>	<u>Program</u>	<u>Term</u>	<u>Amount</u>
49.	2002-0067/Z12/R2	2006-0058/Z4	FY 2004 Federal Section 5309 Capital Discretionary Program	Feb. 11, 2005- Feb. 10, 2008	\$242,718

Source of Funds: Federal Transit Administration (FTA) Funds: \$194,174; FY 2002 State Restricted Comprehensive Transportation Funds: \$48,544.

	<u>Orig. Auth.</u>	<u>New Auth.</u>	<u>Program</u>	<u>Term</u>	<u>Amount</u>
50.	2002-0067/Z13/R2	2006-0058/Z5	FY 2004 Federal Section 5311 Nonurbanized Area Formula Capital Program	Sept.14, 2004- Sept. 13, 2007	\$31,250

Source of Funds: FTA Funds - \$25,000; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$6,250.

Purpose/Business Case: To provide for the novation of project authorizations that provided federal and state funds for the administration of public transportation services in Mecosta County to the Mecosta Osceola Transit Authority.
Benefit: All public transportation services in Mecosta County will be coordinated by one agency.
Funding Source: FTA Funds - \$219,174; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$54,794.
Commitment Level: Authorization amounts are based on cost estimates.
Risk Assessment: The risk of not novating these authorizations is that public transportation services in Mecosta County could be reduced or eliminated, and services, if provided, would be less efficient.
Cost Reduction: Grant amounts are determined by FTA and are not negotiated.
Selection: N/A.
New Project Identification: These are not new projects.
Zip Code: 49307.

51-52. *MULTI-MODAL - Novations

Amendatory Contract (2002-0097/A1) between MDOT, the Osceola County Board of Commissioners, and the Mecosta Osceola Transit Authority will provide for the reassignment of contract equipment and responsibilities for the administration of public transportation services in Osceola County from the Osceola County Board of Commissioners to the Mecosta Osceola Transit Authority for the project authorizations listed below. The Osceola County Board of Commissioners feels it is in the best interest of the residents of Osceola County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services provided to the residents of the county. The dollar amounts, terms, and conditions of the authorizations remain unchanged.

	<u>Orig. Auth.</u>	<u>New Auth.</u>	<u>Program</u>	<u>Term</u>	<u>Amount</u>
51.	2002-0097/Z4/R1	2006-0058/Z2	Loaner vehicle transfer	August 7, 2003- February 6, 2004	\$21,767

Source of Funds: FY 2002 State Restricted Comprehensive Transportation Funds - \$21,767.

	<u>Orig. Auth.</u>	<u>New Auth.</u>	<u>Program</u>	<u>Term</u>	<u>Amount</u>
52.	2002-0097/Z7/R1	2006-0058/Z3	FY 2004 Federal Section 5311 Nonurbanized Area Formula Capital Program	Sept. 14, 2004- Sept. 13, 2007	\$31,250

Source of Funds: Federal Transit Administration (FTA) Funds - \$25,000; FY 2004 State Restricted Comprehensive Funds - \$6,250.

Purpose/Business Case: To provide for the novation of project authorizations that provided federal and state funds for the administration of transportation services in Osceola County to the Mecosta Osceola Transit Authority.

Benefit: All public transportation services in Osceola County will be coordinated by one agency.

Funding Source: FTA Funds - \$25,000; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$28,017.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not novating these authorizations is that public transportation services in Osceola County could be reduced or eliminated, and services, if provided, would be less efficient.

Cost Reduction: Grant amounts are determined by FTA and are not negotiated.

Selection: N/A.

New Project Identification: These are not new projects.

Zip Code: 49307.

53. *MULTI-MODAL (Aeronautics) - Novation and Time Extension
 Amendatory Contract (2003-0134/A2) between MDOT, the Oakland County Board of Commissioners, and the County of Oakland will transfer the contract responsibilities from the Oakland County Board of Commissioners to the County of Oakland due to a name change and will extend the contract term by seventeen years to provide sufficient time for the consultant to complete the design engineering work for the relocation of the primary runway (18/36) and to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for the design for the relocation of runway 18/36, the north t-hangar area, and a perimeter road at the Oakland County International Airport in Pontiac, Michigan. The revised contract term will be March 24, 2003, through March 23, 2023. The contract amount remains unchanged at \$236,333. Source of Funds: FAA Funds - \$212,700; State Restricted Aeronautics Funds - \$11,816; Oakland County Funds - \$11,817.

Purpose/Business Case: The amendment will extend the contract term to provide sufficient time for the consultant to complete the design engineering work for the relocation of runway 18/36. Oakland County International Airport is a busy airport with more than 243,000 operations annually. The project has been delayed due to the major impacts of closing the primary runway for an extended period of time in order to complete the project. The twenty-year term is to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The novation will transfer the contract responsibilities from the Oakland County Board of Commissioners to the County of Oakland due to a name change.
Benefit: Will provide the additional time needed for the completion of the project. The novation will ensure the correct entity is recognized.

Funding Source: FAA Funds - \$212,700; State Restricted Aeronautics Funds - \$11,816; Oakland County Funds - \$11,817; Contract Total - \$236,333.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project could not be completed as planned, which would result in the loss of federal funding for this project

Cost Reduction: All consultant contracts are reviewed by MDOT personnel for further cost reductions.

Selection: N/A.

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

Zip Code: 48327.

54. *MULTI-MODAL (Aeronautics) - Increase Amount
 Amendatory Contract (2003-0308/A3) between MDOT and the Northwestern Regional Airport Commission (NRAC) will increase the local share of the contract amount by \$143,687 due to higher than anticipated construction costs. The original contract provides for the construction of an automobile parking area at the Cherry Capital Airport in Traverse City, Michigan. The contract term remains unchanged, June 10, 2003, through June 9, 2023. The revised contract amount will be \$2,589,942. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
State Restricted Aeronautics Funds	\$2,000,000	\$ 0	\$2,000,000
NRAC Funds	\$ 446,255	\$143,687	\$ 589,942
Total	<u>\$2,446,255</u>	<u>\$143,687</u>	<u>\$2,589,942</u>

Purpose/Business Case: To provide for an increase in local funds to cover various increases in as-constructed quantities. The construction costs were higher than anticipated.

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

Funding Source: State Restricted Aeronautics Funds - \$2,000,000; NRAC Funds - \$589,942; Contract Total - \$2,589,942.

Commitment Level: The contract is for a fixed cost.

* Denotes a non-standard contract/amendment

Risk Assessment: The risk of not awarding the amendment is that the construction of the parking lot cannot be completed, which will delay the opening of the new terminal building.

Cost Reduction: The additional cost is the responsibility of the local government.

Selection: N/A.

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

Zip Code: 49686.

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

Contract (2006-0152) between MDOT and the Federal Aviation Administration (FAA) is a grant contract issued under the State Block Grant Program authorized by the Federal Airport Improvement Program legislation. The block grant is issued to MDOT, and MDOT issues sub-grants to local communities for airport development projects. Each of the sub-grants will be presented to the State Administrative Board for approval. The sub-grants will be used to fund up to 80 percent of a development project, with the remaining percentage divided between state and local funds. The amount of the block grant issued to MDOT is estimated at \$20,240,870. The grant will be in effect from the date of award through the completion date of the last sub-grant issued under the block grant or February 2016, whichever is later.

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

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

Funding Source: 100% FAA Funds.

Commitment Level: MDOT will issue sub-grants to local community airports using up to 80 percent FAA funds, with the remaining percentage divided between state and local funds. The costs for each sub-grant will be based on cost estimates, fixed cost, or competitive bid.

Risk Assessment: This is a revenue grant. The risk of not awarding the contract is the loss of federal funds.

Cost Reduction: The grant amount is not negotiable.

Selection: N/A.

New Project Identification: The grant will provide federal funds for various projects throughout the state, some of which may be new projects.

Zip Code: 48909.

56. MULTI-MODAL (Aeronautics) – Installation of Instrument Landing System

Contract (2006-0154) between MDOT and the Livingston County Board of Commissioners will provide state grant funds for the installation of an instrument landing system (ILS) at the Livingston County-Spencer J. Hardy Airport in Howell, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$800,000. Source of Funds: State Restricted Aeronautics Funds - \$720,000; Livingston County Funds - \$80,000.

Purpose/Business Case: To provide for the installation of an ILS.

Benefit: The ILS equipment will allow better access to the airport by enabling aircraft to land in poor weather conditions. The ILS will permit precision approaches to occur.

Funding Source: State Restricted Aeronautics Funds - \$720,000; Livingston County Funds - \$80,000; Contract Total - \$800,000.

Commitment Level: The contract is for a fixed cost.

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

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

* Denotes a non-standard contract/amendment

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48855.

57. MULTI-MODAL (Aeronautics) - Construction of Hangars

Contract (2006-0156) between MDOT and the City of Grand Ledge will provide federal and state grant funds for the construction of hangars at the Abrams Municipal Airport in Grand Ledge, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$312,310. Source of Funds: FAA Funds (via block grant) - \$249,848; State Restricted Aeronautics Funds - \$54,655; City of Grand Ledge Funds - \$7,807.

Purpose/Business Case: To provide for the construction of new hangars at the Abrams Municipal Airport.

Benefit: Will allow for more based aircraft once the hangars are constructed.

Funding Source: FAA Funds (via block grant) - \$249,848; State Restricted Aeronautics Funds - \$54,655; City of Grand Ledge Funds - \$7,807; Contract Total - \$312,310.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48837.

58. MULTI-MODAL (Aeronautics) - Design of Airport Improvements

Contract (2006-0161) between MDOT and the County of Oakland will provide federal and state grant funds for design engineering services for the runway 9R extension, runway safety area improvements, a parallel taxiway, and a perimeter road at the Oakland County International Airport in Pontiac, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$100,000. Source of Funds: FAA Funds (via block grant) - \$80,000; State Restricted Aeronautics Funds - \$17,500; Oakland County Funds - \$2,500.

Purpose/Business Case: To provide for the development of engineering plans for the extension of runway 9R, runway safety area improvements, a parallel taxiway, and a perimeter road.

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

Funding Source: FAA Funds (via block grant) - \$80,000; State Restricted Aeronautics Funds - \$17,500; Oakland County Funds - \$2,500; Contract Total - \$100,000.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

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

Zip Code: 48327.

59. MULTI-MODAL (Aeronautics) - Design of Airport Improvements

Contract (2006-0162) between MDOT and the Southwest Michigan Regional Airport Authority (SMRAA) will provide federal and state grant funds for design engineering services for the rehabilitation of runway 9/27 at the Southwest Michigan Regional Airport in Benton Harbor, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$83,000. Source of Funds: FAA Funds (via block grant) - \$66,400; State Restricted Aeronautics Funds - \$14,525; SMRAA Funds - \$2,075.

Purpose/Business Case: To provide for the development of engineering plans for the rehabilitation of runway 9/27.

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

Funding Source: FAA Funds (via block grant) - \$66,400; State Restricted Aeronautics Funds - \$14,525; SMRAA Funds - \$2,075; Contract Total - \$83,000.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

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

Zip Code: 49022.

60. MULTI-MODAL (Aeronautics) - Design of Airport Improvements

Contract (2006-0163) between MDOT and the County of Oakland will provide federal and state grant funds for design engineering services for the rehabilitation of runway 7/25, partial parallel taxiway, and lighting at the Oakland/Southwest Airport in New Hudson, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$100,000. Source of Funds: FAA Funds (via block grant) - \$80,000; State Restricted Aeronautics Funds - \$17,500; Oakland County Funds - \$2,500.

Purpose/Business Case: To provide for the development of engineering plans for the rehabilitation of runway 7/25, partial parallel taxiway, and lighting.

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

Funding Source: FAA Funds (via block grant) - \$80,000; State Restricted Aeronautics Funds - \$17,500; Oakland County Funds - \$2,500; Contract Total - \$100,000.

Commitment Level: The contract is for a fixed cost.

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

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

* Denotes a non-standard contract/amendment

Selection: N/A.

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

Zip Code: 48327.

61. MULTI-MODAL (Aeronautics) - Design of Airport Improvements

Contract (2006-0171) between MDOT and Romeo Airport Management, LLC, will provide federal and state grant funds for the design of the terminal site preparation and the access drive at the Romeo State Airport in Romeo, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$70,000. Source of Funds: FAA Funds (via block grant) - \$56,000; State Restricted Aeronautics Funds - \$12,250; Romeo Airport Management, LLC, Funds - \$1,750.

Purpose/Business Case: To provide for the development of the engineering plans for the terminal site preparation and the access drive.

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

Funding Source: FAA Funds (via block grant) - \$56,000; State Restricted Aeronautics Funds - \$12,250; Romeo Airport Management, LLC, Funds - \$1,750; Contract Total - \$70,000.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48096.

62. MULTI-MODAL (Aeronautics) - Wildlife Hazard Assessment Study

Contract (2006-0174) between MDOT and the Manistee County Board of Commissioners will provide federal and state grant funds for a wildlife hazard assessment study at the Manistee County-Blacker Airport in Manistee, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$16,000. Source of Funds: FAA Funds (via block grant) - \$12,800; State Restricted Aeronautics Funds - \$2,800; Manistee County Funds - \$400.

Purpose/Business Case: To provide for the conduct of a wildlife hazard assessment study.

Benefit: To assess wildlife hazards to aircraft and to provide mitigation options.

Funding Source: FAA Funds (via block grant) - \$12,800; State Restricted Aeronautics Funds - \$2,800; Manistee County Funds - \$400; Contract Total - \$16,000.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new study.

Zip Code: 49660.

63. MULTI-MODAL (Aeronautics) - Wetland Delineation Survey and Consultation

Contract (2006-0175) between MDOT and the Huron County Board of Commissioners will provide federal and state grant funds for a wetland delineation survey and consultation at the Huron County Memorial Airport in Bad Axe, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$10,300. Source of Funds: FAA Funds (via block grant) - \$8,240; State Restricted Aeronautics Funds - \$1,802; Huron County Funds - \$258.

Purpose/Business Case: To provide for a survey and consultation for wetland delineation in order to meet the requirements of the Michigan Department of Environmental Quality (MDEQ) for identifying the impacts of proposed improvements on wetlands.

Benefit: The project will satisfy MDEQ requirements pursuant to the Michigan Natural Resources Environmental Protection Act.

Funding Source: FAA Funds (via block grant) - \$8,240; State Restricted Aeronautics Funds - \$1,802; Huron County Funds - \$258; Contract Total - \$10,300.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48413.

64. MULTI-MODAL (Aeronautics) - Design of Taxiway Rehabilitation

Contract (2006-0177) between MDOT and the Branch County Board of Commissioners will provide federal and state grant funds for design engineering services for the rehabilitation of the taxiway at the Branch County Memorial Airport in Coldwater, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$38,000. Source of Funds: FAA Funds (via block grant) - \$30,400; State Restricted Aeronautics Funds - \$6,650; Branch County Funds - \$950.

Purpose/Business Case: To provide for the development of the engineering plans for the rehabilitation of the taxiway at the Branch County Memorial Airport.

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

Funding Source: FAA Funds (via block grant) - \$30,400; State Restricted Aeronautics Funds - \$6,650; Branch County Funds - \$950; Contract Total - \$38,000.

Commitment Level: The contract is for a fixed cost.

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

* Denotes a non-standard contract/amendment

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

Selection: N/A.

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

Zip Code: 49036.

65. TRANSPORTATION PLANNING - Time Extension

Amendatory Contract (2005-0244/A2) between MDOT and Progressive AE will extend the contract term by approximately eight months to provide sufficient time for the final draft review process to be completed. The additional time is needed to allow for the resolution of issues involving the document format and visuals and the completion of a set of final deliverables that are MDOT-compliant. The original contract provides for the development of and seeking of adoption for a comprehensive corridor access management plan for the M-11 corridor in Kent County. The revised contract term will be May 18, 2005, through September 30, 2006. The contract amount remains unchanged at \$49,700. Source of Funds: Federal Highway Administration Funds - \$39,760; State Restricted Trunkline Funds - \$9,940.

Purpose/Business Case: To extend the contract term by approximately eight months to provide sufficient time for the resolution of issues over the document format and visuals. The additional time is needed to allow for the completion of a set of final deliverables that are MDOT-compliant.

Benefit: Will allow for the completion of a set of the final deliverables.

Funding Source: Federal Highway Administration Funds - \$39,760; State Restricted Trunkline Funds - \$9,940.

Commitment Level: This contract is based on actual costs.

Risk Assessment: If this extension is not approved, the final deliverables may not be MDOT-compliant.

Cost Reduction: Costs are on an actual cost basis not to exceed the contract maximum amount.

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

New Project Identification: This is not a new project.

Zip Code: 48601.

66. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z2) issued under Master Agreement (2006-0026) between MDOT and TC-TALUS Policy Board will provide for technical assistance to the Land Use and Coordinating Committee in developing a request for proposal (RFP) to hire a consultant to develop a Comprehensive Transportation Plan (CTP) for the Traverse City area. The authorization will be in effect from the date of award through September 30, 2006. The authorization amount will be \$50,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% TC-TALUS Policy Board Funds.

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

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

Funding Source: Dedicated federal funds that must be passed through by federal regulations cited above to MPOs. 80% Federal Highway Administration Funds and 20% TC-TALUS Policy Board Funds.

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

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

* Denotes a non-standard contract/amendment

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

Selection: N/A.

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

Zip Code: 49685.

Risk Assessment: Rest area buildings were constructed with an estimated life expectancy of 20 to 25 years. The building fixture counts, accessibility guidelines, parking standards, and sewage disposal systems have since worn out and require replacement. New buildings are sized to accommodate the increased traffic, provide barrier-free access, and provide sewage and water systems that meet current standards. Without replacement or expansion, these facilities would cease to provide service.

Cost Reduction: Many of our facilities are old and exceed their designed life expectancy. New buildings are designed to be more efficient to maintain and operate. MDOT is reviewing the new Federal spacing criteria that permits us to eliminate two facilities and replace with one, thus saving development, operating, and maintenance dollars.

Selection: Low bid.

New Project Identification: New Construction.

Zip Code: 48430.

EXTRAS

71. **Extra 2006 - 016**

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

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

State Transportation Commission - Does not meet criteria.

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

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

Description of Project:

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

Administrative Board Approval Date:	November 2, 2004	
Contract Date:	November 30, 2004	
Original Contract Amount:	\$2,907,577.88	
Total of Overruns/Changes (Approved to Date):	126,202.00	+ 4.34%
Total of Extras/Adjustments (Approved to Date):	160,970.56	+ 5.54%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>60,200.00</u>	<u>+ 2.07%</u>
Revised Total	<u>\$3,254,950.44</u>	+ 11.95%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.88% over the original budget for an **Authorized to Date Amount** of \$3,194,750.44.

Approval of this extra will place the authorized status of the contract 11.95% or \$347,372.56 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 16 r. 1, 22, 24

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

CM 16		
Backfill, Swamp, Modified	2,500.000 m3 @ \$23.00/m3	<u>\$57,500.00</u>
Total		<u>\$57,500.00</u>

CM 22		
Permit Fee, OCDC Inspection Fees		<u>\$1,000.00</u>
Total		<u>\$1,000.00</u>
CM 24		
Brick Pavers, Remove and Replace	20.000 m2 @ \$85.00/m2	<u>\$1,700.00</u>
Total		<u>\$1,700.00</u>
Grand Total		<u>\$60,200.00</u>

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

CM 16

The original topographic survey for this project was conducted in 1996. At that time, the survey indicated a shallow, low lying wetland area located between station 1+755 and station 1+865. When construction began in 2004, it was determined that the wetland had substantially increased in depth and ponding was in excess of 1 meter. The additional water depth was attributed to increased storm water runoff from the vast commercial development since 1996. The engineer was concerned that the increased water surface elevation may cause groundwater to migrate into the subgrade of the new roadway and cause instability of the subbase. The contractor was directed by the engineer to place a parallel clay berm along the east side of the roadway in the wetland area to prevent migrating water from infiltrating the roadway subbase. The extra cost for Backfill, Swamp, Modified was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

CM 22

The storm sewer outlet on Wixom Road was determined to be deteriorated and partially collapsed. The contractor was directed to remove and replace the storm sewer in this area. The storm sewer replacement work required a construction permit from the Oakland County Drain Commission (OCDC). The contractor is being reimbursed for the permit fee, as it was part of extra work and not listed as incidental to other items of contract work. The extra cost for Permit Fee, OCDC Inspection Fees was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The extra cost is a standard permit fee per a local governmental agency and was deemed reasonable as it is applied to all applicants on a universal basis.

CM 24

The new roadway was designed at a higher elevation at station 2+100 Wixom Road and station 1+180 Pontiac Trail. The increase in roadway elevation at these locations created a low spot where water was ponding in the brick paver sidewalk adjacent to the new curb and gutter. The contractor was directed to remove, raise, and reinstall the brick pavers to provide the proper sidewalk drainage. This work was inadvertently omitted in the original design plans. The extra cost for Brick Pavers, Remove and Replace was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on other projects in the region.

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

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

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

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

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

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

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

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

Selection: Low bid.

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

Zip Code: 48393.

72. **Extra 2006 - 017**

Control Section/Job Number: 50015-46273 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Ric-Man Construction, Inc.
6850 Nineteen Mile Road
Sterling Heights, MI 48314

Designed By: URS Corporation Great Lakes
Engineer's Estimate: \$31,354,090.11

Description of Project:

8.5 mi of new bituminous freeway including seven (7) structures and landscaping on M-53 from south of 28 Mile Road to north of 33 Mile Road in the village of Romeo, Washington and Bruce Townships, Macomb County.

Administrative Board Approval Date:	November 5, 2002	
Contract Date:	December 5, 2002	
Original Contract Amount:	\$29,250,866.77	
Total of Overruns/Changes (Approved to Date):	1,099,876.25	+ 3.76%
Total of Extras/Adjustments (Approved to Date):	605,118.83	+ 2.07%
Total of Negative Adjustments (Approved to Date):	(395,000.00)	-1.35%
THIS REQUEST	<u>177,259.25</u>	<u>+ 0.61%</u>
Revised Total	<u>\$30,738,121.10</u>	+ 5.09%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.48% over the original budget for an **Authorized to Date Amount** of \$30,560,861.85.

Approval of this extra will place the authorized status of the contract 5.09% or \$1,487,254.33 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-15	19 r. 1	\$117,018.00	04/06/04

Contract Modification Number(s): 78 r.1

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

Construction and Removal of Temporary Road at 33 Mile Road	<u>\$177,259.25</u>
Total	<u>\$177,259.25</u>

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

Several bridge beams were fabricated and did not meet tolerance requirements. These beams were inspected at the fabrication plant and delivered to the project site five months later. The beams were not rejected at the fabrication plant in hopes that they could be field corrected at the site and utilized on the project. After further field review and discussion between project staff, region staff, and central office staff, it was decided to reject the beams. This conclusion was reached after more than two months of investigation and discussions after beam delivery.

During the two-month investigation period, the contractor was directed to construct a temporary roadway at 33 Mile Road and M-53. The temporary roadway was constructed for the purpose of reopening 33 Mile Road at M-53 for the winter as bridge beam replacements could not be fabricated in time before the winter season. The temporary roadway was used until the 33 Mile Road bridge over M-53 was completed, at that time the temporary roadway was removed. The contractor was directed to complete this temporary construction and removal work at their cost because of the beam fabrication issue. The contractor proceeded to file a \$1,300,000 claim for extra compensation, as the beams were not rejected at the point of fabrication. Discussions with and actions by MDOT concerning the investigation of the beam fabrication issue led the contractor to believe that the beams could be field repaired and utilized on the project. This belief, in conjunction with numerous discussions that occurred during the investigation period, resulted in a negotiated settlement of the claim after further internal discussion that included the Federal Highway Administration (FHWA). It was agreed by all parties that it would be reasonable and prudent to negotiate a cost for the construction and removal of the temporary roadway. The extra cost for Construction and Removal of Temporary Road at 33 Mile Road is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

To avoid this type of issue in the future, MDOT issued an instructional memorandum in January 2004 to all staff that states, if a structural component is delivered to the project site without an approval stamp or tag, the engineer shall reject the component(s). Training has also been provided to all fabrication inspectors to avoid this issue in the future.

This extra work required supplemental FHWA approval for federal funding participation, which has been received.

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

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

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%.
Funding Source: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48065.

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 July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director