

A G E N D A

**NATURAL RESOURCES ITEMS FOR**

**TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD**

Transportation and Natural Resources - July 26, 2006 - 3:30 P.M.  
State Administrative Board Meeting - August 1, 2006 - 11:00 A.M.

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

MINERAL LEASES

- 1. OIL AND GAS LEASE AUCTION HELD JUNE 6, 2006: A total of 52,786.40 acres of State-owned minerals were offered for lease. There were 29 successful bidders out of 37 registered. A total of 38,570.60 acres bid in are proposed to be leased within 24 counties. Of the total acres bid in, 18,122.52 acres are classified as development and 20,448.08 are nondevelopment. Total revenue generated at the auction was \$1,583,580.34.

Terms: Five year primary term with two one-year extension options, 1/6 royalty. Bonus amount of \$1,506,422.00 and rental amount of \$77,158.34.

- 2. DIRECT OIL AND GAS LEASE - NONDEVELOPMENT: DTE Gas & Oil Company, Traverse City, Michigan, 0.30 acre, more or less, of Department of Transportation, State-owned minerals, Section 25, T31N R04E, Hillman Township, Montmorency County,

Terms: One-year term, no extensions, 1/5 royalty, \$100.00 flat bonus consideration, \$5.00 minimum annual rental, and accrued royalty payment of approximately \$300.00 from date of first production (September 1996) to present.

The Director of the Department of Natural Resources approved Item 1 on July 6, 2006. The Chief of Forest, Mineral and Fire Management approved Item 2 on July 13, 2006. The form of legal documents involved in these transactions has 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 TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE  
STATE ADMINISTRATIVE BOARD

T&NR Meeting: July 26, 2006 – Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 3:30 PM  
State Administrative Board Meeting: August 1, 2006 – Lake Ontario Room,  
3<sup>rd</sup> Floor, Michigan Library and Historical Center, 11:00 AM

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

**SUBCONTRACTS**

1.	<b>Michigan Paving and Materials Company P.O. Box 40 Battle Creek, MI 49016</b>	<b>Low Bid: Engineer’s Estimate: Over/Under:</b>	<b>\$97,887.50 \$101,712.50 -3.8%</b>
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**Description of Work: Hot Mix Asphalt Paving**

Approval is requested to authorize the Calhoun County Road Commission to award a subcontract for hot mix asphalt paving on M-99 (I-94 business loop) from Clark Street to the Jackson County line in Albion and Sheridan Townships. The project was advertised, and three bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To improve the road condition by performing hot mix asphalt paving on M-99 (I-94 business loop) from Clark Street to the Jackson County line in Albion and Sheridan Townships.  
**Benefit:** Will provide for a reduction in annual maintenance costs and a safer driving surface.  
**Funding Source:** 100% State Restricted Trunkline Funds.  
**Commitment Level:** This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.  
**Risk Assessment:** The pavement is in need of repair to make the road smoother and safer. Further deterioration of the pavement surface will increase the annual maintenance costs.  
**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.  
**Selection:** Low bid.  
**New Project Identification:** This is routine maintenance and not a new project.  
**Zip Code:** 49016.

2.	<b>Michigan Paving and Materials Company P.O. Box 40 Battle Creek, MI 49016</b>	<b>Low Bid:</b> <b>Engineer's Estimate:</b> <b>Over/Under:</b>	<b>\$72,671.50</b> <b>\$73,382.50</b> <b>-1%</b>
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**Description of Work: Hot Mix Asphalt Shoulder Paving**

Approval is requested to authorize the Calhoun County Road Commission to award a subcontract for hot mix asphalt shoulder paving on M-294 north of I-94. The project was advertised, and three bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To improve the road condition by performing hot mix asphalt shoulder paving on M-294 north of I-94.

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

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

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

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

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

**Selection:** Low bid.

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

**Zip Code:** 49016.

3.	<b>Consumers Asphalt Company 1589 Townline Road Benton Harbor, MI 49022</b>	<b>Low Bid:</b> <b>Engineer's Estimate:</b> <b>Over/Under:</b>	<b>\$65,184</b> <b>\$100,000</b> <b>-34.8%</b>
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**Description of Work: Hot Mix Asphalt Paving**

Approval is requested to authorize the Berrien County Road Commission to award a subcontract for hot mix asphalt paving at the Coloma Rest Area on eastbound I-94. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 22, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To improve the road condition by performing hot mix asphalt paving at the Coloma Rest Area on I-94.

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

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

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

**Risk Assessment:** The pavement is in need of repair to make the road smoother and safer. Further deterioration of the pavement surface will increase the annual maintenance costs.

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

**Selection:** Low bid.

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

**Zip Code:** 49022.

\* Denotes a non-standard contract/amendment

4.	<b>Kalamazoo Valley Industrial Service 4401 Environmental Drive Portage, MI 49002</b>	<b>Low Bid:</b> <b>Engineer's Estimate:</b> <b>Over/Under:</b>	<b>\$38,700</b> <b>\$400,000</b> <b>-90.3%</b>
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**Description of Work: Culvert Cleaning**

Approval is requested to authorize the Van Buren County Road Commission to award a subcontract for culvert cleaning, video inspection, and global positioning system (GPS) locating on I-196, M-140, and M-43. The project was advertised, and seven bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 22, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To improve the road condition by performing culvert cleaning, video inspection, and GPS locating on I-196, M-140, and M-43. The engineer's estimate was based on the prior year unit price.

**Benefit:** Regular cleaning of catch basins is required to ensure proper operation of the roadway drainage system, allowing it to convey water from the roadway surface and subgrade.

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

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

**Risk Assessment:** Proper operation of the catch basins and road drainage system will ensure that safe driving conditions are maintained during storms and will extend the life and integrity of the roadway.

**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:** 49002.

5.	<b>Shaw Contracting P.O. Box 41 Kawkawlin, MI 48631</b>	<b>Low Bid:</b> <b>Engineer's Estimate:</b> <b>Over/Under:</b>	<b>\$108,654.25</b> <b>\$95,000.00</b> <b>+14.4%</b>
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**Description of Work: Hot Mix Asphalt Paving**

Approval is requested to authorize the Bay County Road Commission to award a subcontract for hot mix asphalt paving on Salzburg Road over M-47. The project was advertised, and three bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To improve the road condition by performing hot mix asphalt paving on Salzburg Road over M-47.

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

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

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

**Risk Assessment:** The pavement is in need of repair to make the road smoother and safer. Further deterioration of the pavement surface will increase the annual maintenance costs.

\* Denotes a non-standard contract/amendment

**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:** 48631.

6.	<b>Northeast Asphalt, Inc.</b>	<b>Low Bid:</b>	<b>\$25,843.75</b>
	<b>422 Third Avenue</b>	<b>Engineer's Estimate:</b>	<b>\$22,500.00</b>
	<b>Iron River, MI 49935</b>	<b>Over/Under:</b>	<b>+14.9%</b>

**Description of Work: Hot Mix Asphalt Pulverizing and Paving**

Approval is requested to authorize the Iron County Road Commission to award a subcontract for hot mix asphalt pulverizing and paving of a passing flare on US-2 across from the Iron County Medical Care Facility. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the construction of a passing flare to improve the safety of turning left from US-2 into the Iron County Medical Care Facility.

**Benefit:** Will provide for safe movement of vehicular traffic around vehicles waiting to turn left.

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

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

**Risk Assessment:** This project is needed to increase safety and to prevent future vehicle crashes at this location.

**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:** 49935.

7.	<b>Kelcris Corporation</b>	<b>Low Bid:</b>	<b>\$94,636.66</b>
	<b>3416 Corwin Road</b>	<b>Engineer's Estimate:</b>	<b>\$83,047.20</b>
	<b>Williamston, MI 48895</b>	<b>Over/Under:</b>	<b>+14%</b>

**Description of Work: Hot Mix Asphalt Paving**

Approval is requested to authorize the Washtenaw County Road Commission to award a subcontract for hot mix asphalt paving on I-94 beneath the Scio Church Road bridge. The project was advertised, and seven bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To improve the road condition by performing hot mix asphalt paving on I-94 beneath the Scio Church Road bridge.

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

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

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

**Risk Assessment:** The pavement is in need of repair to make the road smoother and safer. Further deterioration of the pavement surface will increase the annual maintenance costs.

\* Denotes a non-standard contract/amendment

**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:** 48895.

8. **Kent County Department of Public Works**                      **Subcontract Amount:            \$25,131**  
**1500 Scribner Avenue, N.W.**  
**Grand Rapids, MI 49504**

**Description of Work: Rubbish Disposal**

**Retroactive** approval is requested for maintenance services subcontracted in calendar year 2003 by the Kent County Road Commission for the disposal of roadside trash from state trunklines located in Kent County. The original subcontract for \$19,900 was approved by the region engineer on October 24, 2002; the amount was below the \$20,000 State Administrative Board approval threshold. However, additional hours were required for completion of the work, resulting in an additional amount of \$5,231, for a total subcontract amount of \$25,131. The work was completed by the Kent County Road Commission with MDOT approval, but through oversight, the paperwork was not completed and State Administrative Board approval was not obtained. Approval is now requested to correct this error. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for rubbish disposal on state trunklines located in Kent County. The South Kent landfill has a waste to energy (WTE) incinerator that uses solid waste as a fuel to generate renewable energy.

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

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

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

**Risk Assessment:** The removal of rubbish from the roadsides provides for cleaner and safer trunklines. If the work is not performed, the roadways could become hazardous.

**Cost Reduction:** The contract is awarded to a local disposal site, which results in lower transportation costs.

**Selection:** The contract was not advertised because the South Kent Landfill, with its WTE incinerator, is the only disposal site within an approximate twenty-mile radius.

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

**Zip Code:** 49504.

## CONTRACTS

9. HIGHWAYS (Real Estate) – Resolution “A” (Sale to Previous Owner)  
Tract 837, Control Section 11112, Parcel C-388, Part A

The subject tract is located in the township of Benton, Berrien County, Michigan and contains approximately 17.59 acres. The tract was appraised by Paul Bidwell and Robert Vogt, Affinity Valuation Group, LLC, independent fee appraisers, on May 20, 2005, in the amount of \$58,000 and reviewed by David Neri and Scott West, Michigan Property Analyst, on June 13, 2005, in the amount of \$58,000. The appraisals are being completed for the direct sale by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on June 17, 2005, in the amount of \$58,000 or approximately \$3,250 per acre. In 1992, the Michigan Department of Transportation (MDOT) acquired, through condemnation, the subject tract from Mr. James Higbee for the proposed relocation of US-31. Based on MDOT's appraisal, the before value of the building, land and outbuildings was \$108,000. The after value of the remainders and outbuildings was \$34,000. The difference of \$74,000 was MDOT's good faith offer. This amounts to \$1,500 per acre for the after value in 1992. Mr. Higbee disagreed with MDOT's evaluation and countered with \$125,000. During mediation, a settlement of \$100,000 was administratively approved by MDOT. Subsequent to the purchase of the property, the alignment for the relocated US-31 project was changed and the Higbee parcel was not needed for the project. In a 2005 letter to the director, Mr. Higbee requested that he be allowed to repurchase the property from MDOT. The sale of the subject tract is being completed using Real Estate Procedure 224.1 which provides for direct sale to an individual when it is in the best interest of the state. The transaction was approved for direct sale by John S. Polasek, Director, Bureau of Highway Development, on March 27, 2006. Mr. Higbee has submitted an "Application to Purchase and Agreement of Sale," and a check in the amount of \$11,600, which represents a 20 percent bid deposit. Tract was not offered to the local municipalities because of Real Estate Procedure 224.1 which provides for direct sale to an individual when it is in the best interest of the state. The property has been declared excess by the Bureau of Highways – Development.

\$58,000

**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:** 49022.

10. HIGHWAYS (Real Estate) – Resolution “B” (Transfer to Governmental Agency for Transportation Use)

Tract 958, Control Section 58021, Parcel C-108 Part A, Parcel C-114, Part A, Parcel C-115, Part A, Parcel C-130, Part A, Parcel 136-A, Part A, Parcel 137-S, Part A

The subject tract is located in the township of Whiteford, Monroe County, Michigan, and consists of five separate properties totaling approximately 7.1 acres. These properties are currently retention basins serving US-223. MDOT has petitioned the Michigan Department of Agriculture, pursuant to the Drain Code, to create a new drainage district to address drainage problems along US-223 in Whiteford Township, Monroe County. The transfer of the retention basins are contingent upon the creation of the Leslie Drainage District and the execution of an agreement between MDOT and the Leslie Drainage District for the operation, maintenance, and administration of the pump station facilities. Agreement #06-5147 is currently being processed by MDOT. An appraisal was not completed since the transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. The deed is subject to a reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and if at any time the property is not used for transportation purposes, the ownership of the property will revert to MDOT. The tract was approved for sale by Jim Simon, Property Manager, University Region, on October 19, 2005. The tract was not offered to all local municipalities because it is part of a master agreement between MDOT and the purchaser, Leslie Drainage District. The property has been declared excess by the Bureau of Highways – Development.

\$1

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

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

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

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

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

**Cost Reduction:** N/A.

**Selection:** N/A.

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

**Zip Code:** 49267.

11. HIGHWAYS (Real Estate) - Resolution "C" (Public Auction Sale)  
Tracts 106, 149, 307, 324, 714, 717, RR-022-A #1

Attached is a resolution for the sale of excess property that sold at a public auction. These properties are located in Crawford, Macomb, Oakland, and Tuscola Counties. The minimum acceptable bid prices, which are the current appraised market values of the properties as determined by approved appraisals on file, have been established. The properties were advertised and offered at a public auction on June 28, 2006, at the City of Novi Civic Center, Novi, Michigan. The total revenue from the auction is \$2,158,100. The minimum acceptable bid prices, the names of the prospective bidders, and the proposed selling prices are set forth in the attached resolution. The tracts were offered to the local municipality prior to being offered to the public. These parcels were determined to be excess by the Bureau of Highway – Development.

\$2,158,100

**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:** 48701, 48374, 48220, 48042, 48768, 49738.

12. HIGHWAYS (Real Estate) – Resolution "D" (Sale to Abutting Owner)

Tract 1018, Control Sections 41014, 41027, Parcel 64, Part A, Parcel 67, Part B, Parcel 980, Part A, Parcel 990, Part A, Parcel 997, Part A

The subject tract is located in the city of Grand Rapids, Kent County, Michigan, and contains approximately 2,833 square feet. The tract is undersized and will not qualify for individual use. The highest and best use is assemblage with the abutting land. The tract was appraised by Dave Thomas, Grand Region Property Analyst, on May 19, 2006, at \$124,570 and approved for sale by Peter Loftis, Grand Region Real Estate Agent, on May 19, 2006, for the amount of \$124,570. The sole abutting owner, Michigan Street Development, LLC, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$124,570, which represents payment in full. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

\$124,570

**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:** 49501.

13. \*EXECUTIVE (Office of Economic Development and Enhancement) - IDS SR2S Program  
Authorization (Z2) under Contract (2006-0483) between MDOT and the Michigan Fitness Foundation (MFF) will provide for assistance to MDOT in developing and implementing Michigan's Safe Routes to School (SR2S) Program (Section 1404 of SAFETEA-LU). Work items include providing outreach, training and technical assistance to schools interested in participating in the program; assisting MDOT in developing and implementing program structure and grant application/selection processes; creating and pilot testing a Middle School Safe Routes to School Handbook; organizing and providing support to schools participating in statewide Walk to School Day for 2006 and 2007; developing and applying program evaluation tools; and administering non-infrastructure projects selected for program funding. The work items include information dissemination through website, training, presentations and school registrations; preparation and conduct of Steering Committee and Coalition meetings; analysis and development of materials leading to completion of program guidance and application forms and process; developing, formatting, testing and producing a Middle School Handbook; registering and providing materials and assistance to schools for Walk to School Days; developing, documenting, applying and reporting program evaluation methodology and evaluation results; and administering non-infrastructure grant awards. The authorization will be in effect from the date of award through September 30, 2009. The authorization amount will be \$1,000,000. The contract term will be March 1, 2006, through September 30, 2009. Source of Funds: 100% Federal Safe Routes to School Program Funds.

**Purpose/Business Case:** To provide for program development, project management, education and outreach, and technical assistance services to MDOT in carrying out the newly enacted federal SR2S Program. The work items include outreach, training, and technical assistance to elementary and middle schools seeking to develop SR2S action plans, which form the basis for eligibility for applications for funding; development, testing, and implementation of a new handbook; assistance in developing application guidelines and evaluation criteria and in coordinating technical multi-agency reviews and recommendations for funding; and development and implementation of federally-required program impact evaluation regimes to assess the impact of SR2S projects on walking and biking attitudes and behavior, health and fitness, and safety incident experience.

**Benefit:** MFF has the capacity and experience necessary to effectively organize and deliver the federal program.

**Funding Source:** 100% Federal Safe Routes to School Program Funds.

**Commitment Level:** The authorization costs are capped based on an estimate of the costs of the identified work over the life of the federal program authorization.

**Risk Assessment:** Without this authorization, Michigan may be significantly delayed in meeting the ongoing needs of the new federal funding program, and the benefits that funding will bring to schools and school children across the state may be delayed.

**Cost Reduction:** MFF is unique in having the necessary capacity, expertise, relationships, and experience to perform the services under this authorization. The organization successfully completed an MDOT-funded pilot project to develop Michigan's current SR2S handbook and is effectively the public face of the SR2S movement in Michigan. As a private non-profit organization with a long history of service to the state in health and fitness promotion, MFF is uniquely positioned to provide the services.

**Selection:** Best source.

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

**Zip Code:** 48864.

14. \*EXECUTIVE (Office of Economic Development and Enhancement) - SIB Loan  
Contract (2006-0508) between MDOT and the City of Highland Park is a state infrastructure bank (SIB) loan to assist the City of Highland Park in financing transportation infrastructure improvements through the Hamilton Road project. The loan will allow the City of Highland Park to resurface Hamilton Road from Davison Street to McNichols Road and from the south city limits to Davison Street. MDOT will loan \$3,000,000 with no interest to the city. The contract will be in effect from the date of award through December 31, 2016. Source of Funds: SIB Loan Funds - \$3,000,000.

**Purpose/Business Case:** This contract will provide a state infrastructure bank loan to the City of Highland Park for the resurfacing of Hamilton Road from Davison Street to McNichols Road and from the south city limits to Davison Street.

**Benefit:** The city is working with the MDOT and the Wayne County Road Commission to complete some long overdue road projects in the area as part of its revitalization efforts.

**Funding Source:** SIB Loan Funds - \$3,000,000.

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

**Risk Assessment:** If the City of Highland Park does not receive the loan, it may not be able to improve this route, which would negatively impact the revitalization plans of the city.

**Cost Reduction:** The loan will cover only costs for which funding is not available from other sources.

**Selection:** N/A.

**New Project Identification:** Repair of an existing road.

**Zip Code:** 48203.

15. HIGHWAYS – Railroad Force Account Work  
Master Agreement (94-1047) between MDOT and Huron & Eastern Railway Company, Inc., dated July 5, 1994, will provide for improvements under job number 85462 to a crossing of Huron & Eastern Railway Company, Inc., at M-13 in the city of Bay City, Bay County. The improvements include crossing surface reconstruction and re-cabling of the existing warning devices.

Estimated Funds:

Federal Highway Administration Funds	<u>\$ 95,000</u>
Total Funds	<u>\$ 95,000</u>

STR 09032 - 85462  
Railroad Force Account Work

**Purpose/Business Case:** To rebuild the crossing surface in conjunction with roadway approach reconstruction.

**Benefit:** Increased safety by providing a smoother crossing surface.

**Funding Source:** Federal Highway Administration Funds.

**Commitment Level:** 100% federal; based on railroad estimate.

**Risk Assessment:** Lower probability of vehicle loss of control due to a smoother crossing surface.

\* Denotes a non-standard contract/amendment

**Cost Reduction:** Improvements are on railroad property and Huron & Eastern Railway Company, Inc., is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

**Selection:** N/A.

**New Project Identification:** Existing railroad crossing.

**Zip Code:** 48706.

16. HIGHWAYS - IDS University Research Services

Authorization (Z11) under Contract (2003-0026) between MDOT and the University of Michigan will provide for research services to be performed to support the development of left-turn assistance systems at urban and suburban signalized intersections. This work will support a wider research and development program for the Cooperative Intersection Collision Avoidance Systems - Urban and Sub-Urban Assisted Left Turn (CICAS - USUAL), to be conducted by the California Department of Transportation (CALTRANS) and the University of California, under contract with the United States Department of Transportation (US DOT). CICAS - USUAL is the part of the Intelligent Transportation System Vehicle and Infrastructure Integration (ITS VII) program that focuses on intersection collision. The authorization amount will be \$73,163.43. The contract will be in effect from October 21, 2003, through October 21, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for research services to be performed to support the development of left-turn assistance systems at urban and suburban signalized intersections. This work will support a wider research and development program for CICAS - USUAL, to be conducted by CALTRANS and the University of California, under contract with US DOT. CICAS - USUAL is the part of the ITS VII program that focuses on intersection collision.

**Benefit:** Will have the potential of supporting MDOT's goal of saving lives, time, and money for the traveling public as well as bringing this component of the research to Michigan.

**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 project could increase safety risks to the public and result in the loss of funding for research programs.

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

**Selection:** N/A.

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

**Zip Code:** 48109.

17. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z23/R3) under Contract (2003-0488) between MDOT and Rowe, Inc., will provide for the performance of additional design services and will increase the contract amount by \$29,656.85. The additional services will include the reworking of the cross sections, alignments, and drainage and calculation quantities necessary for the project. The additional services are required because of delays in MDOT software changes. MDOT mandated that all design consultants upgrade their software to Microstation Version 8 (V8) and Geopak by October 1, 2005. Rowe, Inc., had AutoCad instead of Microstation. Rowe, Inc., obtained Microstation V8 and began working on the project; however, MDOT was unable to complete its implementation of Microstation V8 by its due date because of unforeseen system problems. The original authorization provides for road design services for the rehabilitation of I-94 from Joy Boulevard to M-29 in Macomb County (CS 50111 - JN 55656C). The authorization term remains unchanged, January 20, 2005, through August 5, 2007. The revised authorization amount will be \$661,366.74. The contract term is August 5, 2003, through August 5, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of additional design services to include the reworking of the cross sections, alignments, and drainage and calculation quantities necessary for this project. The additional services are required because of delays in MDOT software changes.

**Benefit:** Will improve the road surface, drainage, and traffic safety to meet MDOT freeway strategies.

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

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

**Risk Assessment:** Without rehabilitation, the roadway may incur increased maintenance costs and traffic safety risks.

**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:** 48047.

18. HIGHWAYS - IDS Time Extension

Amendatory Contract (2003-0526/A1) between MDOT and Advanced Geomatics will extend the contract term by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z5), for which additional time is needed for completion of additional services for the US-23 to Huron River Bridge project in Livingston and Oakland Counties (CS 47064 - JN 78200D). (See following item.) The original contract provides for design consultant services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be August 19, 2003, through August 19, 2007. The maximum amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To extend the contract term by one year to provide sufficient time for the consultant to complete an ongoing project under authorization (Z5). No new authorizations will be issued under this contract.

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

**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.

\* Denotes a non-standard contract/amendment

**Risk Assessment:** Failure to extend the expiration date will allow the contract to terminate and not allow ongoing authorizations issued under it to be extended.

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

**Selection:** N/A for amendment and for original contract.

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

**Zip Code:** 48909.

19. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z5/R2) under Contract (2003-0526) between MDOT and Advanced Geometrics will provide for the performance of additional design services, will increase the authorization amount by \$24,812.41, and will extend the authorization term by one year to provide sufficient time for the consultant to complete the additional services. The additional services will include survey work for the change in mapping limits on I-96 from US-23 in Livingston County to the Huron River Bridge in Oakland County. The original authorization provides for road design survey services to be performed on I-96 from US-23 to the Oakland County line (CS 47064 – JN 78200D). The revised authorization term will be August 10, 2005, through August 19, 2007. The revised authorization amount will be \$272,279.60. The revised contract term will be August 19, 2003, through August 19, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for additional design services for I-96 from US-23 in Livingston County to the Huron River Bridge in Oakland County for bridge replacement/overlay and roadway reconstruction. The limit changed from the Oakland County line to the Huron River Bridge, resulting in an additional 2,400 feet of survey work.

**Benefit:** Will improve the pavement condition and reduce the long-term maintenance costs for this area.

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

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

**Risk Assessment:** If this revision is not approved, this road will need increased maintenance to keep it functioning.

**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:** 48116.

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

Amendatory Contract (2004-0358/A5) between MDOT and HNTB Michigan, Inc., will provide for the performance of additional design and coordination services, will increase the contract amount by \$1,848,246.75, and will extend the contract term by approximately ten months to provide sufficient time for the consultant to complete the additional services. The additional services are required because the reconstruction limits are being extended south from Greenfield Road to Meyers Road. The additional work incorporates the Value Engineering recommendations to allow all remaining original pavement on M-10 to be reconstructed in one season. The original contract provides for the reconstruction of M-10 between M-102 and M-39 in the city of Southfield, Oakland County. The revised contract term will be November 2, 2004, through December 31, 2007. The revised contract amount will be \$5,604,783.95. 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:** This amendment will provide for the performance of additional design and coordination services, will increase the contract amount by \$1,848,246.75, and will extend the contract term by approximately ten months. The additional services are required because the reconstruction limits are being extended south from Greenfield Road to Meyers Road. The additional work incorporates the Value Engineering recommendations to allow all remaining original pavement on M-10 to be reconstructed in one season.

**Benefit:** This amendment will allow MDOT to utilize the planned freeway closure to complete this reconstruction work in one season, which will result in an overall cost savings to MDOT. M-10 cannot be closed for this work past 2007 because other projects in the vicinity are scheduled for 2008. Extending the reconstruction limit will allow all remaining original pavement on M-10 to be reconstructed.

**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:** Failure to include this work would necessitate that MDOT return to this location at a later date to upgrade the facilities. This would result in additional maintaining traffic costs, increased user delays, additional impacts to the roadway, and increased supervision during construction.

**Cost Reduction:** Cost 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:** Qualifications-based for amendment and 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.

21. HIGHWAYS - IDS Engineering Services

Authorization (Z16) under Contract (2005-0015) between MDOT and Hubbell, Roth & Clark, Inc., will provide for as-needed final estimate records review services to be performed for the Bay Region. The work items include reviewing force accounts, staking documentation, and quality assurance/quality control (QA/QC) documentation and calculating QA/QC payments. The authorization will be in effect from the date of award through November 16, 2007. The authorization amount will be \$108,848.15. The contract term is November 16, 2004, through November 16, 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 final estimate records review services to be performed in the Bay Region.

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

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

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

**Risk Assessment:** Failure to provide the services 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:** 48601.

22. HIGHWAYS - Ash Tree Survey and Database Development

Authorization (Z2) under Contract (2005-0172) between MDOT and Environmental Consulting & Technology, Inc., will provide for the performance of a survey and the development of a database for the management of ash trees affected by the Emerald Ash Borer within the Metro Region right-of-way (ROW) (CS 84917 - JN 84386). The work items include performance of a two-tiered survey to identify the condition of the trees, the development of a database of the survey results, the development of a cost estimate for the removal and replacement of the affected trees, and the provision of overall vegetation management training to MDOT. The authorization will be in effect from the date of award through April 8, 2008. The authorization amount will be \$145,800. The contract term is April 8, 2005, through April 8, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** This authorization will provide for the performance of a survey and the development of a database for the management of ash trees affected by the Emerald Ash Borer within the Metro Region ROW (CS 84917 - JN 84386). The work items include performance of a two-tiered survey to identify the condition of the trees, the development of a database of the survey results, the development of a cost estimate for the removal and replacement of the affected trees, and the provision of overall vegetation management to training MDOT.

**Benefit:** The survey results will assist in the removal of diseased ash trees within the Metro Region. The benefits will include improved safety and aesthetics, as the dead trees are hazardous and unsightly. The database will provide for future vegetation management.

**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/awarding this project could result in safety problems to the public. Also, environmental and erosion conditions may not be able to be met or prevented.

**Cost Reduction:** The project was advertised, and the low bidder was selected.

**Selection:** Low bid.

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

**Zip Code:** 48075.

23. HIGHWAYS - IDS Engineering Services

Authorization (Z12) under Contract (2005-0371) between MDOT and Wade-Trim/Associates, Inc., will provide for the performance of an inventory of freeway speed limit signing throughout the state trunkline system and design services for the replacement or modification of truck and minimum speed limit signs to comply with new state law. The truck speed limit will be raised from 55 miles per hour to 60 miles per hour on freeways posted at 70 miles per hour (Enrolled House Bill 5104), and the minimum speed limit will be raised from 45 miles per hour to 55 miles per hour for all freeways (Enrolled House Bill 5240). The authorization will be in effect from the date of award through August 11, 2008. The authorization amount will be \$249,992.24. The contract term is August 11, 2005, through August 11, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for an inventory of freeway speed limit signing throughout the state trunkline system and for design services for the replacement or modification of truck and minimum speed limit signs to comply with new state law. The law requires compliance by November 9, 2006.

**Benefit:** Will allow compliance with new state law and increase the safety of motorists by decreasing the size of the gap between the minimum and maximum speeds.

**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:** Failure to provide the services will prevent compliance with new state law and the opportunity to increase safety.

\* Denotes a non-standard contract/amendment

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48909.

24. HIGHWAYS - IDS Design Consultant Services

Authorization (Z13) under Contract (2005-0483) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for a traffic simulation study utilizing the traffic modeling tools VISSIM and VISUM to be performed on US-24 between 10 Mile Road and 14 Mile Road in the Metro Region (CS 84917 - JN 59195). The authorization will be in effect from the date of award through October 4, 2008. The authorization amount will be \$108,930.22. The contract term is October 4, 2005, through October 4, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for a traffic simulation study utilizing the traffic modeling tools VISSIM and VISUM to be performed on US-24 between 10 Mile Road and 14 Mile Road in the Metro Region.

**Benefit:** Will identify existing and future deficiencies within the corridor and evaluate alternatives to address those deficiencies.

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

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

**Risk Assessment:** If this study is not authorized, MDOT will not be able to identify existing and future deficiencies within the corridor and evaluate alternatives to address those deficiencies.

**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:** 48075.

25. \*HIGHWAYS - Cold Milling and Resurfacing Work

**Retroactive** Amendatory Contract (2006-0142/A1) between MDOT, Six-S, Inc., and the City of Wixom will provide for the performance of additional cold milling pavement removal and hot mix asphalt paving on Pontiac Trail from station 1+029.5 to station 1+162.0 in the city of Wixom, Oakland County, and will increase the contract amount by \$4,872.99 (1 year, 88 days retroactive). The original contract provided for retroactive reimbursement of costs for services incurred from May 5, 2005, through September 9, 2005. The contract term remains unchanged, May 5, 2005, through September 9, 2005. The revised contract amount will be \$27,783.95. Source of Funds: 100% City of Wixom Funds.

This amendatory contract is being processed retroactively to provide for services performed in good faith beyond the project limits of Contract (63459-56252) and for reimbursement of costs for these services incurred from May 5, 2005, through September 9, 2005. The local agency instructed the contractor to cold mill the existing roadway surface and place hot mix asphalt adjacent to and beyond the project limits of the original contract in order to repair a section of roadway that was in poor condition. The section of roadway referenced exhibited extensive roadway cracks and deep wheel track rutting. The project was processed as a construction contract, and the construction contract modification process was used to extend the project limits and add services and costs. This process was later determined to be inappropriate because prior approval was not obtained. The determination required the award of a new service contract or modification by the service contract amendment process rather than by the extras process used for construction contracts. Retroactive approval of this amendatory contract will ensure that the correct contracting method is used to provide for payment for services performed in good faith by the contractor. The project extension work began prior to the issuing of an instructional memorandum to address project limits.

**Purpose/Business Case:** This amendatory contract will retroactively provide for coldmilling and resurfacing services performed outside of the original project limits of Contract (63459-56252) and for payment for those services, which the contractor performed in good faith at the local agency's request.

**Benefit:** This work will slow future deterioration and maintain or improve the functional condition of the system, which will result in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments. The amendment will allow payment to the contractor for providing the services on a good faith basis in the absence of a contract.

**Funding Source:** 100% City of Wixom Funds.

**Commitment Level:** The project was originally advertised and bid, with the lowest bidder awarded the contract. The bids were based on estimated quantities for various items of work. Payment for the additional extra services performed from May 5, 2005, through September 9, 2005, will be on the basis of agreed upon amounts and will not exceed \$27,783.95.

**Risk Assessment:** If this contract is not approved, MDOT will be unable to pay the contractor for services performed in good faith at the local agency's instruction.

**Cost Reduction:** The extra costs were negotiated per the 1996 Standard Specifications for Construction.

**Selection:** Low bid for Contract (63459-56252); negotiated for Contract (2006-0142).

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

**Zip Code:** 48393.

26. HIGHWAYS - IDS Engineering Services

Authorization (Z3) under Contract (2006-0225) between MDOT and URS Corporation Great Lakes will provide for road design services to be performed for M-20 (Baseline Road) from Catalpa Avenue easterly 7.415 miles to west of Cottonwood Avenue in Wilcox, Everett, Bit Prairie, and Goodwell Townships, Newaygo County (CS 62015 - JN 60571C). The services will include cold milling, hot mix asphalt (HMA) resurfacing, trenching, shoulder widening, drainage, and vertical curve correction work at Poplar Avenue and improving sight distance. The authorization will be in effect from the date of award through April 12, 2009. The authorization amount will be \$285,305.91. The contract term is April 13, 2006, through April 12, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for road design services to be performed for M-20 (Baseline Road) from Catalpa Avenue easterly 7.415 miles to west of Cottonwood Avenue in Wilcox, Everett, Bit Prairie, and Goodwell Townships, Newaygo County. The services will include cold milling, HMA resurfacing, trenching, shoulder widening, drainage, vertical curve correction work at Poplar Avenue and improving sight distance.

**Benefit:** Will improve safety and extend the service life of this road, in accordance with MDOT's Five Year Plan.

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

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

**Risk Assessment:** Without the proposed project, the safety and service life of the pavement will continue to deteriorate.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 49346.

27. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2006-0349) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for design services to be performed for roadway reconstruction work on eastbound I-94 from east of M-40 to east of the Kalamazoo County line, Van Buren County (CS 80024 - JN 83935C). The work items include preparing required plans, typical cross-sections, maintaining traffic plans, pavement marking plans, permanent signing plans, and right-of-way plans; performing surveys; and solving any problems that may arise during the design of this project. The authorization will be in effect from the date of award through May 1, 2009. The authorization amount will be \$370,788.18. The contract term is May 2, 2006, through May 1, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for design services to be performed for roadway reconstruction work on eastbound I-94 from east of M-40 to east of the Kalamazoo County line, Van Buren County.

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

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

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

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

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

**Selection:** Qualifications-based.

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

**Zip Code:** 49071.

28. \*HIGHWAYS - Traffic and Safety Services

Contract (2006-0488) between MDOT and B.C. Traffic Engineering, Inc., will provide for retro-reflectivity measurements of pavement markings to be taken on various state trunkline routes within the service areas of the Alpena Transportation Service Center (TSC), Brighton TSC, Cadillac TSC, Grayling TSC, Jackson TSC, and Traverse City TSC. The work items include taking the measurements and providing a report of retro-reflectivity measurements of waterborne paint and spray thermoplastic pavement marking materials. The contract will be in effect from the date of award through September 30, 2007. The contract amount will be \$79,085. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** To provide for retro-reflectivity measurements of pavement markings to be taken on various routes statewide. The work items include taking the measurements and providing a report of retro-reflectivity measurements of waterborne paint and spray thermoplastic pavement marking materials, as required by federal regulations. The contracts for annual pavement markings include incentive/disincentive pay ranges based on the measurements to be made under this contract.

**Benefit:** Line quality increases each year because pavement marking contractors focus on providing a high quality line. MDOT will be able to pay pavement marking contractors and meet federal regulations.

**Funding Source:** 100% Federal Highway Administration Funds.

**Commitment Level:** Low bid by units.

**Risk Assessment:** Without this contract, the measurements cannot be taken, the pavement marking contractors cannot be paid, and MDOT cannot meet federal regulations.

**Cost Reduction:** Low bid by units.

**Selection:** Low bid.

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

**Zip Code:** 48909.

29. \*HIGHWAYS - Traffic and Safety Services

Contract (2006-0489) between MDOT and Precision Scan, LLC, will provide for retro-reflectivity measurements of pavement markings to be taken on various state trunkline routes within the service areas of the Lansing Transportation Service Center, Bay Region, Grand Region, Metro Region, Superior Region, and Southwest Region. The work items include taking the measurements and providing a report of retro-reflectivity measurements of waterborne paint and spray thermoplastic pavement marking materials. The contract will be in effect from the date of award through September 30, 2007. The contract amount will be \$249,211. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** To provide for retro-reflectivity measurements of pavement markings to be taken on various routes statewide. The work items include taking the measurements and providing a report of retro-reflectivity measurements of waterborne paint and spray thermoplastic pavement marking materials, as required by federal regulations. The contracts for annual pavement markings include incentive/disincentive pay ranges based on the measurements to be made under this contract.

**Benefit:** Line quality increases each year because pavement marking contractors focus on providing a high quality line. MDOT will be able to pay pavement marking contractors and meet federal regulations.

**Funding Source:** 100% Federal Highway Administration Funds.

**Commitment Level:** Low bid by units.

**Risk Assessment:** Without this contract, the measurements cannot be taken, the pavement marking contractors cannot be paid, and MDOT cannot meet federal regulations.

**Cost Reduction:** Low bid by units.

**Selection:** Low bid.

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

**Zip Code:** 48909.

30. \*HIGHWAYS - Construction Engineering Services

Contract (2006-0491) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for the performance of full road and bridge construction engineering services for the rehabilitation of M-1 (Woodward Avenue) at M-102 (8 Mile Road), including three bridge deck replacements, in the cities of Ferndale and Detroit, Wayne and Oakland Counties. 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 December 30, 2009. The contract amount will be \$1,949,049.54. Source of Funds: 82.95% Federal Highway Administration Funds, 12.21% State Restricted Trunkline Funds, 4.67% City of Detroit (Act 51) Funds, and 0.17% City of Ferndale (Act 51) Funds.

**Purpose/Business Case:** To provide full construction engineering services for the rehabilitation of M-1 (Woodward Avenue) at M-102 (8 Mile Road), including three bridge deck replacements, in the cities of Ferndale and Detroit, Wayne and Oakland Counties. The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The reconstruction of M-1 at M-102 will include replacing the pavement and median barrier; replacing three bridge decks; making drainage improvements; and upgrading lighting, signing, and pavement marking. The overall project will improve ride quality and safety.

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

**Funding Source:** 82.95% Federal Highway Administration Funds, 12.21% State Restricted Trunkline Funds, 4.67% City of Detroit (Act 51) Funds, and 0.17% City of Ferndale (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 not new project.

**Zip Code:** 48220.

31. \*HIGHWAYS - IDS Engineering Services

Contract (2006-0518) between MDOT and Wigen Tincknell Meyer & Associates, Inc., will provide for the performance of design construction assistance for the historic renovation of the Standish Depot, northwest quadrant of M-61 and US-23 in Arenac County. The work items will include new restroom construction and site work. The contract will be in effect from the date of award through November 15, 2007. The contract amount will be \$34,387.01. Source of Funds: 100% Bay City Transportation Service Center (TSC) Operating Account (Development) Funds.

**Purpose/Business Case:** To provide design construction assistance for the historic renovation of the Standish Depot, new restroom construction, and site work. This is an enhancement project. The local community and groups are partnering with MDOT to restore this historic building and transform it to a Welcome Center for the US-23 Heritage Route. The Arenac Heritage Route Authority is the property owner and will be responsible for all maintenance. The Heritage Route Authority has raised and paid over \$400,000 to perform site clean up, purchase the building, and hire an architect to prepare all the building plans. In addition to the renovations, there will be a static rail car display/museum. The locals have purchased rail cars to incorporate them into the project.

**Benefit:** Once completed, this site will be a welcome center for tourists traveling along US-23's Sunrise Heritage Route. This will provide economic benefits to the city of Standish.

**Funding Source:** 100% Bay City TSC Operating Account (Development) Funds.

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

**Risk Assessment:** The local stakeholders have a huge investment in this project. They have spent the last three years raising money, doing site work, and partnering with MDOT and the State Historic Preservation Organization to make this renovation and transformation a success. This is one of the first projects of this nature that MDOT is undertaking, and it will set a precedent for the restoration of other historic transportation related buildings.

**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:** Sole Source.

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

**Zip Code:** 48658.

32. HIGHWAYS – Creation of New County Drain

Contract (2006-5147) between MDOT and the Monroe County Drain Commissioner will establish and define the limits of the new Leslie Drain, including maintenance responsibilities and the transfer of excess property required for the drain.

No funds are involved.

58021; Monroe County

No Letting

**Purpose/Business Case:** To establish and define maintenance responsibilities for the new Leslie Drain.

**Benefit:** MDOT will benefit from improved drainage along portions of the state trunkline.

**Funding Source:** N/A.

**Commitment Level:** N/A.

**Risk Assessment:** Any unlawful connections to the drain are prohibited by agreement, and the Drain Commissioner is required to accept all water drained from the portion of the trunkline within the drainage district.

**Cost Reduction:** N/A.

**Selection:** N/A.

**New Project Identification:** Creation of a new county drain.

**Zip Code:** 49267.

33. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2006-5197) between MDOT and the Gogebic County Road Commission will provide for participation in the following improvements:

Hot mix asphalt surfacing work along Section 12 Road over Siemens Creek, including base crushing and shaping, aggregate base, shoulder, and culvert replacement work.

Estimated Funds:

Federal Highway Administration Funds	\$71,000
Gogebic County Road Commission Funds	<u>\$17,700</u>
Total Funds	<u>\$88,700</u>

STH 27609 - 84950

Local Force Account

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

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

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

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

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

\* Denotes a non-standard contract/amendment

**Cost Reduction:** Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

**Selection:** N/A.

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 49911.

34. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2006-5325) between MDOT and the Gogebic County Road Commission will provide for participation in the following improvements utilizing Federal Highway Administration Funds (Equity Bonus) designated by Act 51 of the Public Acts of 1951 as Transportation Economic Development (TED) Category D Funds:

Hot mix asphalt resurfacing work along Airport Road from Skyway Lane easterly approximately 0.84 miles, including base crushing and shaping, shoulder, and traffic control work.

Estimated Funds:

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

EDDF 27555 - 55804

Local Force Account

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

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

**Funding Source:** Federal Equity Bonus Funds and Gogebic County Road Commission Funds.

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

**Risk Assessment:** Possible loss of development opportunities.

**Cost Reduction:** Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

**Selection:** N/A.

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 49938.

35. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2006-5326) between MDOT and the Gogebic County Road Commission will provide for participation in the following improvements:

Hot mix asphalt resurfacing work along Johnson Road from approximately 0.2 miles south of the south city limits of Bessemer to Harding Road, including base crushing and shaping and aggregate base work.

Estimated Funds:

Federal Highway Administration Funds	\$75,000
Gogebic County Road Commission Funds	<u>\$18,800</u>
Total Funds	<u>\$93,800</u>

STL 27023 - 86847  
 Local Force Account

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

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

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

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

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

**Cost Reduction:** Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

**Selection:** N/A.

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 49911.

36. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Amendatory Contract (2006-5339) between MDOT and the City of Sault Ste. Marie will provide for participation in the following Transportation Enhancement improvements:

Historical restoration work for the Kemp Coal Dock Office Building located at the northeast corner of Water Street at Johnson Street.

The purpose of this amendment is to provide for an increase in the maximum amount of federal funds (from \$61,160 to \$76,000) to be applied to the eligible items of the project cost. The project cost reflects the maximum amount in which the Federal Highway Administration will participate.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$61,160	\$14,840	\$76,000
City of Sault Ste. Marie Funds	<u>\$15,290</u>	<u>\$ 3,710</u>	<u>\$19,000</u>
Total Funds	<u>\$76,450</u>	<u>\$18,550</u>	<u>\$95,000</u>

STE 17419 – 54903; Chippewa County  
 Amendment

**Purpose/Business Case:** To amend the original contract to increase the maximum amount of federal funds to be

\* Denotes a non-standard contract/amendment

applied to the eligible items of the project cost.

**Benefit:** The project will be able to be completed with this change in funding.

**Funding Source:** Federal Transportation Enhancement Activities Funds and City of Sault Ste. Marie Funds.

**Commitment Level:** 80% federal up to \$76,000 and the balance by City of Sault Ste. Marie; based on estimate.

**Risk Assessment:** Without this change in funding, the project may not be able to be completed.

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

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

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

**Zip Code:** 49783.

37. \*HIGHWAYS (Maintenance) - State Trunkline Maintenance

**Retroactive Contract (2006-0456)** between MDOT and the City of Detroit will provide for state trunkline maintenance services to be performed on state trunklines in the city of Detroit. This contract will replace Contract (2004-0628), which was approved by the State Administrative Board (SAB) on September 7, 2004, but was never executed. The revised contract includes detailed language covering traffic signal energy costs and responsibilities. The contract will be in effect from October 1, 2004, through September 30, 2009.

Public Act (PA) 17 of 1925 authorizes MDOT to contract with cities, villages, and boards of county road commissions for the construction, improvement, and maintenance of state trunkline highways. Under the terms of the standard maintenance contracts, the cities, villages, and boards are reimbursed for audited labor, equipment rental, and material charges in accordance with the provisions of the contracts. This maintenance contract was not competitively bid but was negotiated with the local unit of government. MDOT has made findings that such negotiated contracts are in the public interest and has transmitted those findings in accordance with Section 11c of 1951 PA 51, MCL 247.66a(c); MSA 9.1097(11c).

This contract is on a cost reimbursement basis, subject to final audits to actual costs. Billings are submitted by the municipality on a quarterly basis to be approved by the Region. Actual work is planned by the Region in cooperation with the municipality. In general, the total amount for the maintenance budget is based on legislative appropriations; the Region establishes and administers the individual municipal budget. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for routine maintenance services to be performed on state trunklines in the city of Detroit.

**Benefit:** This contract will provide the most cost-effective and efficient way of delivering essential maintenance services to the city.

**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 SAB pursuant to the requirements of SAB Resolution (2005-2).

**Risk Assessment:** The maintenance work items identified in the contract are essential to the operation and management of the trunkline system. Failure to perform routine maintenance may result in an unsafe travel environment.

**Cost Reduction:** The work plan developed for this contract will be monitored closely on a monthly basis to prevent the use of trunkline budget for redundant or unnecessary work.

**Selection:** N/A.

**New Project Identification:** This contract will provide for the performance of routine maintenance services.

**Zip Code:** 48336.

38. MULTI-MODAL - Time Extension

Amendatory Contract (2001-0727/A4) between MDOT and the City of Detroit, Department of Transportation (DDOT), will extend the contract term by one year to provide sufficient time for DDOT to install bus stops and signage. The project was delayed when the DDOT project manager took an extended medical leave, and DDOT was unable to assign a temporary project manager. The project manager has now returned to work, and work on the project has resumed. The original contract provides state matching funds for DDOT's FY 2001 Federal Section 5307 Urbanized Area Capital Program grant. The revised contract term will be February 2, 2001, through August 1, 2007. The contract amount remains unchanged at \$28,241,770. Source of Funds: Federal Transit Administration Funds (FTA) - \$22,593,416; FY 1992, FY 2001, and FY 2002 State Restricted Comprehensive Transportation Funds - \$5,648,354.

**Purpose/Business Case:** To provide a one-year time extension to allow the agency to complete the project.

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

**Funding Source:** FTA Funds - \$22,593,416; FY 1992, FY 2001, and FY 2002 State Restricted Comprehensive Transportation Funds - \$5,648,354.

**Commitment Level:** The contract amount is based on cost estimates.

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

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

**Selection:** N/A.

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

**Zip Code:** 48207.

39-45. MULTI-MODAL - Section 5309 Program

The following project authorizations issued under master agreements between MDOT and the following agencies will provide state matching funds for capital items under the FY 2005 Federal Section 5309 Capital Discretionary Program grant for public transportation services. The projects are funded at 80 percent federal and 20 percent state match, plus insurance proceeds of \$65,160 received by the Eaton County Transportation Authority (ECTA) to be used by ECTA to replace a bus destroyed in an accident. The effective dates of the authorizations will be the effective date of the federal grant, and the authorizations will be in effect for three years. The authorizations may be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorizations will be \$2,474,940. The terms of the master agreements are from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,927,824; FY 2002 and FY 2006 State Restricted Comprehensive Transportation Funds - \$481,956; ECTA Insurance Check Funds - \$65,160.

	<u>Master Agreement/ Authorization</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
39.	2002-0013/Z16	Battle Creek, City of	1 Bus	\$272,340
40.	2002-0014/Z33	Bay Metro Transportation Authority	3 Buses 1 Van	\$330,480 \$ 40,800
41.	2002-0020/Z16	Blue Water Transportation Commission	3 Buses	\$413,100
42.	2002-0035/Z21	Eastern U. P. Transportation Authority	4 Buses	\$265,690
43.	2002-0036/Z15	Eaton County Transportation Authority	7 Buses	\$549,280
44.	2002-0046/Z15	Houghton, City of	4 Buses	\$260,045
45.	2002-0064/Z24	Marquette County Transit Authority	4 Buses	\$343,205

**Purpose/Business Case:** To provide funding for capital items under the FY 2005 Federal Section 5309 Capital Discretionary Program grant.

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

**Funding Source:** FTA Funds - \$1,927,824; FY 2002 and FY 2006 State Restricted Comprehensive Transportation Funds - \$481,956; ECTA Insurance Check Funds - \$65,160.

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

**Risk Assessment:** The risk of not awarding these authorizations is the loss of federal funds.

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

**Selection:** N/A.

**New Project Identification:** These are new projects.

**Zip Code:** 48909.

46. MULTI-MODAL - Section 5309 Capital Program

Project Authorization (Z34) under Master Agreement (2002-0014) between MDOT and the Bay Metropolitan Transportation Authority, transit service in Bay County, will provide state matching funds for the Authority's FY 2006 Federal Section 5309 Capital Discretionary Program grant for the purchase of three buses and five vans. The authorization will be in effect from June 1, 2006, through May 31, 2009. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$495,000. 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 - \$396,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$99,000.

**Purpose/Business Case:** To provide state matching funds for the Authority's FY 2006 Federal Section 5309 Capital Discretionary Program grant for the purchase of three buses and five vans.

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

**Funding Source:** FTA Funds - \$396,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$99,000.

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

**Risk Assessment:** The risk of not approving this authorization 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 a new project.

**Zip Code:** 48708.

47. MULTI-MODAL - Section 5307 Program

Project Authorization (Z17) under Master Agreement (2002-0020) between MDOT and the Blue Water Area Transportation Commission (BWATC), in St. Clair County, will provide state matching funds for BWATC's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program grant for the rehabilitation/renovation of a compressed natural gas (CNG) compressor station and acquisition of shop and support equipment. The authorization will be in effect from June 13, 2006, through June 12, 2009. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$44,240. Toll credits in the amount of \$4,848 will be allocated as match for the shop equipment and support equipment line items. 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 Funds (FTA) - \$40,240; FY 2006 State Restricted Comprehensive Transportation Funds - \$4,000.

**Purpose/Business Case:** To provide state matching funds for BWATC's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program grant for the rehabilitation/renovation of a CNG compressor station and acquisition of shop and support equipment.

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

**Funding Source:** FTA Funds - \$40,240; FY 2006 State Restricted Comprehensive Transportation Funds - \$4,000.

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

**Risk Assessment:** The risk of not awarding this authorization is the loss of federal funds.

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

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

**Selection:** N/A.

**Zip Code:** 48060.

48. MULTI-MODAL - Section 5307 Program

Project Authorization (Z27) under Master Agreement (2002-0024) between MDOT and the Capital Area Transportation Authority (CATA), in Ingham County, will provide state matching funds for CATA's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program grant for the lease/purchase of large buses; for the purchase of large buses, paratransit vehicles, spare parts, support vehicles, customer enhancements, safety and security equipment, maintenance equipment, computer hardware and software, Intelligent Transportation System equipment, Automated Vehicle Locator equipment, and electronic fare equipment; and for preventive maintenance, planning, and the renovation of the maintenance and storage facilities. The authorization will be in effect from May 26, 2006, through May 25, 2009. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$5,049,818. Toll credits in the amount of \$342,829 will be allocated as match for the equipment purchases, preventive maintenance, and planning line items. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$4,382,684; FY 2006 State Restricted Comprehensive Transportation Funds - \$667,134.

**Purpose/Business Case:** To provide state matching funds for CATA's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program grant.

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

**Funding Source:** FTA Funds - \$4,382,684; FY 2006 State Restricted Comprehensive Transportation Funds - \$667,134.

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

**Risk Assessment:** The risk of not awarding this authorization is the loss of federal funds.

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

**Selection:** N/A.

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

**Zip Code:** 48910.

49. MULTI-MODAL - Section 5307 Program

Project Authorization Revision (Z11/R1) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), which provides transit service in the city of Detroit and portions of Wayne and Oakland Counties, will extend the authorization term by 18 months to provide sufficient time for DDOT to complete the project. Construction of the new downtown transit facility was delayed until sufficient funding was in place to complete the project. The funding is now in place and work has begun on the project. The original authorization provides state matching funds for DDOT's FY 2002 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be August 26, 2003, through February 25, 2008. The authorization amount remains unchanged at \$10,000,000. 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 Funds (FTA) Funds - \$8,000,000; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$2,000,000.

**Purpose/Business Case:** To provide for an 18 month time extension to allow DDOT sufficient time to construct a downtown transit facility now that adequate funding is in place.

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

**Funding Source:** FTA Funds - \$8,000,000; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$2,000,000.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48207.

50. MULTI-MODAL - Section 5307 Program

Project Authorization Revision (Z12/R1) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), which provides transit service in the city of Detroit and portions of Wayne and Oakland Counties, will extend the authorization term by 18 months to provide sufficient time for DDOT to complete the project. Project completion has been delayed because the facility has required more extensive repairs than originally anticipated. The original authorization provides state matching funds for DDOT's FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be August 26, 2003, through February 25, 2008. The authorization amount remains unchanged at \$17,500,000. 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 - \$14,000,000; FY 2002, FY 2003 and FY 2005 State Restricted Comprehensive Transportation Funds - \$3,500,000.

**Purpose/Business Case:** To provide an 18-month time extension to allow DDOT to complete facility renovations.

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

**Funding Source:** FTA Funds - \$14,000,000; FY 2002, FY 2003 and FY 2005 State Restricted Comprehensive Transportation Funds - \$3,500,000.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48207.

51. MULTI-MODAL - Section 5307/CMAQ Program

Project Authorization Revision (Z14/R1) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), will extend the authorization term by one year to provide sufficient time for DDOT to complete the maintenance training that is a condition of the lease agreement for the vehicles acquired through this authorization. The additional time is needed because it took longer than anticipated for the new buses to be built, which delayed the City's contract approval process. The original authorization provides state matching funds for DDOT's FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program and FY 2003 Congestion Mitigation and Air Quality Improvement Program grant. The revised authorization term will be August 13, 2003, through August 12, 2007. The authorization amount remains unchanged at \$3,906,250. 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 Funds - \$3,125,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$781,250.

**Purpose/Business Case:** To provide a one-year time extension to allow DDOT to complete maintenance training, a condition of the lease agreement for the new buses.

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

**Funding Source:** FTA Funds - \$3,125,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$781,250.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48207.

52. MULTI-MODAL - Section 5309 Program

Project Authorization Revision (Z15/R1) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), which provides transit service in the city of Detroit and portions of Wayne and Oakland Counties, will extend the authorization term by 18 months to provide sufficient time for DDOT to complete the project. Construction of the new downtown transit facility was delayed until sufficient funding was in place to complete the project. The funding is now in place and work has begun on the project. The original authorization provides state matching funds for DDOT's FY 2003 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be September 22, 2003, through March 21, 2008. The authorization amount remains unchanged at \$6,332,431. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$5,065,945; FY 2002 State Restricted Comprehensive Transportation Funds - \$1,266,486.

**Purpose/Business Case:** To provide an 18-month time extension to allow DDOT to construct a downtown transit facility now that adequate funding is in place.

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

**Funding Source:** FTA Funds - \$5,065,945; FY 2002 State Restricted Comprehensive Transportation Funds - \$1,266,486.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48207.

53. MULTI-MODAL - Section 5309 Program

Project Authorization (Z25) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Detroit Department of Transportation (DDOT), will provide state matching funds for DDOT's FY 2005 Federal Section 5309 Capital Discretionary Program grant for the lease or purchase of up to ten large buses. The authorization will be in effect from June 13, 2006, through June 12, 2009. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$1,266,912. 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 - \$1,013,529; FY 2002 State Restricted Comprehensive Transportation Funds - \$253,383.

**Purpose/Business Case:** To provide state matching funds for DDOT's FY 2005 Federal Section 5309 Capital Discretionary Program grant for the lease or purchase of up to ten large buses.

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

**Funding Source:** FTA Funds - \$1,013,529; FY 2002 State Restricted Comprehensive Transportation Funds - \$253,383.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48207.

54. MULTI-MODAL - Section 5307 Program

Project Authorization (Z30) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership (ITP), in Grand Rapids, will provide state matching funds for ITP's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of the following items: small buses, support vehicles, Americans with Disabilities Act (ADA) vehicle equipment, radios, bus shelters, signage, bus surveillance/security equipment, bus tire leases, shop and facility equipment, storage/shelving units, computer hardware and software, Intelligent Transportation System equipment, information displays, and miscellaneous support equipment. State matching funds will also be provided for the following activities: preventive and associated capital maintenance, project administration, capital costs of contracting for non-fixed route ADA paratransit services, architectural and engineering services, facility renovation, rehabilitation/renovation of the administration and maintenance facilities, long and short range planning, public involvement and community education, ADA planning/compliance, information systems development, and contingencies. The authorization will be in effect from June 7, 2006, through June 6, 2009. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$6,622,395. Toll credits in the amount of \$652,408 will be allocated as match for all line items except for bus purchases and facility projects. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$5,978,972; FY 2006 State Restricted Comprehensive Transportation Funds - \$643,423.

**Purpose/Business Case:** To provide state matching funds for ITP's FY 2006 Section 5307 Urbanized Area Formula Capital Program grant.

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

**Funding Source:** FTA Funds - \$5,978,972; FY 2006 State Restricted Comprehensive Transportation Funds - \$643,423.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49503.

55. MULTI-MODAL - Section 5311 Program

Project Authorization Revision (Z7/R2) under Master Agreement (2002-0053) between MDOT and the Isabella County Transportation Commission (ICTC) will add a line item for communication equipment and adjust funding between line items. The video surveillance cameras cost less than anticipated, so ICTC is requesting approval to use the remaining funds for communication equipment. The equipment will include dispatch/vehicle radios and a telephone system. This scope change has been approved by the Rural Task Force. The original authorization provides state matching funds for ICTC's FY 2003 Federal Section 5311 Nonurbanized Area Formula Capital Program grant. The authorization term remains unchanged, November 25, 2003, through November 24, 2008. The authorization amount remains unchanged at \$199,750. 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 - \$159,800; FY 2004 State Restricted Comprehensive Transportation Funds - \$39,950.

**Purpose/Business Case:** To provide for the addition of a line item for communication equipment and to adjust funding between line items accordingly.

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

**Funding Source:** FTA Funds - \$159,800; FY 2004 State Restricted Comprehensive Transportation Funds - \$39,950.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48858.

56. MULTI-MODAL - Section 5309 Program

Project Authorization Revision (Z6/R2) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), located in Genesee County, will extend the authorization term by one year to provide sufficient time for MTA to complete the project. Most of the remaining funds in the authorization have been designated for the purchase of a bus operator training simulator as part of the Para-Transit Service Center project. The purchase has been delayed while MTA negotiates with the Federal Transit Administration (FTA) regarding the procurement process to be used for this project. Once a final decision is made by the FTA, the funds will be expended for the simulator system or reprogrammed for another project. The original authorization provides state matching funds for MTA's FY 2001 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be September 10, 2002, through September 9, 2007. The authorization amount remains unchanged at \$618,946. 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: FTA Funds - \$495,157; FY 2002 State Restricted Comprehensive Transportation Funds - \$123,789.

**Purpose/Business Case:** To provide a one-year time extension to allow MTA to complete the project.

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

**Funding Source:** FTA Funds - \$495,157; FY 2002 State Restricted Comprehensive Transportation Funds - \$123,789.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48503.

57. MULTI-MODAL - Section 3037 Job Access/ Reverse Commute Program

Project Authorization Revision (Z26/R1) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), in Genesee County, will increase federal funds by \$455,624, increase Michigan Department of Human Services (MDHS) funds by \$500,000, add Michigan Department of Labor and Economic Growth (MDLEG) funds of \$500,000, and decrease MDOT funds by \$16,256. The change is necessary to provide state matching funds for MTA's full federal apportionment. The original authorization provides state matching funds for MTA's FY 2005 Federal Section 3037 Job Access/Reverse Commute Program grant. This program provides work-related transportation to Genesee County residents accessing jobs in Genesee, Oakland, Livingston, Lapeer, Saginaw, and Washtenaw Counties. The authorization term remains unchanged, May 19, 2005, through May 18, 2007. The revised authorization amount will be \$4,492,844. 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 - \$1,982,362; FY 2005 and FY 2006 State Restricted Comprehensive Transportation Funds - \$1,109,715; MDHS Funds - \$900,767; MDLEG Funds - \$500,000.

**Purpose/Business Case:** To increase federal funds and the state match for MTA's FY 2005 Federal Section 3037 Job Access/Reverse Commute Program grant to provide transportation to work for Genesee County residents.

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

**Funding Source:** FTA Funds - \$1,982,362; FY 2005 and FY 2006 State Restricted Comprehensive Transportation Funds - \$1,109,715; MDHS Funds - \$900,767; MDLEG Funds - \$500,000.

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

**Risk Assessment:** If this revision is not approved, federal funds may be lost and needed transportation to work services will not be provided.

**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:** 48503.

58. MULTI-MODAL - Section 5307/CMAQ Program

Project Authorization Revision (Z8/R2) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will reduce state funds by \$2,267 and federal funds by \$9,069 for the small bus replacement line item. The reduction is requested because SMART received approval from the Federal Transit Administration (FTA) to move capital funds to operating funds. The state does not provide a match for operating funds. The original authorization provides state matching funds for SMART's FY 2002 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant. The authorization term remains unchanged, August 16, 2002, through August 15, 2006. The revised authorization amount will be \$1,598,274. 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: FTA Funds - \$1,278,619; FY 2002 State Restricted Comprehensive Transportation Funds - \$319,655.

**Purpose/Business Case:** To provide for a reduction in the authorization amount of \$2,267 in state funds and \$9,069 in federal funds as the result of FTA approval for SMART to move capital funds to operating funds.

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

**Funding Source:** FTA Funds - \$1,278,619; FY 2002 State Restricted Comprehensive Transportation Funds - \$319,655.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48226.

59. MULTI-MODAL - Section 5307 Program

Project Authorization Revision (Z15/R1) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb and Monroe Counties, will extend the authorization term by one year to provide sufficient time for SMART to complete the project. Facility renovation was delayed until sufficient funding was in place to complete the project. The necessary funding has now been obtained, and work has begun on the project. The original authorization provides state matching funds for SMART's FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program grant for the Monroe urbanized area. The revised authorization term will be August 6, 2003, through August 5, 2007. The authorization amount remains unchanged at \$335,612. 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 - \$268,490; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$67,122.

**Purpose/Business Case:** To provide a one-year time extension to allow SMART to complete the facility rehabilitation and renovation now that adequate funding is in place.

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

**Funding Source:** FTA Funds- \$268,490; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$67,122.

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

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

\* Denotes a non-standard contract/amendment

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

**Selection:** N/A.

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

**Zip Code:** 48226.

60. \*MULTI-MODAL - Extend Project Completion Period and Contract Term

Amendatory Contract (2002-0576/A2) between MDOT and the City of Detroit, Department of Transportation (DDOT) will extend the project completion date by one year and will extend the contract term to provide sufficient time for DDOT to purchase vehicles for its subrecipients. The extension is being requested because one of the subrecipients under this grant could not comply with DDOT's third-party contract requirements and, as a result, the vehicles will be assigned to another subrecipient. Additional time is needed to complete the reassignment of the vehicles. Also, staffing changes with another subrecipient have caused an unanticipated delay in that agency's vehicle purchase. The original contract provides state matching funds for DDOT's FY 2002 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The revised project completion period will be August 12, 2002, through August 11, 2007. The revised contract term will begin August 12, 2002, and will extend until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$603,670. Source of Funds: Federal Transit Administration (FTA) Funds - \$482,936; FY 2002 State Restricted Comprehensive Transportation Funds - \$120,734.

**Purpose/Business Case:** To extend the project completion period to provide sufficient time for DDOT to complete the project and to extend the contract term.

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

**Funding Source:** FTA Funds - \$482,936; FY 2002 State Restricted Comprehensive Transportation Funds - \$120,734.

**Commitment Level:** The contract amount is based on cost estimates.

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

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

**Selection:** N/A.

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

**Zip Code:** 48207.

61. \*MULTI-MODAL - Extend Project Completion Period and Contract Term

Amendatory Contract (2002-0595/A2) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Oakland, Wayne, Macomb, and Monroe Counties, will extend the project completion period by one year and will extend the contract term to provide sufficient time for SMART to complete the purchase of buses and communication equipment. The last buses have been ordered; however, due to the lengthy manufacturing time, the buses will not be delivered prior to the expiration of the project completion period. The purchase of communication equipment was delayed because research by the subrecipient for the needed equipment took longer than anticipated. The original contract provides state matching funds for SMART's FY 2002 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The revised project completion period will be August 12, 2002, through August 11, 2007. The revised contract term will be from August 12, 2002, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$904,845. Source of Funds: Federal Transit Administration (FTA) Funds - \$723,876; FY 2002 State Restricted Comprehensive Transportation Funds - \$180,969.

**Purpose/Business Case:** To extend the project completion period by one year to provide sufficient time for SMART to accept delivery and inspect the remaining buses ordered and to purchase and install communication equipment and to extend the contract term.

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

**Funding Source:** FTA Funds - \$723,876; FY 2002 State Restricted Comprehensive Transportation Funds - \$180,969.

**Commitment Level:** The contract amount is based on cost estimates.

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

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

**Selection:** N/A.

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

**Zip Code:** 48226.

62. \*MULTI-MODAL – Novation, Extension of Project Completion Period

Amendatory Contract (2002-0596/A2) between MDOT, Thunder Bay Transportation Corporation (TBTC), and Thunder Bay Transportation Authority (TBTA) will provide for the reassignment of contract responsibilities for the administration of public transportation services from TBTC to TBTA and will extend the project completion period by one year to provide sufficient time for TBTA to complete the project, which consists of purchasing three buses and communications equipment. Because TBTC is no longer in operation, contract responsibilities are being novated to the newly formed TBTA. The original contract provides 80 percent federal funds and 20 percent state matching funds for TBTC's FY 2002 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The revised project completion period will be from August 12, 2002, through August 11, 2007. The contract term remains unchanged, from August 12, 2002, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$323,855. Source of Funds: Federal Transit Administration (FTA) Funds - \$259,084; FY 2002 State Restricted Comprehensive Transportation Funds - \$64,771.

**Purpose/Business Case:** To provide for the reassignment of contract responsibilities and the extension of the project completion period to provide sufficient time for TBTA to complete the project.

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

**Funding Source:** FTA Funds - \$259,084; FY 2002 State Restricted Comprehensive Transportation Funds - \$64,771.

**Commitment Level:** The contract amount is based on cost estimates.

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

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

**Selection:** N/A.

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

**Zip Code:** 49707.

63. \*MULTI-MODAL - Extend Project Completion Period  
Amendatory Contract (2003-0536/A1) between MDOT and the City of Detroit, Department of Transportation (DDOT), will extend the project completion period by one year to provide sufficient time for DDOT to complete the purchase of a van and computer equipment. A delay in the acquisition of the van and computer equipment was caused by a change in the subrecipient as the original subrecipient no longer contracts with DDOT. The original contract provides 80 percent federal funds and 20 percent state matching funds for DDOT's FY 2003 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The revised project completion period will be August 19, 2003, through August 18, 2007. The contract term remains unchanged, from August 19, 2003, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$215,085. Source of Funds: Federal Transit Administration (FTA) Funds - \$172,068; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$43,017.

**Purpose/Business Case:** To extend the project completion period by one year to provide sufficient time for the van and computer equipment to be purchased by DDOT under this contract.

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

**Funding Source:** FTA Funds - \$172,068; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$43,017.

**Commitment Level:** The contract amount is based on cost estimates.

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

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

**Selection:** N/A.

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

**Zip Code:** 48207.

64. \*MULTI-MODAL – Novation, Extension of Project Completion Period  
Amendatory Contract (2003-0553/A1) between MDOT, Thunder Bay Transportation Corporation (TBTC), and Thunder Bay Transportation Authority (TBTA) will provide for the reassignment of contract responsibilities for the administration of public transportation services from TBTC to TBTA and will extend the project completion period by one year to provide sufficient time for TBTA to complete the project, which consists of the acquisition of two buses, communications equipment, and computer equipment. Because TBTC is no longer in operation, contract responsibilities are being reassigned to the newly formed TBTA. The original contract provides 80 percent federal funds and 20 percent state matching funds for the FY 2003 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The revised project completion period will be August 19, 2003, through August 18, 2007. The contract term remains unchanged, from August 19, 2003, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$225,245. Source of Funds: Federal Transit Administration (FTA) Funds - \$180,196; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$45,049.

**Purpose/Business Case:** To provide for the reassignment of contract responsibilities and the extension of the project completion period to provide sufficient time for TBTA to complete the project.

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

**Funding Source:** FTA Funds - \$180,196; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$45,049.

**Commitment Level:** The contract amount is based on cost estimates.

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

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

**Selection:** N/A.

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

**Zip Code:** 49707.

65. **\*MULTI-MODAL - Extend Term, Change Report Dates**

Amendatory Contract (2003-0586/A2) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will extend the contract term and the report due dates by one year to provide sufficient time for SEMCOG to complete the project. The current phase of the study has been delayed due to the necessity to enhance a travel demand model in order to satisfy Federal Transit Administration (FTA) requirements and also due to a change in the primary subcontractor. The extension of the report due dates will align these dates with the revised contract expiration date. The original contract provides state matching funds to the Federal Highway Administration (FHWA) High Priority Project funding for the melding of the Ann Arbor to Downtown Detroit Commuter Rail Study and the Detroit to Metro Airport Commuter Rail Study into the Southeast Michigan Commuter Rail Study. The revised contract term will be November 19, 2003, through September 30, 2007. The contract amount remains unchanged at \$3,509,000. Source of Funds: FHWA Funds - \$2,807,200; FY 2003 State Restricted Comprehensive Transportation Funds - \$701,800.

**Purpose/Business Case:** The purpose of this extension is to give the consultant sufficient time to conduct public meetings on the detailed analysis, begin building consensus on a locally preferred alternative with the region's stakeholders, obtain approvals from SEMCOG's technical policy committees, and complete the draft environmental impact assessment.

**Benefit:** Will provide sufficient time for the completion of this work. The completion of this work is necessary to prepare the application for the FTA's "New Starts" program.

**Funding Source:** FHWA Funds - \$2,807,200; FY 2003 State Restricted Comprehensive Transportation Funds - \$701,800.

**Commitment Level:** The contract amount is based on cost estimates.

**Risk Assessment:** This extension is necessary so the consultant will have sufficient time to complete the tasks outlined in the work plan. If this extension is not granted, a "New Starts" application will not be able to be completed.

**Cost Reduction:** The extension of this contract will not require additional funds and will allow the project to proceed with continuity.

**Selection:** N/A.

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

**Zip Code:** 48226.

66. \*MULTI-MODAL - Renewal/Extension of Project Completion Period  
Amendatory Contract (2005-0138/A1) between MDOT and Adrian & Blissfield Rail Road Company (A&B) will renew and extend the project completion period by approximately six months to provide sufficient time for A&B to complete the project. During the course of the project, a dispute with an adjoining landowner arose that put a temporary stop to the project. The dispute has been resolved and the project can now move forward. The original contract provides financial assistance in the form of a loan, awarded under the Michigan Rail Loan Assistance Program (MiRLAP) for the rehabilitation of 2.7 miles of track on A&B's main line near Adrian. The revised project completion period will be from June 14, 2005, through June 13, 2006, and from the date of award of this amendment through December 31, 2006. No costs will be incurred between the expiration of the original project completion period and the date of award of this amendment. The contract term remains unchanged, from June 14, 2005, until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The estimated project amount remains unchanged at \$212,000. MDOT's loan is 80.7% of the project cost, not to exceed \$171,000. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$171,000; Adrian & Blissfield Rail Road Company Funds - \$41,000.

**Purpose/Business Case:** To extend the project completion period to provide sufficient time for the project to be completed.

**Benefit:** Will provide additional time needed for completion of the project. The project will reduce the possibility of a derailment, improve safety, and ensure the continued viability of the railroad.

**Funding Source:** FY 2005 State Restricted Comprehensive Transportation Funds - \$171,000; Adrian & Blissfield Rail Road Company Funds - \$41,000.

**Commitment Level:** The cost of the project was based on estimates; however, payments will be based on actual costs not to exceed \$171,000.

**Risk Assessment:** If this amendment is not awarded, the project may not be completed and the expected outcomes of improved safety and continued viability of the railroad will not be realized.

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

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

**Zip Code:** 49228.

67. \*MULTI-MODAL – Extension of Project Completion Period  
Amendatory Contract (2005-0201/A1) between MDOT and Specification Stone Products, Inc. (SSP), will extend the project completion period by one year to provide sufficient time for SSP to complete the project. During the past year, SSP experienced financial difficulties, which caused a delay in the start of the project. Financing is now in place that will allow the project to be completed within the revised project completion period. The original contract provides financial assistance in the form of a loan for the construction of 3,528 feet of new track to serve the SSP facility. The revised project completion period will be from July 22, 2005, through July 21, 2007. The contract term remains unchanged, from July 22, 2005, until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid, whichever occurs first. The estimated project amount remains unchanged at \$490,000. MDOT'S loan is \$245,000 or up to 50 percent of the project cost, whichever is less. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$245,000; SSP Funds - \$245,000.

**Purpose/Business Case:** To extend the project completion period by one year to provide sufficient time for SSP to complete the project.

**Benefit:** This project will increase the capacity of SSP's existing rail siding and provide for the construction of new track to allow the handling of additional rail cars. The direct benefit to the public will be the reduction of truck traffic along area highways, the reduction of road congestion, the creation of two new positions, and the retention of seven full-time positions in the city of Kawkawlin.

**Funding Source:** FY 2005 State Restricted Comprehensive Transportation Funds - \$245,000; Specification Stone Products, Inc. Funds - \$245,000.

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

**Risk Assessment:** Not amending this contract would result in the loss of economic growth and job creation to this area.

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

**Selection:** N/A.

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

**Zip Code:** 49707.

68. MULTI-MODAL - Increase Amount

Amendatory Contract (2005-0553/A1) between MDOT and the City of St. Ignace will increase the contract amount by \$25,000 for architectural and engineering services. The land acquisition funds needed for the property purchase were greater than anticipated, based upon the appraised value of the property. Funds from the architectural and engineering services line item were used to cover the unanticipated additional costs. As a result, additional funding is now needed to complete the architectural and engineering services portion of the contract. The original contract provides state matching funds for the City's FY 2004 Federal Section 5311(f) Intercity Bus Program grant. The contract term remains unchanged, October 5, 2005, through April 4, 2007. The revised contract amount will be \$412,000. Source of Funds: Federal Transit Administration (FTA) Funds - \$329,600; FY 2006 State Restricted Comprehensive Transportation Funds - \$82,400.

**Purpose/Business Case:** To provide additional federal and state funding under the City's FY 2004 Federal Section 5311(f) Intercity Bus Program grant for architectural and engineering services for the future construction of an intercity bus terminal.

**Benefit:** Will ensure the reliability and continuity of intercity bus connections at St. Ignace and provide a safe, secure environment for intercity bus passengers traveling to and from the upper peninsula with links to the national transportation system.

**Funding Source:** FTA Funds - \$329,600; FY 2006 State Restricted Comprehensive Transportation Funds - \$82,400.

**Commitment Level:** The contract amount is based on cost estimates.

**Risk Assessment:** The risks of not approving this amendment are the loss of a safe, secure environment for intercity bus passengers and the loss of a reliable point of service connection for passengers traveling to and from the upper peninsula.

**Cost Reduction:** The cost of land acquisition is the appraised value of the property. Architectural and engineering services are a qualifications-based selection.

**Selection:** N/A.

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

**Zip Code:** 49781.

69. \*MULTI-MODAL - Increase Services and Amount, Extend Term  
Amendatory Contract (2006-0040/A1) between MDOT and the National Railroad Passenger Corporation (Amtrak) will provide additional funding in the amount of \$1,000,000 to extend services on Michigan's two subsidized passenger rail lines through September 30, 2006 (an additional 51 days). The original contract provides financial support for the daily operation of intercity rail passenger service between Port Huron, Lapeer, Flint, Durand, Lansing/East Lansing, Battle Creek, Kalamazoo, Dowagiac, and Niles, Michigan, and Chicago, Illinois, and between Grand Rapids, Holland, Bangor, St. Joseph/Benton Harbor, and New Buffalo, Michigan, and Chicago, Illinois, from October 1, 2005, through August 10, 2006. The revised contract term will be October 1, 2005, through September 30, 2006. The revised contract amount will be \$7,100,000. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$7,100,000.

**Purpose/Business Case:** To provide additional funds of \$1,000,000 to Amtrak for the daily operation of intercity rail passenger service.

**Benefit:** This service provides the people of Michigan a balanced transportation system.

**Funding Source:** FY 2006 State Restricted Comprehensive Funds- \$7,100,000.

**Commitment Level:** The contract amount is based on cost estimates.

**Risk Assessment:** Not providing these funds will result in the discontinuation of rail passenger service to Michigan's traveling public outside of the Detroit -Chicago Corridor.

**Cost Reduction:** Amtrak and MDOT continue to work together to provide a service that continues to increase ridership and revenues. These continued increases will decrease the bottom line of operation.

**Selection:** N/A.

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

**Zip Code:** 48909.

70. MULTI-MODAL - Rideshare Program  
Contract (2006-0468) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide federal funds for the continuation of the local rideshare program for portions of FY 2006 and FY 2007 under the FY 2006 Federal Congestion Mitigation and Air Quality Improvement Program. SEMCOG will recruit people to use carpools and vanpools as an alternative transportation mode to the single-occupant vehicle work commute trips. This reduces energy consumption, traffic congestion, air pollution, and parking problems while making our roadways safer by reducing the number of vehicles using them. The contract will be in effect from July 1, 2006, through June 30, 2007. This contract is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The contract amount will be \$414,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$414,000.

**Purpose/Business Case:** To provide for the continuation of rideshare recruitment and matching services.

**Benefit:** Will reduce traffic congestion and wear and tear on the transportation infrastructure, energy consumption, and vehicle emissions while making our roadways safer by reducing the number of vehicles using them.

**Funding Source:** FHWA Funds - \$414,000.

**Commitment Level:** The contract amount is based on cost estimates.

**Risk Assessment:** The risk of not continuing the project is the loss of federal funds, the inability to provide car/vanpool matching services to the commuting public, and the elimination of public outreach efforts to encourage the formation of new car/vanpools.

**Cost Reduction:** SEMCOG will accomplish program objectives using internal support staff for the design and production of all program materials.

**Selection:** N/A.

**New Project Identification:** This is not a new project but the continuation of services from July 1, 2006, through June 30, 2007.

**Zip Code:** 48226.

71. MULTI-MODAL - Rideshare

Contract (2006-0471) between MDOT and the City of Kalamazoo will provide federal funds for the continuation of the local rideshare program for portions of FY 2006 and FY 2007 under the FY 2006 Federal Congestion Mitigation and Air Quality Improvement Program. The city will recruit people to use carpools and vanpools as an alternative transportation mode to the single-occupant vehicle work commute trips. This reduces energy consumption, traffic congestion, air pollution, and parking problems while making our roadways safer by reducing the number of vehicles using them. The contract will be in effect from June 2, 2006, through June 1, 2007. The contract is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The contract amount will be \$35,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$35,000.

**Purpose/Business Case:** To provide for the continuation of rideshare recruitment and matching services.

**Benefit:** Will reduce traffic congestion and wear and tear on the transportation infrastructure, energy consumption, and vehicle emissions while making our roadways safer by reducing the number of vehicles using them.

**Funding Source:** FHWA Funds - \$35,000.

**Commitment Level:** The contract amount is based on cost estimates.

**Risk Assessment:** The risk of not continuing the project is the loss of federal funds, the inability to provide car/vanpool matching services to the commuting public, and the elimination of public outreach efforts to encourage the formation of new car/vanpools.

**Cost Reduction:** The city will accomplish program objectives using internal support staff for the design and production of all program materials.

**Selection:** N/A.

**New Project Identification:** This is not a new project but provides funding for the continuation of services from June 2, 2006, through June 1, 2007.

**Zip Code:** 49007.

72. MULTI-MODAL - Rideshare

Contract (2006-0472) between MDOT and the Genesee County Metropolitan Planning Commission will provide federal funds for the continuation of the local rideshare program for FY 2007 under the FY 2006 Federal Congestion Mitigation and Air Quality Improvement Program. The agency will recruit people to use carpools and vanpools as an alternative transportation mode to the single-occupant vehicle work commute trips. This reduces energy consumption, traffic congestion, air pollution, and parking problems while making our roadways safer by reducing the number of vehicles using them. The contract will be in effect from October 1, 2006, through September 30, 2007. The contract amount will be \$70,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$70,000.

**Purpose/Business Case:** To provide for the continuation of rideshare recruitment and matching services.

**Benefit:** Will reduce traffic congestion and wear and tear on the transportation infrastructure, energy consumption, and vehicle emissions while making our roadways safer by reducing the number of vehicles using them.

**Funding Source:** FHWA Funds - \$70,000.

**Commitment Level:** The contract amount is based on cost estimates.

**Risk Assessment:** The risk of not continuing the project is the loss of federal funds, the inability to provide car/vanpool matching services to the commuting public, and the elimination of public outreach efforts to encourage the formation of new car/vanpools.

**Cost Reduction:** The agency will accomplish program objectives using internal support staff for the design and production of all program materials.

**Selection:** N/A.

**New Project Identification:** This is not a new project but provides funding for the continuation of services from October 1, 2006, through September 30, 2007.

**Zip Code:** 48502.

73. \*MULTI-MODAL - Rail Passenger Capital

Contract (2006-0486) between MDOT and the National Railroad Passenger Corporation (Amtrak) will provide \$300,000 of state funds for stabilization repairs for the historic Jackson Amtrak Depot and adjacent storage facility in Jackson, Michigan. The work will include foundation, masonry, roofing, and related repairs. The contract will be in effect from the date of award through September 30, 2007. The contract amount will be \$300,000. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$300,000.

**Purpose/Business Case:** To provide funding for the stabilization of the Jackson Amtrak Depot and the express building in Jackson, Michigan.

**Benefit:** This contract will allow the historic buildings identified in the Jackson Amtrak Depot Intermodal Feasibility Study to be stabilized while the study committee completes an application seeking further funding from the Federal Enhancement Program. The goal of this MDOT/City of Jackson sponsored study is to develop this property into an operational intermodal facility.

**Funding Source:** FY 2006 State Restricted Comprehensive Transportation Funds - \$300,000.

**Commitment Level:** The contract amount is based on cost estimates.

**Risk Assessment:** If this work is not completed, the buildings will continue to deteriorate and the preservation of the site will be impaired.

**Cost Reduction:** If these repairs are not completed at this time, the existing buildings will continue to deteriorate, requiring more extensive work and additional funding.

**Selection:** N/A.

**New Project Identification:** This project will provide for the stabilization of an existing station and begin the development of this site as an intermodal facility.

**Zip Code:** 49201.

74. \*MULTI-MODAL - Rail Passenger Capital

Contract (2006-0493) between MDOT and the National Railroad Passenger Corporation (Amtrak) will provide \$25,000 of state funds for the repair of the roof, the refurbishment of the waiting area, and repairs to the elevator at the existing train station in Detroit, Michigan. The contract will be in effect from the date of award through September 30, 2007. The contract amount will be \$25,000. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$25,000.

**Purpose/Business Case:** To provide for the repair of the roof, the refurbishment of the waiting area, and repairs to the elevator at the Detroit passenger rail station.

**Benefit:** This contract will address maintenance issues at the facility before they become a bigger financial burden.

**Funding Source:** FY 2006 State Restricted Comprehensive Transportation Funds - \$25,000.

**Commitment Level:** The contract amount is based on cost estimates.

**Risk Assessment:** If this work is not completed, the roof will continue to leak and affect the waiting area. Also, the interior of the station and the interior of the elevator will continue to decline.

**Cost Reduction:** Delaying these repairs would result in more extensive and costly repairs in the future.

**Selection:** N/A.

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

**Zip Code:** 48202.

\* Denotes a non-standard contract/amendment

75. \*MULTI-MODAL - Rail Passenger Capital

Contract (2006-0494) between MDOT and the City of Holland will provide \$25,000 of state funds for the installation of protective fencing between the current railroad station and the long-term parking lot in the city of Holland. The contract will be in effect from the date of award through September 30, 2007. The contract amount will be \$25,000. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$25,000.

**Purpose/Business Case:** To provide for the installation of protective fencing along the railroad tracks between the long-term parking lot and the Holland train station.

**Benefit:** This fencing will establish a continuous obstruction to pedestrian traffic and force pedestrians to use the sidewalk.

**Funding Source:** FY 2006 State Restricted Comprehensive Transportation Funds - \$25,000.

**Commitment Level:** The contract amount is based on cost estimates.

**Risk Assessment:** If this work is not completed, train and transit passengers will be able to cross the tracks to the station anywhere along the parking lot area.

**Cost Reduction:** This fencing project is part of a larger renovation project at the train station that will add local transit services. This renovation will increase use of this facility, and the protective fencing will be the most cost effective safety measure for pedestrian traffic from the parking area to the station.

**Selection:** N/A.

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

**Zip Code:** 49423.

76. MULTI-MODAL - Railroad Grade Crossing Closure

Contract (2006-0505) between MDOT and the City of Coldwater will provide a lump sum incentive payment in exchange for the city's action to close Bennett Street at its grade crossing with the Rail Users Association tracks in the city of Coldwater. This work will enhance motorist safety by eliminating a location of potential conflict between vehicles and trains. All closure work will be completed within one year of the date of award of the contract. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled. The contract amount will be \$50,000. Source of Funds: FY 2006 State Restricted Trunkline Funds - \$50,000.

**Purpose/Business Case:** This action is being undertaken in the interest of public safety and in support of a federal goal to reduce the number of public at-grade railroad crossings nationwide by 25 percent. Michigan law (MCLA 247.661(1)(c)(iv) and 247.661(14)(f)) provides for cash incentive payments to local road jurisdictions.

**Benefit:** The road closure is being undertaken by the City for the sole purpose of enhancing motorist safety. Closing Bennett Street at the railroad track will end vehicular movements over this grade crossing and eliminate potential car-train crashes at this location.

**Funding Source:** The cash incentive payment for this closure comes from state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a). FY 2006 State Restricted Trunkline Funds - \$50,000.

**Commitment Level:** The contract cost is fixed and will be paid on a lump sum basis. No additional costs will be allowed.

**Risk Assessment:** The availability of this state incentive payment was critical to the City of Coldwater's decision to close the street. Failure to provide this funding would jeopardize the closure and its associated public safety benefits.

**Cost Reduction:** The costs of accomplishing the closure will be borne by the road authority and the railroad. MDOT will not be responsible for ongoing maintenance.

**Selection:** N/A.

**New Project Identification:** This is a cash incentive payment to close the road at an existing grade crossing.

**Zip Code:** 49036.

77. \*MULTI-MODAL (Aeronautics) - Increase Amount

Amendatory Contract (2005-0548/A1) between MDOT and the City of Sandusky will increase the contract amount by \$80,000 due to higher than anticipated construction costs associated with the hangar relocation. The original contract provides for the relocation of hangars at the Sandusky City Airport in Sandusky, Michigan. The contract term remains unchanged, October 7, 2005, through October 6, 2025. The revised contract amount will be \$778,070. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$490,440	\$76,000	\$566,440
State Restricted Aeronautics Funds	\$181,580	\$ 2,000	\$183,580
City of Sandusky Funds	\$ 26,050	\$ 2,000	\$ 28,050
Total	<u>\$698,070</u>	<u>\$80,000</u>	<u>\$778,070</u>

**Purpose/Business Case:** To provide for an increase in funding of \$80,000 to cover higher than anticipated construction costs associated with the hangar relocation. The costs will include construction administration, which was not addressed in the original contract.

**Benefit:** Will provide the additional funding needed to complete the work and close the project. The completed project will meet current Federal Aviation Administration (FAA) standards and regulations.

**Funding Source:** FAA Funds - \$566,440; State Restricted Aeronautics Funds - \$183,580; City of Sandusky Funds - \$28,050; Contract Total - \$778,070.

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

**Risk Assessment:** The risk of not awarding the amendment is non-compliance with FAA standards and requirements and loss of federal funding for this project.

**Cost Reduction:** The construction was let locally and awarded to the lowest bidder.

**Selection:** N/A.

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

**Zip Code:** 48471.

78. \*MULTI-MODAL (Aeronautics) - Weather Observation and Data Dissemination System Maintenance

Contract (2006-0485) between MDOT and the Marquette County Board of Commissioners will provide for the continued operation and maintenance of a weather observation and data dissemination system (AWOS) at the Sawyer International Airport in Marquette, Michigan. The contract will be in effect from the date of award through fifteen years. Marquette County will pay MDOT 50 percent of the costs to operate and maintain the system upon being invoiced by MDOT. The annual cost to operate and maintain the system is estimated at \$6,023. Source of Funds: 50% State Restricted Aeronautics Funds and 50% Marquette County Funds.

**Purpose/Business Case:** The purpose of the AWOS is to enhance safety and efficiency of flights in the Marquette area. The contract establishes MDOT and Marquette County responsibilities for cost sharing and maintenance of the system.

**Benefit:** The benefit is to the surrounding community. The continued operation of the system will provide increased access to the Marquette area, which in turn will provide increased economic benefits. The maintenance responsibilities established will ensure that the system is properly maintained, which will in turn ensure that the benefits to the community continue to be available.

**Funding Source:** 50% State Restricted Aeronautics Funds and 50% Marquette County Funds.

**Commitment Level:** Local costs are based on current established contract pricing from outside vendors who provide services of weather data collection and weather data dissemination. With proper justification and agreement by the Michigan Department of Management and Budget, these contracted costs could increase or be reduced.

\* Denotes a non-standard contract/amendment

**Risk Assessment:** If the maintenance associated with this contract is not performed, or is not performed properly, the Federal Aviation Administration would insist that the system be shut down and removed from service, which would reduce safety and efficiency of flights in the Marquette area, reduce access to the community, and reduce economic benefits to the community.

**Cost Reduction:** Certain maintenance costs are established by outside vendors for services they provide in association with the system in this community and throughout the state. Any cost reductions or increases by these vendors are passed onto the airport agency without negotiations. The contract allows for these changes to the contract costs.

**Selection:** N/A.

**New Project Identification:** This is a renewal maintenance contract for an existing system.

**Zip Code:** 49841.

79. MULTI-MODAL (Aeronautics) - Rehabilitation and Extension of Taxiway

Contract (2006-0506) between MDOT and the Branch County Board of Commissioners will provide federal and state grant funds for the rehabilitation and extension 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 \$956,200. Source of Funds: FAA Funds (via block grant) - \$299,014; State Restricted Aeronautics Funds - \$618,719; Branch County Funds - \$38,467.

**Purpose/Business Case:** To provide for the rehabilitation and extension of the parallel taxiway.

**Benefit:** The rehabilitation will extend the useful life of the taxiway pavement and will enhance airport safety. The extension will allow for greater safety as it eliminates the need for aircraft to back taxi on the runway.

**Funding Source:** FAA Funds (via block grant) - \$299,014; State Restricted Aeronautics Funds - \$618,719; Branch County Funds - \$38,467; Contract Total - \$956,200.

**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 project will be bid through MDOT and awarded to the lowest bidder.

**Selection:** N/A.

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

**Zip Code:** 49036.

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

Contract (2006-0512) between MDOT and the Ontonagon County Board of Commissioners will provide federal and state grant funds for the rehabilitation of the medium intensity runway lights (MIRL) and taxiway guidance signs on runway 16/34, for the construction of turnout and erosion pads on runway 34 (end), and for airport crack sealing at the Ontonagon County Airport-Schuster Field in Ontonagon, 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 \$183,247. Source of Funds: FAA Funds (via block grant) - \$150,084; State Restricted Aeronautics Funds - \$28,581; Ontonagon County Funds - \$4,582.

**Purpose/Business Case:** To provide for the rehabilitation of the MIRL and taxiway guidance signs on runway 16/34, the construction of turnout and erosion pads on runway 34 (end), and airport crack sealing.

**Benefit:** The existing MIRL, upgraded in 1992, is past its useful life and needs to be replaced. The taxiway guidance sign panels will be upgraded to comply with FAA standards. The turnout pad for runway 34 will allow aircraft to vacate the runway when other aircraft are on approach and eliminate the need for back taxiing. The erosion pad will be a stabilizer and will eliminate recurring erosion problems. The crack sealing will help to slow the deterioration of the pavement and extend its useful life.

**Funding Source:** FAA Funds (via block grant) - \$150,084; State Restricted Aeronautics Funds - \$28,581; Ontonagon County Funds - \$4,582; Contract Total - \$183,247.

**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 was bid through MDOT and awarded to the lowest bidder. There were four bidders.

**Selection:** N/A.

**New Project Identification:** This is for the rehabilitation and replacement of existing facilities. The turnout and erosion pads work for Runway 34 is new construction. The percentage of new work is less than 10 percent.

**Zip Code:** 49953.

81. MULTI-MODAL (Aeronautics) - Design of Terminal Building

Contract (2006-0513) between MDOT and the Harbor/Petoskey Area Airport Authority will provide state grant funds for the design of a terminal building at the Harbor Springs Municipal Airport in Harbor Springs, 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 \$90,000. Source of Funds: State Restricted Aeronautics Funds - \$85,500; Harbor/Petoskey Area Airport Authority Funds - \$4,500.

**Purpose/Business Case:** To provide for the development of engineering plans for the construction of a terminal building.

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

**Funding Source:** State Restricted Aeronautics Funds - \$85,500; Harbor/Petoskey Area Airport Authority Funds - \$4,500; Contract Total - \$90,000.

**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.

\* 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 a new project.

**Zip Code:** 49722.

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

Contract (2006-0514) 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. Each sub-grant 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 \$2,100,000. 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 August 2016, whichever is later.

**Purpose/Business Case:** The grant issued to MDOT through the State Block Grant Program provides federal funding 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.

83. MULTI-MODAL (Aeronautics) - Environmental Assessment

Contract (2006-0515) between MDOT and the Baraga County Board of Commissioners will provide state grant funds for the performance of an environmental assessment (phase 2) for a new airport at the Baraga County Airport in Baraga, 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 \$58,000. Source of Funds: State Restricted Aeronautics Funds - \$55,100; Baraga County Funds - \$2,900

**Purpose/Business Case:** To provide for the performance of an environmental assessment (phase 2) of the proposed new airport site.

**Benefit:** Will provide the documentation needed to determine the effects the new airport will have on the surrounding environment.

**Funding Source:** State Restricted Aeronautics Funds - \$55,100; Baraga County Funds - \$2,900; Contract Total - \$58,000

**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 governmental cannot afford the cost without state participation.

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

**Selection:** N/A.

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

**Zip Code:** 49962.

84. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2006-0516) between MDOT and the City of Hillsdale will provide federal and state grant funds for a tree obstruction survey at the Hillsdale Municipal Airport in Hillsdale, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$60,000. Source of Funds: FAA Funds (via block grant) - \$48,000; State Restricted Aeronautics Funds - \$10,500; City of Hillsdale Funds - \$1,500.

**Purpose/Business Case:** To provide for the performance of a tree obstruction survey required for appraisals and Exhibit X drawings.

**Benefit:** Will identify all tree obstructions on surrounding properties to provide safe approaches to the airport.

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

**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 a real estate specialist for appropriateness and further cost reductions.

**Selection:** N/A.

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

**Zip Code:** 49242.

85. MULTI-MODAL (Aeronautics) - Purchase of Equipment

Contract (2006-0517) between MDOT and the MBS International Airport Commission will provide federal and state grant funds for the purchase of an aircraft rescue fire fighting (ARFF) vehicle at the MBS International Airport in Saginaw, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$1,010,526. Source of Funds: FAA Funds - \$960,000; State Restricted Aeronautics Funds - \$25,263; MBS International Airport Commission Funds - \$25,263.

**Purpose/Business Case:** To provide for the purchase of a new ARFF truck to replace the existing one, which was purchased in 1975.

**Benefit:** The emergency vehicle will increase safety for airport users in the event of a mishap. The vehicle meets FAA safety requirements.

**Funding Source:** FAA Funds - \$960,000; State Restricted Aeronautics Funds - \$25,263; MBS International Airport Commission Funds - \$25,263; Contract Total - \$1,010,526.

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

\* Denotes a non-standard contract/amendment

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

**Cost Reduction:** The equipment was bid locally and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** This is replacement of existing equipment.

**Zip Code:** 48623.

86. \*TRANSPORTATION PLANNING - Subscription to Public Comment Information Service  
Contract (2004-0577) between MDOT and the American Association of State Highway & Transportation Officials (AASHTO) provides for MDOT to pay a subscription fee in exchange for Internet access to a public comment information service and related user support services to be used to streamline the public comment process required for the preparation of major environmental documents. The contract is in effect from January 20, 2005, through January 19, 2007. The contract amount will be \$113,381. Source of Funds: 100% Federal Highway Administration Funds.

This contract was previously approved by the State Administrative Board at its January 18, 2005, meeting with a contract expiration date of September 30, 2006. However, the correct expiration date should be January 19, 2007, as given above.

**Purpose/Business Case:** MDOT will acquire access to a secure database that manages the collection, response, and web display of public comments submitted on environmental studies.

**Benefit:** MDOT will partner with AASHTO and FHWA to pioneer this annual subscription service for access to Comment Works. This service will be used by state departments of transportation in their environmental clearance processes. MDOT will benefit from testing an off-the-shelf product that AASHTO has determined will streamline the comment response aspects of environmental document preparation.

**Funding Source:** Federal Highway Administration Funds - \$113,381. This pilot initiative is being funded entirely through special Federal Highway Administration Environmental Streamlining Funds.

**Commitment Level:** This is a two-year subscription fee.

**Risk Assessment:** Failure to approve this federally-funded initiative using emerging Internet technology to streamline the collection and response to public comments could hamper MDOT's ability to respond to growing public involvement. As the public's desire and expectation for meaningful involvement in transportation decisions continues to grow, the Internet is rapidly evolving as an excellent two-way communication tool.

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

**Zip Code:** 20001.

87.-99. TRANSPORTATION PLANNING – Regional Planning Organization Activities

The following project authorizations issued under master agreements between MDOT and the following agencies will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. The authorizations will be in effect from October 1, 2006, through September 30, 2007. The terms of the master agreements are from October 1, 2005, through September 30, 2008. Source of Funds: 100% State Restricted Michigan Transportation Funds.

	<u>Contract/Auth. #</u>	<u>RPO</u>	<u>Amount</u>	<u>Zip Code</u>
87.	2006-0013/Z5	Central Upper Peninsula Planning & Development Regional Commission	\$39,000	49829
88.	2006-0014/Z6	East Central Michigan Planning & Development Regional Commission	\$39,000	48602
89.	2006-0015/Z7	Eastern Upper Peninsula Regional Planning & Development Commission	\$36,000	49783
90.	2006-0016/Z3	G-L-S Region V Planning & Development Commission	\$34,000	48502
91.	2006-0017/Z8	Northeast Michigan Council of Governments	\$40,000	49735
92.	2006-0018/Z8	Northwest Michigan Council of Governments	\$37,000	49685
93.	2006-0019/Z6	Region 2 Planning Commission	\$38,000	49201
94.	2006-0020/Z3	Southcentral Michigan Planning Council	\$34,000	49081
95.	2006-0021/Z5	Southwestern Michigan Commission	\$38,000	49022
96.	2006-0022/Z3	Tri-County Regional Planning Commission	\$40,100	48910
97.	2006-0023/Z4	West Michigan Regional Planning Commission	\$37,000	49503
98.	2006-0024/Z4	West Michigan Shoreline Regional Development Commission	\$38,000	49443
99.	2006-0025/Z12	Western Upper Peninsula Planning & Development Regional Commission	\$38,000	49931

**Purpose/Business Case:** The fourteen regional planning organization (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

**Benefit:** The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide planning projects such as data collection, project facilitation and administration, and organization of MDOT public meetings.

**Funding Source:** 100% State Restricted Michigan Transportation Funds.

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

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

**Cost Reduction:** The costs of planning activities are negotiated by the local agency/RPO. 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 part of an on-going transportation planning administrative grant program.

**Zip Code:** See list above.

100. TRANSPORTATION PLANNING – M-35 Heritage Route Corridor Management Plan  
Project Authorization (Z6) issued under Master Agreement (2006-0013) between MDOT and the Central Upper Peninsula Planning & Development Regional Commission will provide for the implementation of the Heritage Route Corridor Management Plan for M-35. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activity, and new businesses and to provide a vision for the future. The authorization will be in effect from October 1, 2006, through September 30, 2007. The authorization amount will be \$41,250. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** The fourteen regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

**Benefit:** The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide projects, such as data collection, project assistance and administration, and organization of MDOT public meetings.

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

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

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

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

**Selection:** N/A.

**New Project Identification:** This is part of an on-going transportation planning administrative grant program.

**Zip Code:** 49829.

101. TRANSPORTATION PLANNING – M-15 Heritage Route Corridor Management Plan  
Project Authorization (Z7) issued under Master Agreement (2006-0014) between MDOT and the East Central Michigan Planning & Development Regional Commission will provide for the implementation of the Heritage Route Corridor Management Plan for M-15. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activity, and new businesses and to provide a vision for the future. The authorization will be in effect from October 1, 2006, through September 30, 2007. The authorization amount will be \$41,250. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** The fourteen regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

**Benefit:** The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide projects, such as data collection, project assistance and administration, and organization of MDOT public meetings.

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

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

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

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

**Selection:** N/A.

**New Project Identification:** This is part of an on-going transportation planning administrative grant program.

**Zip Code:** 48602.

102. TRANSPORTATION PLANNING – M-123 Heritage Route Corridor Management Plan  
Project Authorization (Z8) issued under Master Agreement (2006-0015) between MDOT and the Eastern Upper Peninsula Regional Planning & Development Commission will provide for the implementation of the Heritage Route Corridor Management Plan for M-123. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activity, and new businesses and to provide a vision for the future. The authorization will be in effect from October 1, 2006, through September 30, 2007. The authorization amount will be \$41,250. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** The fourteen regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

**Benefit:** The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide projects, such as data collection, project assistance and administration, and organization of MDOT public meetings.

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

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

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

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

**Selection:** N/A.

**New Project Identification:** This is part of an on-going transportation planning administrative grant program.

**Zip Code:** 49783.

103. TRANSPORTATION PLANNING – US-23 Heritage Route Corridor Management Plan  
Project Authorization (Z9) issued under Master Agreement (2006-0017) between MDOT and the Northeast Michigan Council of Governments will provide for the implementation of the Heritage Route Corridor Management Plan for US-23. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activity, and new businesses and to provide a vision for the future. The authorization will be in effect from October 1, 2006, through September 30, 2007. The authorization amount will be \$53,250. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** The fourteen regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

**Benefit:** The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide projects, such as data collection, project assistance and administration, and organization of MDOT public meetings.

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

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

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

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

**Selection:** N/A.

**New Project Identification:** This is part of an on-going transportation planning administrative grant program.

**Zip Code:** 49735.

104. TRANSPORTATION PLANNING – M-22 Heritage Route Corridor Management Plan  
Project Authorization (Z9) issued under Master Agreement (2006-0018) between MDOT and the Northwest Michigan Council of Governments will provide for the implementation of the Heritage Route Corridor Management Plan for M-22. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activity, and new businesses and to provide a vision for the future. The authorization will be in effect from October 1, 2006, through September 30, 2007. The authorization amount will be \$41,250. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** The fourteen regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

**Benefit:** The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide projects, such as data collection, project assistance and administration, and organization of MDOT public meetings.

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

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

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

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

**Selection:** N/A.

**New Project Identification:** This is part of an on-going transportation planning administrative grant program.

**Zip Code:** 49685.

105. TRANSPORTATION PLANNING – M-119 Heritage Route Corridor Management Plan  
Project Authorization (Z10) issued under Master Agreement (2006-0018) between MDOT and the Northwest Michigan Council of Governments will provide for the implementation of the Heritage Route Corridor Management Plan for M-119. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activity, and new businesses and to provide a vision for the future. The authorization will be in effect from October 1, 2006, through September 30, 2007. The authorization amount will be \$41,250. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** The fourteen regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

**Benefit:** The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide projects, such as data collection, project assistance and administration, and organization of MDOT public meetings.

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

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

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

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

**Selection:** N/A.

**New Project Identification:** This is part of an on-going transportation planning administrative grant program.

**Zip Code:** 49685.

106. TRANSPORTATION PLANNING – US-12 Heritage Route Corridor Management Plan  
Project Authorization (Z6) issued under Master Agreement (2006-0021) between MDOT and the Southwestern Michigan Commission will provide for the implementation of the Heritage Route Corridor Management Plan for US-12. The project will provide processes, criteria, recommendations, and a coordination plan between land use and the resolution of transportation issues along US-12. The authorization will be in effect from October 1, 2006, through September 30, 2007. The authorization amount will be \$53,250. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** The fourteen regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

**Benefit:** The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide projects, such as data collection, project assistance and administration, and organization of MDOT public meetings.

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

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

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

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

**Selection:** N/A.

**New Project Identification:** This is part of an on-going transportation planning administrative grant program.

**Zip Code:** 49022.

107. TRANSPORTATION PLANNING – US-41 Heritage Route Corridor Management Plan  
Project Authorization (Z13) issued under Master Agreement (2006-0025) between MDOT and the Western Upper Peninsula Planning & Development Regional Commission will provide for the implementation of the Heritage Route Corridor Management Plan for US-41. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activity, and new businesses and to provide a vision for the future. The authorization will be in effect from October 1, 2006, through September 30, 2007. The authorization amount will be \$41,250. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** The fourteen regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

**Benefit:** The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide projects, such as data collection, project assistance and administration, and organization of MDOT public meetings.

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

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

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

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

**Selection:** N/A.

**New Project Identification:** This is part of an on-going transportation planning administrative grant program.

**Zip Code:** 49931.

108. **\*TRANSPORTATION PLANNING - Economic and Demographic Forecasts**

Contract (2006-0507) between MDOT and the Regents of the University of Michigan (U of M), Institute of Labor and Industrial Relations, will provide for an updated and consistent set of forecasts of population, employment, households, personal income, and labor productivity for all 83 counties in Michigan. These forecasts will assist in the development of updated travel demand models at both the state and metropolitan planning organization (MPO) levels. The contract will be in effect from the date of award through December 31, 2007. The contract amount will be \$319,000. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for an updated and consistent set of forecasts of population, employment, households, income, and labor productivity data for the 83 counties in Michigan. These forecasts will be developed using the Regional Economic Models, Inc. (REMI), economic demographic forecasting and simulation model. Specifically, the U of M Institute of Labor and Industrial Relations will update the models using the updated state demographer's county specific birth and survival rates. This information will be used by MDOT, the MPOs, and the state regional planning organizations.

**Benefit:** Will provide an updated set of forecasts of variables for input into the REMI demographic forecasting and simulation model trip generation analyses as part of the statewide and urban travel demand modeling activities. The forecasts will also serve as part of the updates to MDOT's statewide long-range planning activities. The forecasts are shared with MDOT's planning partners (the MPOs and Regions) and become part of their respective planning programs.

**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 information is not provided, MDOT will be forced to rely on older, outdated forecasts of growth/decline as it updates its travel demand models, which could result in inaccurate travel demand models and unreliable forecasts of travel behavior.

**Cost Reduction:** The costs are based on an actual cost basis.

**Selection:** N/A.

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

**Zip Code:** 48109.

**TRAFFIC SIGNAL COST PARTICIPATION AGREEMENTS**

109.	<u>M-13 (Huron) at Beaver Road, Kawkawlin Township, Bay County</u> 09033-01-010	<u>Estimated Modernization Cost</u>
	FHWA Funds	\$ <u>41,905</u>
	Total	\$ <u>41,905</u>
110.	<u>M-35 at County Road 420 (29<sup>th</sup> Street), Escanaba Township, Delta County</u> 21032-01-004	<u>Estimated Installation Cost</u>
	City of Gladstone Funds	\$ 909
	Delta County Funds	\$ 909
	State Restricted Trunkline Funds	\$ 1,821
	FHWA Funds	\$ <u>36,389</u>
	Total	\$ <u>40,028</u>
111.	<u>US-2, US-141, M-95 at Lake Antoine Road, Iron Mountain, Dickinson County</u> 22021-01-009	<u>Estimated Installation Cost</u>
	FHWA Funds	\$ <u>38,866</u>
	Total	\$ <u>38,866</u>
112.	<u>M-331 (Westnedge) at Lovell Street, Kalamazoo, Kalamazoo County</u> 39052-01-007	<u>Estimated Modernization Cost</u>
	FHWA Funds	\$ <u>39,173</u>
	Total	\$ <u>39,173</u>
113.	<u>I-196 Eastbound Off-Ramp at College Avenue, Grand Rapids, Kent County</u> 41027-01-006	<u>Estimated Modernization Cost</u>
	City of Grand Rapids Funds	\$ 2,677
	State Restricted Trunkline Funds	\$ 2,677
	FHWA Funds	\$ <u>53,536</u>
	Total	\$ <u>58,890</u>
114.	<u>I-196 Eastbound Off-Ramp at Fuller Avenue, Grand Rapids, Kent County</u> 41027-01-107	<u>Estimated Modernization Cost</u>
	City of Grand Rapids Funds	\$ 2,236
	State Restricted Trunkline Funds	\$ 2,236
	FHWA Funds	\$ <u>44,720</u>
	Total	\$ <u>49,192</u>

\* Denotes a non-standard contract/amendment

115.	<u>M-19 (Main) at Howard (St Augustine School), Richmond, Macomb County</u> 50091-01-008		<u>Estimated Installation Cost</u>
	City of Richmond Funds	\$	19,479
	State Restricted Trunkline Funds	\$	19,480
	Total	\$	<u>38,959</u>
116.	<u>US-10 (Ludington) at Jebavy Drive, Pere Marquette Township, Mason County</u> 53021-01-013		<u>Estimated Modernization Cost</u>
	FHWA Funds	\$	56,619
	Total	\$	<u>56,519</u>
117.	<u>US-31BR (Colby) at Mears Street, Whitehall, Muskegon County</u> 61073-01-001		<u>Estimated Modernization Cost</u>
	FHWA Funds	\$	40,065
	Total	\$	<u>40,065</u>
118.	<u>M-37 at Quarterline, Newaygo, Newaygo County</u> 62031-01-007		<u>Estimated Installation Cost</u>
	FHWA Funds	\$	32,835
	Total	\$	<u>32,835</u>
119.	<u>M-24 (Lapeer) at Crossover 1800' North of Silverbell, Orion Township, Oakland County</u> 63112-01-213		<u>Estimated Installation Cost</u>
	FHWA Funds	\$	57,526
	Total	\$	<u>57,526</u>
120.	<u>M-32 (Main) at Otsego, Gaylord, Otsego County</u> 69023-01-001		<u>Estimated Modernization Cost</u>
	FHWA Funds	\$	29,217
	Total	\$	<u>29,217</u>
121.	<u>M-46, M-19 (Sanilac) at Dawson/Maple Valley, Sandusky, Sanilac County</u> 74062-01-005		<u>Estimated Modernization Cost</u>
	FHWA Funds	\$	45,432
	Total	\$	<u>45,432</u>

\* Denotes a non-standard contract/amendment

**Purpose/Business Case:** Act 51, Public Acts of 1951, authorizes MDOT to contract with cities, villages, and boards of county road commissioners for the construction, improvement, and/or maintenance of electronic devices on state trunkline roadways. Under the terms of the standard cost agreements, the cities, villages, and boards are reimbursed for labor and materials for installation and annual electrical power usage and maintenance costs of the electronic devices. MDOT has made findings that such negotiated agreements are in the public interest.

**Benefit:** The use of electronic devices provides improved operation and safety for the motoring public. The cost agreements establish funding responsibility for the operation of the electronic devices.

**Funding Source:** Federal, State Restricted, or local funds, depending on the particular installation.

**Commitment Level:** Costs as shown on the individual cost agreement for the duration of the installation operation.

**Risk Assessment:** Loss of local participation funding for the operation of the installation.

**Cost Reduction:** Fixed costs as shown on the cost agreement.

**Selection:** N/A.

**New Project Identification:** Installation/modernization of electronic devices.

**Zip Code:** 48631, 49829, 49801, 49007, 49503, 49506, 48062, 49431, 49461, 49337, 48342, 49735, 48471, respectively.





124. LETTING OF JULY 07, 2006  
 PROPOSAL 0607029  
 PROJECT IM 77111-74153  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - MAY 17, 2007

ENG. EST.                      LOW BID  
 \$ 2,707,804.99      \$ 2,713,893.88

% OVER/UNDER EST.  
 0.22 %

Demolish existing rest area building, construct four restroom building, pavement removal, expanded parking, paving, sitework, and utilities on I-94 southbound, St. Clair County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>M. L. Chartier Excavating, Inc.</b>	<b>\$ 2,713,933.88</b>	<b>\$ 2,713,893.88</b>	<b>1 **</b>
Dan's Excavating, Inc.	\$ 2,746,229.94	Same	2
Six-S, Inc.	\$ 2,754,913.58	Same	3
Angelo Iafrate Construction Company	\$ 2,799,951.24	Same	4
Tony Angelo Cement Construction Co.	\$ 2,878,398.90	Same	5
Florence Cement Company	\$ 3,056,345.61	Same	6
Pamar Enterprises, Inc.	\$ 3,099,554.08	Same	7
Boddy Construction Company, Inc.	\$ 3,263,544.21	Same	8
John Carlo, Inc.	\$ 3,592,465.36	Same	9
L. D'Agostini & Sons, Inc.	\$ 4,504,106.00	\$ 4,504,026.00	10
C.A. Hull Co., Inc.			
Fisher Contracting Company			
L. Squared Construction, LLC.			
Kelcris Corporation			
ABC Paving Company			
L.J. Construction, Inc.			
Raymond Excavating Company			

10 Bidders

**Purpose/Business Case:** The primary goal of rest area development is to establish and maintain a comprehensive system responsive to safety and service needs of commercial and recreational motorists. Rest area development and preservation projects are subject to the same levels of highway planning, environmental documentation, and public involvement required for all projects.

**Benefit:** Rest areas provide services to approximately 50 million visitors. There are 68 rest areas and 13 welcome centers. Projects undertaken retard future deterioration, and maintain and improve the services and facilities that over the years require replacement due to infrastructure deterioration. New sites are being planned to meet new federal guidelines and requirements.

**Funding Source:**

74153A  
 Federal Highway Administration Funds                      90.00 %  
 State Restricted Trunkline Funds                              10.00 %

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

**Risk Assessment:** 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 exceeded their originally 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:** Rehabilitation.

**Zip Code:** 48062.

125. LETTING OF JULY 07, 2006  
 PROPOSAL 0607030 ENG. EST. LOW BID  
 PROJECT IM 13083-80315 \$ 1,728,066.73 \$ 1,796,973.34  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - SEPTEMBER 11, 2006  
 COMPLETION DATE - MAY 18, 2007 3.99 %

Demolish existing rest area building, construct new restroom building, parking lot paving, lighting, utilities and sitework on I-94 westbound at the Marshall rest area, Calhoun County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Hoffman Bros./Lakeland Asphalt</b>	<b>\$ 1,797,103.34</b>	<b>\$ 1,796,973.34</b>	<b>1 **</b>
Nashville Construction Company	\$ 1,849,117.40	Same	2
Kamminga & Roodvoets, Inc.	\$ 1,997,702.75	Same	3
Michigan Paving & Materials Co.	\$ 2,322,188.29	\$ 2,322,164.29	4
Hoffman Bros., Inc.			
E.T. MacKenzie Company			
ABC Paving Company			

4 Bidders

**Purpose/Business Case:** The primary goal of rest area development is to establish and maintain a comprehensive system responsive to safety and service needs of commercial and recreational motorists. Rest area development and preservation projects are subject to the same levels of highway planning, environmental documentation, and public involvement required for all projects.

**Benefit:** Rest areas provide services to approximately 50 million visitors. There are 68 rest areas and 13 welcome centers. Projects undertaken retard future deterioration, and maintain and improve the services and facilities that over the years require replacement due to infrastructure deterioration. New sites are being planned to meet new federal guidelines and requirements.

**Funding Source:**

80315A	
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

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

**Risk Assessment:** 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



**Funding Source:**

86831-2

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

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

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

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

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48473 Region-wide.

127. LETTING OF JULY 07, 2006  
 PROPOSAL 0607049 \$ ENG. EST. 633,811.18 \$ LOW BID 573,356.82  
 PROJECT NH 81031-74079  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 30, 2008 -9.54 %

Construction of 26.79 acres for wetland mitigation site including earth berm, controlled outfall, seeding and plantings on US-12 Raisin River Watershed Mitigation Bank, Washtenaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Dan's Excavating, Inc.</b>	<b>\$ 573,356.82</b>	<b>Same</b>	<b>1 **</b>
Slusarski Excavating & Paving, Inc.	\$ 595,497.56	Same	2
Fonson, Inc.	\$ 599,565.73	Same	3
Angelo Iafrate Construction Company	\$ 599,888.40	Same	4
Tri-Valley Landscaping, Inc.	\$ 664,807.50	Same	5
Fisher Contracting Company	\$ 761,394.65	Same	6
E.T. MacKenzie Company	\$ 786,313.75	Same	7
Melco, Inc.	\$ 856,410.80	Same	8
Dunigan Brothers, Inc.			
C.A. Hull Co., Inc.			
Deitering Landscaping, Inc.			
South Hill Construction Company			
ABC Paving Company			
Six-S, Inc.			
L.J. Construction, Inc.			
D & R Earthmoving, LLC			
Anderson-Fischer & Associates, Inc.			
Davis Construction, Inc.			
Marine City Nursery Company			
John Carlo, Inc.			
B & V Construction, Inc.			

8 Bidders

**Purpose/Business Case:** Wetland Mitigation funds transportation projects that create wetlands to replace those impacted by related projects. These related projects may have already been constructed or are to be constructed in the future.

**Benefit:** Adherence to existing federal and state environmental laws, regulations and guidelines.

**Funding Source:**

74079A

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

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

**Risk Assessment:** Loss of federal funds and inability to award and construct related projects.

**Cost Reduction:** Cost savings would be those realized on the related project that impacted the existing wetlands.

**Selection:** Low bid.

**New Project Identification:** Replacement of existing wetlands.

**Zip Code:** 49236.

128. LETTING OF JULY 07, 2006  
 PROPOSAL 0607050 ENG. EST. LOW BID  
 \$ 7,323,849.33 \$ 6,845,786.46  
 PROJECT NH 82061-60447, ETC  
 LOCAL AGRMT. 06-5283 % OVER/UNDER EST.  
 START DATE - FEBRUARY 26, 2007  
 COMPLETION DATE - SEPTEMBER 19, 2009 -6.53 %

1.41 mi of hot mix asphalt reconstruction, drainage improvements, sidewalk, sanitary work, and water main work on US-12 (Michigan Avenue) from Heywood Street to Howe Road and intersection improvements from 4th Street to Howe Road in the city of Wayne, Wayne County. This project includes one 5 year materials and workmanship pavement warranty.

12.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan's Excavating, Inc.	\$ 6,845,786.46	Same	1 **
Six-S, Inc.	\$ 7,893,291.53	\$ 7,858,205.31	2
Angelo Iafrate Construction Company	\$ 7,928,090.18	Same	3
Ajax Paving Industries, Inc.			
Cadillac Asphalt, LLC.			
ABC Paving Company			

3 Bidders

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

**Purpose/Business Case:** This project is a combination of two programs: (1) MDOT's Road Preservation Program - provided as an effort to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. (2) The Traffic and Safety Program - to preserve the integrity of MDOT's safety assets by addressing locations on the trunkline system that exhibit a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** These programs provide benefits for road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition improvements and preservation, safety, user savings, maintenance savings, reduce traffic accidents and injuries, vehicle delays, fuel consumption, and pollution control.

**Funding Source:**

60447A	
Federal Highway Administration Funds	69.99 %
State Restricted Trunkline Funds	14.75 %
City of Wayne	15.26 %
80368A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

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

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

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

**Selection:** Low bid.

**New Project Identification:** Rehabilitation and reconstruction.

**Zip Code:** 48184.













135. LETTING OF JULY 07, 2006  
 PROPOSAL 0607065  
 PROJECT M 41031-44780, ETC  
 LOCAL AGRMT. 06-5298  
 START DATE - AUGUST 05, 2006  
 COMPLETION DATE - NOVEMBER 06, 2006

ENG. EST. \$ 1,036,948.41  
 LOW BID \$ 1,325,847.80  
 % OVER/UNDER EST. 27.86 %

3.76 mi of hot mix asphalt cold milling and resurfacing, joint repairs, adding right turn lane and adding a hot mix asphalt non-motorized facility on M-37 from 60th Street to north of 44th Street, M-50 from 52nd Street to S06 of 41024, M-57 from US-131 to X01 of 41122, I-96 from west of M-44 to east of M-44, and M-37 from 44th Street to the point of entry in the cities of Kentwood and Grand Rapids, Kent County. This project includes a 3 year pavement performance warranty and a 5 year materials and workmanship warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Michigan Paving &amp; Materials Co.</b>	<b>\$ 1,325,847.80</b>	<b>Same</b>	<b>1 **</b>
Rieth-Riley Construction Co., Inc.	\$ 1,429,411.82	Same	2
Aggregate Industries-Central Region	\$ 1,744,818.55	\$ 1,744,778.55	3

3 Bidders

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

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system. This project will help with the ingress/egress of traffic to the new X-Rite property. X-Rite considered relocating its manufacturing facility to other states, but eventually decided on purchasing and renovating 350,000 square feet of the former Bosch facility in Kentwood. During the selection process, X-Rite expressed concerns about access to Broadmoor Avenue (M-37) to and from the facility. In part, due to a commitment to address the transportation concerns, X-Rite will invest \$44,500,000, retain 416 jobs in Michigan and create an additional 315 new jobs over the next 5 years.

As the traffic generated by X-Rite will increase the existing movements on to this site, a right turn lane will be constructed on northbound Broadmoor Avenue south of 44th Street, which will delineate right turns into the site, improving access and operations. This improvement will also assist traffic operations on Broadmoor Avenue.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life. There should be a significant economic benefit to the area with the safer and improved traffic flow. The initial maintenance costs will be reduced within the project limits, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

44780A			
State Restricted Trunkline Funds	100	%	
44781A			
State Restricted Trunkline Funds	100	%	
86731A			
State Restricted Trunkline Funds	100	%	
86828A			
City of Kentwood	25.50	%	
State Restricted Trunkline Funds	74.50	%	

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

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions. The relationships with the communities and businesses in the Grand Rapids Metropolitan area may be compromised. They are anticipating the completion of this project as announced to support the economics of the area.

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

**Selection:** Low bid.

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

**Zip Code:** 49512 Region Wide.

136.	LETTING OF JULY 07, 2006	ENG. EST.	LOW BID
	PROPOSAL 0607066	\$ 1,018,339.18	\$ 842,699.07
	PROJECT M 76024-86705		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 03, 2006		-17.25 %

5.68 mi of concrete pavement restoration, diamond grinding and crack sealing on I-69 from Shaftsbury Road easterly to Church Road, Shiawassee County.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Safety Grooving &amp; Grinding of Mich</b>	<b>\$ 842,699.07</b>	<b>Same</b>	<b>1 **</b>
Penhall Company and Subsidiaries	\$ 856,745.30	Same	2
Opperman Grooving, Inc.	\$ 908,412.90	Same	3
Diamond Surface, Inc.			

3 Bidders

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

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

**Funding Source:**

86705A

State Restricted Trunkline Funds 100 %

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

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

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48872.

137. LETTING OF JULY 07, 2006 ENG. EST. LOW BID  
 PROPOSAL 0607067 \$ 90,828.00 \$ 51,701.20  
 PROJECT M 20016-59466  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - AUGUST 14, 2006  
 COMPLETION DATE - AUGUST 25, 2006 -43.08 %

9.80 mi of hot mix asphalt crack treatment on US-127 northbound from north of County Road 104 northerly to I-75, Roscommon and Crawford Counties. This project includes a 2 year pavement performance warranty.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Fahrner Asphalt Sealers, Inc.</b>	\$ 51,701.20	Same	1 **
Scodeller Construction, Inc.	\$ 58,750.00	Same	2
Interstate Sealant & Concrete, Inc.	\$ 63,510.00	Same	3
Causie Contracting, Inc.	\$ 65,752.00	Same	4
American Pavement Solutions, Inc.	\$ 93,499.10	Same	5
Michigan Joint Sealing, Inc.			

5 Bidders

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

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

**Funding Source:**

59466A

State Restricted Trunkline Funds 100 %

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

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

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48629.

138. LETTING OF JULY 07, 2006 ENG. EST. LOW BID  
 PROPOSAL 0607068 \$ 452,150.34 \$ 365,440.11  
 PROJECT NH 19033-83948-2  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - SEPTEMBER 11, 2006  
 COMPLETION DATE - OCTOBER 13, 2006 -19.18 %

14.26 mi of concrete restoration, including full-depth repairs, and overband crack fill on US-127 from south of I-69 northerly to Price Road, from M-21 northwesterly to south of Livingston Road, and on I-69 at Airport Road, Clinton County.

A 2006 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Kelcris Corporation</b>	<b>\$ 365,440.11</b>	<b>Same</b>	<b>1 **</b>
Florence Cement Company	\$ 424,318.32	Same	2
Causie Contracting, Inc.	\$ 425,255.95	Same	3
C & D Hughes, Inc.	\$ 458,174.58	Same	4
Six-S, Inc.	\$ 483,280.16	Same	5
Snowden, Inc.			

5 Bidders

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

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

**Funding Source:**

83948-2

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

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

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

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48820.

139. LETTING OF JULY 07, 2006  
 PROPOSAL 0607071  
 PROJECT NH 09101-87230  
 LOCAL AGRMT.  
 START DATE - AUGUST 14, 2006  
 COMPLETION DATE - NOVEMBER 03, 2006

ENG. EST. \$ 1,110,002.90  
 LOW BID \$ 995,132.46  
 % OVER/UNDER EST. -10.35 %

9.40 mi of concrete pavement repairs, joint and surface repairs, sawing and sealing joints on westbound mainline, along with pavement removal, hot mix asphalt cold milling and resurfacing on ramps on US-10/M-25 from 11 Mile Road easterly to east of I-75 interchange including Mackinaw Road, Nine Mile Road and Garfield Road ramps, Bay County. This project includes a 3 year pavement performance warranty.

A 2006 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Snowden, Inc.</b>	\$ 995,132.46	Same	1 **
Florence Cement Company	\$ 996,614.71	Same	2
Kelcris Corporation	\$ 997,372.01	Same	3
Causie Contracting, Inc.	\$ 1,087,027.65	Same	4
Six-S, Inc.	\$ 1,105,309.17	Same	5

5 Bidders

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

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

**Funding Source:**

87230A

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

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

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

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48706.









144. LETTING OF JULY 07, 2006  
 PROPOSAL 0607003  
 PROJECT SUG 82400-87287  
 LOCAL AGRMT. 06-5266  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 30, 2007

ENG. EST.                      LOW BID  
 \$ 2,011,576.00    \$ 1,766,510.75  
 % OVER/UNDER EST.  
 -12.18 %

Traffic signal modernization at 50 locations from Buffalo Street to Junction Street in the city of Detroit, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rauhorn Electric, Inc.</b>	<b>\$ 1,766,510.75</b>	<b>Same</b>	<b>1 **</b>
Posen Construction, Inc.	\$ 1,890,432.59	Same	2
Motor City Electric Utilities Co.	\$ 1,898,389.17	Same	3
Alpha Electric, Inc.	\$ 2,056,070.00	Same	4
J. Ranck Electric, Inc.	\$ 2,267,330.67	Same	5
Metropolitan Power & Lighting, Inc.	\$ 2,350,397.00	Same	6

6 Bidders

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

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

**Source of Funds:**

87287A

Federal Highway Administration Funds                      100 %

**Selection:** Low bid.

**Zip Code:** 48213.

145. LETTING OF JULY 07, 2006  
 PROPOSAL 0607004  
 PROJECT SUG 82400-87286  
 LOCAL AGRMT. 06-5262  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 30, 2007

ENG. EST.  
 \$ 2,347,254.25

LOW BID  
**\$ 1,956,207.40**

% OVER/UNDER EST.  
 -16.66 %

Traffic signal modernization at 39 locations from  
 Alexandrine Street to Selden Street in the city of Detroit,  
 Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rauhorn Electric, Inc.</b>	<b>\$ 1,956,207.40</b>	<b>Same</b>	<b>1 **</b>
Posen Construction, Inc.	\$ 2,039,352.00	Same	2
Motor City Electric Utilities Co.	\$ 2,092,895.95	Same	3
Alpha Electric, Inc.	\$ 2,284,710.00	Same	4
J. Ranck Electric, Inc.	\$ 2,441,187.52	Same	5
Metropolitan Power & Lighting, Inc.	\$ 2,927,078.00	Same	6

6 Bidders

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

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

**Source of Funds:**

87286A

Federal Highway Administration Funds 100 %

**Selection:** Low bid.

**Zip Code:** 48226.





148. LETTING OF JULY 07, 2006  
 PROPOSAL 0607009  
 PROJECT BRO 07004-83836  
 LOCAL AGRMT. 06-5259  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 15, 2006

ENG. EST.  
 \$ 518,379.35

LOW BID  
 \$ 608,362.01

% OVER/UNDER EST.  
 17.36 %

Bridge removal and replacement along with related approach work on Nestoria Herman Road at Daults Creek, Baraga County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Yalmer Mattila Contracting, Inc.</b>	<b>\$ 608,362.01</b>	<b>Same</b>	<b>1 **</b>
Hebert Construction Company	\$ 731,332.51	Same	2
A. Lindberg & Sons, Inc.	\$ 831,656.60	Same	3
Snowden, Inc.			
Zenith Tech, Inc.			
Associated Constructors, LLC			
Bacco Construction Company			
J. Slagter & Son Construction Co.			

3 Bidders

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

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

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

**Funding Source:**

83836A

Baraga County	6.40 %
Federal Highway Administration Funds	78.82 %
State Restricted Trunkline Funds	14.78 %

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

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

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

**Selection:** Low bid.

**New Project Identification:** Bridge replacement.

**Zip Code:** 49946.









153. LETTING OF JULY 07, 2006  
 PROPOSAL 0607014  
 PROJECT STH 38609-84936  
 LOCAL AGRMT. 06-5265  
 START DATE - SEPTEMBER 04, 2006  
 COMPLETION DATE - 22 working days

ENG. EST.                      LOW BID  
 \$ 172,735.75            \$ 166,825.63

% OVER/UNDER EST.  
 -3.42 %

0.21 mi of left turn lane construction including hot mix asphalt surfacing with drainage structure work on North Wisner Street from North Street to Argyle Street in the city of Jackson, Jackson County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Concord Excavating &amp; Grading, Inc.</b>	<b>\$ 166,825.63</b>	<b>Same</b>	<b>1 **</b>
Bailey Excavating, Inc.	\$ 186,707.34	Same	2
C & D Hughes, Inc.	\$ 189,585.73	Same	3
Aggregate Industries-Central Region	\$ 233,234.29	\$ 216,834.29	4
Brady Sand & Gravel, Inc.	\$ 219,678.27	Same	5
Michigan Paving & Materials Co.	\$ 225,566.83	Same	6
Dunigan Brothers, Inc.			
Milbocker and Sons, Inc.			

6 Bidders

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

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

**Source of Funds:**

84936A  
 Federal Highway Administration Funds                      80.00 %  
 City of Jackson    20.00 %

**Selection:** Low bid.

**Zip Code:** 49202.

154. LETTING OF JULY 07, 2006  
 PROPOSAL 0607016  
 PROJECT MCS 23011-83861  
 LOCAL AGRMT. 06-5257  
 START DATE - 10 days after award  
 COMPLETION DATE - JUNE 30, 2007

ENG. EST.                      LOW BID  
 \$ 1,620,634.51    \$ 1,763,821.01

% OVER/UNDER EST.  
 8.84 %

Remove existing structure and construct a two span prestressed concrete box beam bridge and related approach work on Waverly Road over the Grand River, Eaton County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Davis Construction, Inc.</b>	<b>\$ 1,763,821.01</b>	<b>Same</b>	<b>1 **</b>
Walter Toebe Construction Co.	\$ 1,980,003.87	Same	2
Anlaan Corporation	\$ 2,083,874.30	Same	3
C.A. Hull Co., Inc.	\$ 2,114,348.50	Same	4
S.L. & H. Contractors, Inc.			
J. Slagter & Son Construction Co.			
Milbocker and Sons, Inc.			
E.T. MacKenzie Company			
J.E. Kloote Contracting, Inc.			
Midwest Bridge Company			
Hardman Construction, Inc.			

4 Bidders

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

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

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

**Funding Source:**

83861A

Eaton County	5.00 %
State Restricted Trunkline Funds	95.00 %

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

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

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

**Selection:** Low bid.

**New Project Identification:** Bridge replacement.

**Zip Code:** 48827.



156. LETTING OF JULY 07, 2006  
 PROPOSAL 0607018  
 PROJECT STH 46609-84973  
 LOCAL AGRMT. 06-5251  
 START DATE - 10 days after award  
 COMPLETION DATE - 45 calendar days

ENG. EST.  
 \$ 131,898.56

LOW BID  
 \$ 139,493.75

% OVER/UNDER EST.  
 5.76 %

Bridge railing and sidewalk rehabilitation on North Union Street over Evans Creek in the city of Tecumseh, Lenawee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Anlaan Corporation</b>	<b>\$ 139,493.75</b>	<b>Same</b>	<b>1 **</b>
Davis Construction, Inc.	\$ 158,212.76	Same	2
J. Slagter & Son Construction Co.	\$ 166,323.16	Same	3
C.A. Hull Co., Inc.	\$ 168,503.87	Same	4
Milbocker and Sons, Inc.	\$ 178,864.50	Same	5
Midwest Bridge Company	\$ 186,065.75	Same	6
McDowell Construction , L.L.C.			
J.E. Kloote Contracting, Inc.			
Walter Toebe Construction Co.			
Structural Group, Inc.			
L.W. Lamb, Inc.			

6 Bidders

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

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

**Source of Funds:**

84973A  
 Federal Highway Administration Funds 66.65 %  
 City of Tecumseh 33.35 %

**Selection:** Low bid.

**Zip Code:** 49286.



158. LETTING OF JULY 07, 2006  
 PROPOSAL 0607020 \$ ENG. EST. 145,521.00 \$ LOW BID 147,532.44  
 PROJECT STH 73609-86112  
 LOCAL AGRMT. 06-5290 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 03, 2006 1.38 %

0.14 mi of hot mix asphalt road realignment, earthwork, and drainage on Beyer Road at the Willard Road intersection, Saginaw and Genesee Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>C. R. Hunt Construction Company</b>	<b>\$ 147,532.44</b>	<b>Same</b>	<b>1 **</b>
Wooten Contracting Co.	\$ 148,798.75	Same	2
A. J. Rehmus & Son, Inc.	\$ 157,746.30	Same	3
Young's Environmental Cleanup, Inc.	\$ 162,437.66	Same	4
Rohde Brothers Excavating, Inc.	\$ 164,864.00	Same	5
CRS/Shaw Contracting Co.	\$ 169,053.44	Same	6
Heystek Contracting Inc.	\$ 180,756.00	Same	7
Zito Construction Co.	\$ 185,437.00	Same	8
Perrin Construction Co., Inc.	\$ 190,920.90	Same	9
McDowell Construction , L.L.C.	\$ 193,928.64	Same	10
C.A. Hull Co., Inc.	\$ 196,628.66	Same	11
L.J. Construction, Inc.	\$ 198,090.00	Same	12
Champagne and Marx Excavating, Inc.	\$ 201,011.09	Same	13
Lois Kay Contracting Co.	\$ 203,693.56	Same	14
Fisher Contracting Company	\$ 229,871.06	Same	15
Saginaw Asphalt Paving Company			
Bourdow Trucking Company			
Cadillac Asphalt, LLC.			
Florence Cement Company			
Ron Bretz Excavating, Inc.			

15 Bidders

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

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

**Source of Funds:**

86112A  
 Saginaw County 20.00 %  
 Federal Highway Administration Funds 80.00 %

**Selection:** Low bid.

**Zip Code:** 48415.



160. LETTING OF JULY 07, 2006  
 PROPOSAL 0607022  
 PROJECT HPP 50458-81560  
 LOCAL AGRMT. 06-5278  
 START DATE - 10 days after award  
 COMPLETION DATE - JUNE 15, 2007

ENG. EST.  
 \$ 2,864,884.02    **\$ 1,979,261.96**  
 LOW BID  
 % OVER/UNDER EST.  
 -30.91 %

16.78 mi of hot mix asphalt pathway, trail resurfacing and bridge restoration on the public easement from 29 Mile Road to Division Street in the villages of Romeo and Armada and the city of Richmond, Macomb County.

15.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Dan's Excavating, Inc.</b>	<b>\$ 1,979,261.96</b>	<b>Same</b>	<b>1 **</b>
Pro-Line Asphalt Paving Corp.	\$ 1,986,873.88	Same	2
Six-S, Inc.	\$ 2,002,740.58	Same	3
L.J. Construction, Inc.	\$ 2,275,662.35	Same	4
John Carlo, Inc.	\$ 2,289,111.70	Same	5
Posen Construction, Inc.	\$ 2,296,238.81	Same	6
ABC Paving Company	\$ 2,559,951.39	Same	7
L. D'Agostini & Sons, Inc.	\$ 3,106,812.75	Same	8
Ajax Paving Industries, Inc.			
Davis Construction, Inc.			
Fisher Contracting Company			
Cadillac Asphalt, LLC.			
Anlaan Corporation			
Ron Bretz Excavating, Inc.			
Boddy Construction Company, Inc.			
Pamar Enterprises, Inc.			
Barrett Paving Materials, Inc.			
Angelo Iafrate Construction Company			
Raymond Excavating Company			

8 Bidders

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

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

**Source of Funds:**

81560A  
 Macomb County 20.00 %  
 Federal Highway Administration Funds 80.00 %

**Selection:** Low bid.

**Zip Code:** 48043.







**Source of Funds:**

86086A  
Federal Highway Administration Funds 63.49 %  
City of Howell 36.51 %

**Selection:** Low bid.

**Zip Code:** 48843.

164. LETTING OF JULY 07, 2006  
PROPOSAL 0607027 ENG. EST. \$ 161,847.00 \$ **LOW BID 167,732.14**  
PROJECT STH 22609-84945  
LOCAL AGRMT. 06-5277 % OVER/UNDER EST.  
START DATE - 10 days after award  
COMPLETION DATE - OCTOBER 15, 2006 3.64 %

0.23 mi of road reconstruction including subbase and base construction, culvert and underdrain improvements, hot mix asphalt paving and pavement markings on West Walker Street/Lower Pine Mountain Road at Kramer Drive in the city of Iron Mountain, Dickinson County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Bacco Construction Company</b>	<b>\$ 167,732.14</b>	<b>Same</b>	<b>1 **</b>
Northeast Asphalt, Inc.	\$ 204,276.77	Same	2
A. Lindberg & Sons, Inc.			
Barley Trucking & Excavating, Inc.			
Oberstar, Inc.			

2 Bidders

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

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

**Source of Funds:**

84945A  
Federal Highway Administration Funds 80.00 %  
City of Iron Mountain 20.00 %

**Selection:** Low bid.

**Zip Code:** 49801.

165. LETTING OF JULY 07, 2006  
 PROPOSAL 0607031  
 PROJECT EDDF 80555-76521, ETC  
 LOCAL AGRMT. 05-5417  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 04, 2006

ENG. EST. \$ 1,054,786.18  
 LOW BID \$ 954,530.26  
 % OVER/UNDER EST. -9.50 %

1.70 mi of hot mix asphalt paving, concrete curb and gutter, drainage work, earthwork, and traffic signal work on Red Arrow Highway from County Road 653 westerly to 30th Street, at the intersections of County Road 653, 33rd Street, and 30th Street, and from 33rd Street westerly to County Road 653, Van Buren County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Michigan Paving &amp; Materials Co.</b>	<b>\$ 954,530.26</b>	<b>Same</b>	<b>1 **</b>
Aggregate Industries-Central Region	\$ 986,698.01	Same	2
Rieth-Riley Construction Co., Inc.	\$ 1,165,301.35	Same	3

3 Bidders

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

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

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

**Funding Source:**

76521A		
Federal Highway Administration Funds	80.00 %	
State Restricted Economic Development Funds	20.00 %	
80695A		
Van Buren County	18.15 %	
Federal Highway Administration Funds	81.85 %	
82962A		
Van Buren County	20.00 %	
Federal Highway Administration Funds	80.00 %	

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

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

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



167. LETTING OF JULY 07, 2006  
 PROPOSAL 0607033  
 PROJECT MCS 59008-83913  
 LOCAL AGRMT. 06-5263  
 START DATE - 10 days after award  
 COMPLETION DATE - MAY 18, 2007

ENG. EST.                      LOW BID  
 \$ 1,108,274.34    \$ 1,106,426.11

% OVER/UNDER EST.  
 -0.17 %

Remove existing structure and construct a precast side-by-side concrete box beam bridge and related approach work on Franklin Street over the Flat River in the city of Greenville, Montcalm County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Davis Construction, Inc.</b>	<b>\$ 1,106,426.11</b>	<b>Same</b>	<b>1 **</b>
Anlaan Corporation	\$ 1,173,609.45	Same	2
S.L. & H. Contractors, Inc.	\$ 1,215,948.05	Same	3
Walter Toebe Construction Co.	\$ 1,216,323.04	Same	4
Milbocker and Sons, Inc.	\$ 1,223,000.10	Same	5
J.E. Kloote Contracting, Inc.	\$ 1,316,096.44	Same	6
C.A. Hull Co., Inc.			
J. Slagter & Son Construction Co.			
E.T. MacKenzie Company			
Midwest Bridge Company			
Hardman Construction, Inc.			
L.W. Lamb, Inc.			
Miller Development, Inc.			

6 Bidders

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

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

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

**Funding Source:**

83913A

City of Greenville	5.00 %
State Restricted Trunkline Funds	95.00 %

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

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

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

**Selection:** Low bid.

**New Project Identification:** Bridge replacement.

**Zip Code:** 48838.

168. LETTING OF JULY 07, 2006  
 PROPOSAL 0607035  
 PROJECT EDDF 40555-77656  
 LOCAL AGRMT. 06-5286  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 27, 2006

ENG. EST.                      LOW BID  
 \$ 1,443,939.25      \$ 1,449,564.45

% OVER/UNDER EST.  
 0.39 %

3.92 mi of crushing and shaping, hot mix asphalt surfacing curb, aggregate shoulders and drainage improvements on Plum Valley Road from Dundas Road to US-131, Kalkaska County.

8.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>D.J. McQuestion &amp; Sons, Inc.</b>	<b>\$ 1,449,564.45</b>	<b>Same</b>	<b>1 **</b>
M & M Excavating Co., Inc.	\$ 1,485,649.56	Same	2
Elmer's Crane & Dozer, Inc.	\$ 1,558,681.20	Same	3
CJ's Excavating Septic Service	\$ 1,590,061.81	Same	4
Payne & Dolan, Inc.	\$ 1,623,918.85	Same	5
MDC Contracting, LLC	\$ 1,863,897.96	Same	6
Bacco Construction Company			
Fisher Contracting Company			
Rieth-Riley Construction Co., Inc.			

6 Bidders

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

**Purpose/Business Case:** The project is for the reconstruction and widening of a federal aid route under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.  
**Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

77656A  
 Federal Highway Administration Funds                      80.00 %  
 State Restricted Economic Development Funds                      20.00 %

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

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

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

**Selection:** Low bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 49659.



170. LETTING OF JULY 07, 2006  
 PROPOSAL 0607044  
 PROJECT STE 79051-87189, ETC  
 LOCAL AGRMT. 06-5305  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 15, 2006

ENG. EST.  
 \$ 1,582,065.75

LOW BID  
 \$ 1,722,878.03

% OVER/UNDER EST.  
 8.90 %

4.98 mi of hot mix asphalt road resurfacing and bicycle path construction, including crushing and shaping, asphalt stabilized base, and guardrail on Saginaw Road from Washburn Road easterly to Lobdell Road, in the village of Mayville, Tuscola County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Saginaw Asphalt Paving Company</b>	<b>\$ 1,722,878.03</b>	<b>Same</b>	<b>1 **</b>
Albrecht Sand & Gravel Co.	\$ 1,739,322.46	Same	2
Pyramid Paving & Contracting Co.	\$ 1,917,855.07	Same	3

3 Bidders

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

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

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

**Funding Source:**

87189A		
Tuscola County		20.00 %
Federal Highway Administration Funds		80.00 %
87199A		
Tuscola County		20.00 %
Federal Highway Administration Funds		62.00 %
State Restricted Economic Development Funds		18.00 %

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

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

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

**Selection:** Low bid.

**New Project Identification:** Resurfacing.

**Zip Code:** 48744.





173. LETTING OF JULY 07, 2006  
 PROPOSAL 0607053 \$ ENG. EST. 518,260.25 \$ LOW BID 469,395.51  
 PROJECT STH 62609-80613, ETC  
 LOCAL AGRMT. 06-5116 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 03, 2006 -9.43 %

0.78 mi of intersection improvements including widening,  
 hot mix asphalt resurfacing, curb and gutter and drainage  
 improvements and watermain replacement on Cypress Avenue at  
 112th Street and at 22 Mile Road, Newaygo County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>D.J. McQuestion &amp; Sons, Inc.</b>	<b>\$ 469,395.51</b>	<b>Same</b>	<b>1 **</b>
C & D Hughes, Inc.	\$ 476,137.79	Same	2
Kentwood Excavating, Inc.	\$ 495,781.10	Same	3
CJ's Excavating Septic Service	\$ 523,085.19	Same	4
Nashville Construction Company	\$ 533,561.67	Same	5
Dean's Landscaping & Excavating	\$ 549,971.61	Same	6
Schippers Excavating, Inc.	\$ 550,000.00	Same	7
Dykema Excavators, Inc.	\$ 599,933.40	Same	8
Milbocker and Sons, Inc.	\$ 613,249.56	Same	9
Kamminga & Roodvoets, Inc.	\$ 673,487.56	Same	10
Maclean Construction Company			
Hallack Contracting, Inc.			
Wadel Stabilization, Inc.			

10 Bidders

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

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

**Source of Funds:**

80613A	
Newaygo County	20.00 %
Federal Highway Administration Funds	80.00 %
80614A	
Newaygo County	20.00 %
Federal Highway Administration Funds	80.00 %

**Selection:** Low bid.

**Zip Code:** 49343.







**EXTRAS**

177. **Extra 2006 - 101**

Control Section/Job Number: 34044-58727 MDOT Project

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

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

Contracted Agency: City of Portland  
259 Kent Street  
Portland, MI 48875

Designed By: MDOT  
Engineer's Estimate: \$915,000.00

Description of Project:

Construction of approximately 10,600 feet of 12 inch water main from the interchange of I-96 and Grand River Avenue easterly to the Portland Rest Area, approximately 9,900 feet of 8 inch sanitary sewer from the intersection of Rowe Avenue and the old C&O railroad grade to the Portland Rest Area which includes construction of a lift station for sanitary sewer; all together with necessary related work; located within the city of Portland, Portland Township, and Danby Township, Ionia County.

Administrative Board Approval Date:	November 5, 2002	
Contract Date:	December 17, 2002	
Original Contract Amount:	\$1,039,500.00	
Total of Overruns/Changes (Approved to Date):	(21,054.00)	- 2.03%
Total of Extras/Adjustments (Approved to Date):	39,245.31	+ 3.78%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>121,874.81</u></b>	<b><u>+ 11.72%</u></b>
<b>Revised Total</b>	<b><u>\$1,179,566.12</u></b>	<b>+ 13.47%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.75% over the original budget for an **Authorized to Date Amount** of \$1,057,691.31.

Approval of this extra will place the authorized status of the contract 13.47% or \$140,066.12 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

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

Contract Dewatering	\$121,874.81
<b>Total</b>	<b><u>\$121,874.81</u></b>

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

The sanitary sewer jack and bore operations could not be completed as planned. While the casing pipe was being advanced beneath Cutler Road, it encountered a layer of saturated sand and organic material separated by two layers of clay. The wet material immediately filled the casing and drained into the boring pit. The contractor immediately stopped the jack and bore operation, and performed several exploratory 4-inch vertical soil borings from the roadway surface. A void and additional soft saturated material was discovered beneath the roadway.

The contractor was directed to open cut the roadway, remove the poor material, and properly fill the void. Furthermore, the casing pipe had to be realigned as it had dropped off grade upon encountering the saturated material. The local standards required a 4:1 slope for this excavation work, which increased the excavation limits at the roadway surface as the sewer trench was approximately 37 feet deep. The extra work involved excavation, dewatering, casing installations, backfill, reconstruction, and paving. The extra cost for Contract Dewatering is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

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

This Extra was recommended for approval by the State Transportation Commission at its July 27, 2006, meeting, and is now recommended for approval by the State Administrative Board on August 1, 2006.

**Purpose/Business Case:** This extra item was necessary for the timely completion of project work.

**Benefit:** By adding this item, the state receives a project that has complied with all state and local laws and regulations and the rest area will be operational with municipal water and sewer and maintenance costs will be reduced from the current well water and septic field.

**Funding Source:** FHWA, 90%; State Restricted Trunkline, 10%.

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

**Risk Assessment:** If not completed, the work would have to be completed in wet conditions which is not safe, may cause road failure, and was not depicted in the project plans.

**Cost Reduction:** The extra work is based on force account records per the 2003 Standard Specifications for Construction.

**Selection:** The city of Portland is the closet municipal agency that can provide water and sewer facilities to the rest area. The contractor who completed the actual field work was selected after determining the lowest bidder.

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

**Zip Code:** 48875.

178. **Extra 2006 - 102**

Control Section/Job Number: 35032-83380 MDOT Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.

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

Contractor: Terry Asphalt Materials Inc.  
8600 Bark Blvd.  
Hamilton, OH 45015

Designed By: MDOT  
Engineer's Estimate: \$358,022.59

Description of Project:

5.59 miles of overhand crack sealing and microsurfacing on US-23 from F-41 to the Iosco north county line in the city of Oscoda, Iosco County.

Administrative Board Approval Date:	December 6, 2005	
Contract Date:	December 21, 2005	
Original Contract Amount:	\$320,788.00	
Total of Overruns/Changes (Approved to Date):	30,496.00	+ 9.51%
Total of Extras/Adjustments (Approved to Date):	3,819.00	+ 1.19%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>85,565.00</u></b>	<b>+ <u>26.67%</u></b>
<b>Revised Total</b>	<b><u>\$440,668.00</u></b>	<b>+ 37.37%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.70% over the original budget for an **Authorized to Date Amount** of \$355,103.00.

Approval of this extra will place the authorized status of the contract 37.37% or \$119,880.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2

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

Micro-Surface, Single Cse Shoulders	54,500.00 Syd @ \$1.57/Syd	<u>\$85,565.00</u>
<b>Total</b>		<b><u>\$85,565.00</u></b>

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

The contractor was directed to apply a single course of micro surface warranty on the existing roadway shoulders per the plans and specifications. The project specifications required the placement of the micro surface warranty, but a pay item for this work was inadvertently omitted from the original bid items. This extra work will ensure the original intent of the design and provide the proper fix to the existing roadway. The cost for Micro-Surface, Single Cse Shoulders was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The extra cost was deemed reasonable when compared to MDOT’s Average Unit Price Index.

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

This Extra was recommended for approval by the State Transportation Commission at its July 27, 2006, meeting, and is now recommended for approval by the State Administrative Board on August 1, 2006.

- Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.
- Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
- Funding Source:** FHWA, 81.85%; State Restricted Trunkline, 18.15%.
- Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
- Risk Assessment:** These items were required for the safe and timely completion of the project.
- Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
- Selection:** Low bid.
- New Project Identification:** This is an existing project already under contract.
- Zip Code:** 48750.

179. **Extra 2006 - 103**

Control Section/Job Number:	39405-79128	Local Agency Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Kamminga & Roodvoets, Inc. 3435 Broadmoor Avenue SE Grand Rapids, MI 49512	
Designed By:	Local Agency	
Engineer’s Estimate:	\$890,357.75	

Description of Project:

0.40 miles of hot mix asphalt paving, cold milling, storm sewer work, concrete curb and gutter, landscaping and traffic signal work on Rose Street from Kalamazoo Street to Lovell Street, in the city of Kalamazoo, Kalamazoo County.

Administrative Board Approval Date:	December 21, 2004	
Contract Date:	January 26, 2005	
Original Contract Amount:	\$823,777.48	
Total of Overruns/Changes (Approved to Date):	36,344.85	+ 4.41%
Total of Extras/Adjustments (Approved to Date):	49,388.25	+ 6.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>35,729.46</u></b>	<b><u>+ 4.34%</u></b>
<b>Revised Total</b>	<b><u>\$945,240.04</u></b>	<b>+ 14.75%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.41% over the original budget for an **Authorized to Date Amount** of \$909,510.58.

Approval of this extra will place the authorized status of the contract 14.75% or \$121,462.56 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 6 r. 1, 8 r. 1

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

**CM 6**

Perennial Soil	5.000 Cyd @ \$84.25/Cyd	\$421.25
Hh, Street Lighting	21.000 Ea @ \$183.75/Ea	3,858.75
Light Pole Bases, Rem	2.000 Ea @ \$135.00/Ea	270.00
Dispose of Light Pole Bases	5.000 Ea @ \$65.00/Ea	325.00
Exploratory Excavations for Signal Bases	1.000 LS @ \$1,013.25/LS	1,013.25
Field Stone Foundation Wall, Rem	1.000 LS @ \$2,336.25/LS	2,336.25
Utility Vault Cover, Adj Case 2	1.000 Ea @ \$1,115.00/Ea	1,115.00
Extra Brick Paver Sawcutting	500.000 Ft @ \$2.00/Ft	1,000.00
Banding Sign, Type III	10.000 Ea @ \$42.00/Ea	420.00
Shredded Bark Mulch	2.000 Cyd @ \$65.00/Cyd	130.00
Hh, Retrofit	2.000 Ea @ \$181.12/Ea	362.24
Elec Serv Panel	1.000 LS @ \$2,992.50/LS	2,992.50
Elec Conductor to Tree Grates	1.000 LS @ \$4,352.25/LS	4,352.25
Relocate Pushbutton	24.000 Ea @ \$162.75/Ea	3,906.00
TS, One Way, 5 Color, Mast Arm Mtd (LED)	2.000 Ea @ \$1,375.50/Ea	2,751.00
Bicycle Rack, Rem and Reinstall	1.000 Ea @ \$625.00/Ea	625.00
Repair Brick Paving Strip	1.000 LS @ \$957.08/LS	957.08
Brick Paver Repair – Utility Work	1.000 LS @ \$271.42/LS	271.42
Sidewalk Repair – Utility Work	1.000 LS @ \$624.00/LS	624.00
Hand Patching	4.210 Ton @ \$117.00/Ton	492.57
Pavt Mrkg, Longit 6” or Less Width, Rem	748.000 Ft @ \$0.47/Ft	351.56
Pavt Mrkg, Regular Dry, 12 inch, Yellow	215.000 Ft @ \$2.00/Ft	430.00
Pavt Mrkg, Ovly Cold Plastic, Thru Ar Sym	4.000 Ea @ \$57.95/Ea	231.80
Sign, Type III, Rem	2.000 Ea @ \$45.00/Ea	90.00
<b>Total</b>		<b><u>\$29,326.92</u></b>

**CM 8**

Maintaining Traffic Cost Adjustment  
Total

\$6,402.54  
\$6,402.54

**Grand Total**

**\$35,729.46**

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

**CM 6**

The extra work items Perennial Soil and Hh, Street Lighting were established on previous contract modifications. These increases will adjust the previously authorized quantities to the current as-constructed quantities.

The contractor was directed to place topsoil in the local agency planting beds along Bronson Park. This work was requested by the local agency's parks division as the proper method to restore the planting beds, as they were disturbed during curb and gutter and sidewalk construction operations. This work was inadvertently omitted from the original design plans. This extra work is 100 percent funded by the local agency. The extra cost for Perennial Soil was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

The contractor was directed to place a quazite hand hole at each proposed street light location. Quazite hand holes are fiber reinforced concrete hand holes for electric facilities. These hand holes are significantly stronger than the standard fiber glass products and provide better support for point loading. Street lighting is being installed under a separate contract between the local agency and the utility company. After project award, the local utility requested that the local agency install hand holes at each street light location to facilitate ease of wiring installation and future maintenance. This extra work is 100 percent funded by the local agency. The extra cost for Hh, Street Lighting was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

The following items are newly established on this contract modification.

The contractor was directed to remove and dispose of light pole bases that were left in place by the local utility. New street lighting was installed by the local utility under a separate contract with the local agency. This extra work is 100 percent funded by the local agency. The extra cost for Light Pole Bases, Rem and Dispose of Light Pole Bases was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar work in MDOT's Average Unit Price Index and work in the region.

The traffic signal pole foundations could not be placed at two locations due to utility conflicts. The first as planned location was in conflict with existing utility conduits that contained thousands of pairs of phone lines. The second location was in conflict with an underground vault top and wall of an existing building. Therefore, the contractor was directed to excavate the extents of these existing conflicts to determine a proper location for the foundation. The extra cost for Exploratory Excavations for Signal Bases was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to daily records, and time and material submittals from the contractor.

The contractor was directed to remove an existing fieldstone wall to allow placement of a traffic signal foundation. The existing wall was discovered during excavation for the new foundation as it was part of an old foundation from a building that had been demolished in the late 1970s. The proposed curb alignment and location of an existing building dictated that placement of the foundation must occur where the fieldstone wall was located. The extra cost for Field Stone Foundation Wall, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to daily records, and time and material submittals from the contractor.

The contractor was directed to adjust the top of a local utility vault cover. The roadway grade in the area of the vault cover was changed and adjustment to the proper grade was necessary on the vault cover. This extra work is 100 percent funded by the local agency. The extra cost for Utility Vault Cover, Adj Case 2 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to daily records, and time and material submittals from the contractor.

The contractor was required to sawcut additional brick pavers due to field modifications to the concrete header layout. The field modifications included extra banding/bulkheads between the brick paver fields in ramp areas and adjacent sidewalk areas. This extra work is 100 percent funded by the local agency. The extra cost for Extra Brick Paver Sawcutting was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to daily records, original bid costs for similar items of work, and time and material submittals from the contractor.

The contractor was directed to band the permanent signs to the existing street light poles to minimize the amount of posts in the streetscape area. This extra work is 100 percent funded by the local agency. The extra cost for Banding Sign, Type III was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to daily records, similar work on local projects, and time and material submittals from the contractor.

The contractor was directed to place shredded bark mulch in an area that was disturbed during sidewalk removal and replacement. This work was required per the plans and specifications, but a pay item for the work was inadvertently omitted from the original contract bid items. The extra cost for Shredded Bark Mulch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to daily records, similar work on local projects, and time and material submittals from the contractor.

The contractor was directed to install two hand holes that were inadvertently omitted during construction layout. This extra compensates the contractor for sawcutting and removing the new sidewalk, and cutting and patching of the underlying conduit to place sweeps into the new manholes. This extra work is 100 percent funded by the local agency. The extra cost for Hh, Retrofit was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to daily records, and time and material submittals from the contractor.

The contractor was directed to install electric service for receptacles at tree grates. It was anticipated that conduit from an existing service panel could be utilized for the proposed electrical work. It was determined that a new service panel and associated conduit had to be installed to properly wire the electrical receptacles. The new service panel had to be installed over 300 feet away from the nearest tree grate, as this was the closest location for placement of a service panel. This extra work is 100 percent funded by the local agency. The extra cost for Elec Serv Panel and Elec Conductor to Tree Grates was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to daily records, similar work on local projects, and time and material submittals from the contractor.

The contractor was directed to relocate all of the pedestrian pushbuttons after the initial installation. The pushbuttons were installed per the project plans and specifications, but the city traffic engineer determined they were installed with an incorrect orientation (side of pole). The contractor was also directed to rewire which leg of the intersection was assigned to each specific pushbutton. This extra work is 100 percent funded by the local agency. The extra cost for Relocate Pushbutton was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to daily records, and time and material submittals from the contractor.

The contractor was directed to install “doghouse” style left turn signals at two project intersections. This style of left turn signal was requested by the local agency traffic engineer as the traffic signal phasing was spilt during final programming. This type of traffic signal was preferred as the signal head controls a through lane as well as a dedicated left turn lane on spilt phase operation. This extra work is 100 percent funded by the local agency. The extra cost for TS, One Way, 5 Color, Mast Arm Mtd (LED) was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar work on local agency projects.

The contractor was directed to remove and reinstall a bicycle rack that was in conflict with the proposed sidewalk replacement. This extra work is 100 percent funded by the local agency. The extra cost for Bicycle Rack, Rem and Reinstall was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to daily records, and time and material submittals from the contractor.

The contractor was directed to restore decorative brick paving that was in conflict with the proposed sidewalk work. The existing brick pavers were approximately ½ inch thick and were attached with construction adhesive. The work included obtaining appropriate replacement brick where necessary, preparing the concrete base, and reattaching the brick pavers. This extra work is 100 percent funded by the local agency. The extra cost for Repair Brick Paving Strip was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to daily records, and time and material submittals from the contractor.

The contractor was directed to repair existing brick pavers that were damaged by the local utility company during repair of their underground electrical lines. This work was necessary as part of the agreement for electrical work between the local agency and the utility company, and was due to the inadequacy of the existing underground conduits. The existing conduits had rusted through and replacement was required. This extra work is 100 percent funded by the local agency. The extra cost for Brick Paver Repair – Utility Work was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to daily records, and time and material submittals from the contractor.

The contractor was directed to remove and replace sidewalk in the southwest quadrant of one project intersection to facilitate placement of electrical conduit and hand holes. The conduit and hand holes were necessary to energize new street lights installed by the local utility as part of the agreement with the local agency. This extra work is 100 percent funded by the local agency. The extra cost for Sidewalk Repair – Utility Work was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to daily records and time and material submittals from the contractor.

The contractor was directed to maintain barrier free pedestrian sidewalk ramps after placement of the concrete base course and before placement of the asphalt leveling layer. Hand patching asphalt material was used to provide the proper ADA grade and access at the sidewalk ramps. The extra cost for Hand Patching was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar quantity work in MDOT's Average Unit Price Index.

The contractor was directed to remove conflicting pavement markings from one project intersection after completion of project work. This allowed proper placement of the new lane assignment pavement markings at the intersection. The extra cost for Pavt Mrkg, Longit 6" or Less Width, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar quantity work in MDOT's Average Unit Price Index.

The contractor was directed to utilize regular dry paint in lieu of the planned thermoplastic material for several hundred feet of 12 inch pavement markings. These markings were used for partially cross hatching a left turn lane near a one way street to enhance safety to the traveling public. This change was directed to allow for easier removal of pavement markings in case an anticipated change from one-way local side streets to two-way local side streets is completed within the next couple of years. This extra work is 100 percent funded by the local agency. The extra cost for Pavt Mrkg, Regular Dry, 12 inch, Yellow was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar quantity work in MDOT's Average Unit Price Index. This work was completely offset by a previous \$633.75 reduction in the original bid item Pavt Mrkg, Thermopl, 12 inch, Yellow.

The contractor was directed to place four pavement marking symbols to provide proper direction to the traveling public. This item was necessary to complete project work, but was inadvertently omitted from the original bid items. The extra cost for Pavt Mrkg, Ovly Cold Plastic, Thru Ar Sym was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar quantity work in MDOT's Average Unit Price Index.

Two traffic control signs were left in place for traffic maintenance during staged construction. These signs were in areas where new brick pavers were placed. Upon placement of the new traffic control signs, the contractor was directed to remove the old signs and replace the surface mounting area with new brick pavers. The extra cost for Sign, Type III, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to daily records, and time and material submittals from the contractor.

#### **CM 8**

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 41 work days without the assessment of liquidated damages. The 41 day delay was due to overruns in the original contract pay items and utility delays. Traffic control devices were required to be used during the extended time frame. A contract adjustment was calculated per the specification section listed above. This extra is 100 percent funded by the local agency. Therefore, the cost for Maintaining Traffic Cost Adjustment was determined as a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

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

This Extra was recommended for approval by the State Transportation Commission at its July 27, 2006, meeting, and is now recommended for approval by the State Administrative Board on August 1, 2006.

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

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

**Funding Source:** FHWA, 81.85%; City of Kalamazoo, 18.15% (see above for specific pay item funding).

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

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

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

**Selection:** Low bid.

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

**Zip Code:** 49007.

180. **Extra 2006 - 104**

Control Section/Job Number:	63101-54301	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras. This project also has several extras that exceed the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project has two extras that exceed the \$250,000 Transportation Commission limit for reviewing extras.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	
Designed By:	Hubbell, Roth & Clark, Inc.	
Engineer's Estimate:	\$17,951,174.95	

Description of Project:

2047 meters of interchange construction along with eastbound off-ramp and westbound on-ramp, 280 meters of reconstruction of American Drive, 288 meters of reconstruction on Center Road, drainage work along the Peterson and Pernick drains, 623 meters of bridge reconstruction, widening, and approach work on I-696/M-10 at the Franklin Road interchange, on eastbound I-696 to southbound M-10, on Franklin Road over I-696, on American Drive west of Franklin Road, and on Center Road north of 11 Mile Road, along with 1537 meters of road reconstruction and widening on 11 Mile Road west of Franklin Road, in the city of Southfield, Oakland County.

Administrative Board Approval Date:	March 7, 2006	
Contract Date:	March 10, 2006	
Original Contract Amount:	\$14,602,245.67	
Total of Overruns/Changes (Approved to Date):	51,064.30	+ 0.35%
Total of Extras/Adjustments (Approved to Date):	29,050.00	+ 0.20%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>1,409,780.04</u></b>	<b><u>+ 9.65%</u></b>
<b>Revised Total</b>	<b><u>\$16,092,140.01</u></b>	<b>+ 10.20%</b>

**Offset Information**

Total Offsets This Request	(\$1,436,805.02)	- 9.84%
Net Revised Request	(\$27,024.98)	- 0.19%

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.55% over the original budget for an **Authorized to Date Amount** of \$14,682,359.97.

Approval of this extra will place the authorized status of the contract 10.20% or \$1,489,894.34 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2

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

**CM 2**

VECP Study – Use of Plain Concrete in Lieu of Reinforced Concrete		
		\$27,024.98
Subbase CIP – Modified	7,641.450 m3 @ \$3.24/m3	24,758.30
OGDC, 150mm – Modified	30,564.830 m2 @ \$5.56/m2	169,940.45
CP, Non-Reinf, 240mm	1,531.820 m2 @ \$28.40/m2	43,503.69
CP, Non-Reinf, 280mm	9,814.370 m2 @ \$31.92/m2	313,274.69
CP, Misc. Non-Reinf, 240mm Modified	3,120.000 m2 @ \$70.77/m2	220,802.40
CP, Misc. Non-Reinf, 280mm	2,244.360 m2 @ \$82.32/m2	184,755.72
Joint, Contraction, C3p	1,890.000 m @ \$14.44/m	27,291.60
Joint, Contraction, Cp	3,325.000 m @ \$41.74/m	138,785.50
Shoulder, Non-Reinf Conc	9,366.620 m2 @ \$27.72/m2	<u>259,642.71</u>
<b>Total</b>		<b><u>\$1,409,780.04</u></b>

**CM 2 Offset Information**

Open Graded Dr Cse, 100 mm – Mod	-30,564.830 m2 @ \$3.72/m2	(\$113,701.17)
Conc Pavt, Misc, Reinf, 240 mm	-3,119.770 m2 @ \$76.00/m2	(237,102.52)
Conc Pavt, Misc, Reinf, 280 mm	-2,244.360 m2 @ \$87.00/m2	(195,259.32)
Conc Pavt, Reinf, 240 mm	-1,531.820 m2 @ \$37.00/m2	(56,677.34)
Conc Pavt, Reinf, 280 mm	-9,814.370 m2 @ \$39.00/m2	(382,760.43)
Joint, Contraction, C	-1,846.000 m @ \$39.75/m	(73,378.50)
Joint, Contraction, C3	-1,049.000 m @ \$13.75/m	(14,423.75)
Shoulder, Reinf Conc	-9,366.620 m2 @ \$35.00/m2	(327,831.70)
Subbase, CIP	-9,169.740 m3 @ \$3.89/m3	<u>(35,670.29)</u>
Total		(\$1,436,805.02)

Net Revised CM 2 Request (\$27,024.98)

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

A Value Engineering Change Proposal (VECP) was submitted by the contractor. The VECP was submitted per the requirements in the Supplemental Specification for VECP as contained in the project proposal. The VECP was submitted with a decrease in contract work of \$1,436,805.02 and an additional cost of \$1,382,755.06, resulting in a net savings of \$54,049.96. The contractor is to receive one-half net savings; therefore, this contract modification will authorize payment to the contractor in the amount of \$27,024.98 for the extra item VECP Study – Use of Plain Concrete in Lieu of Reinforced Concrete. The VECP proposed the elimination of reinforcement in the concrete pavement utilized for ramps and widening on I-696. The VECP will result in reduced construction costs, provide a higher quality pavement, lower future maintenance costs, and will not delay the completion of the project. The following areas within the project limits will be affected by the VECP: lane widening on eastbound and westbound I-696, the exit ramp from eastbound I-696 to American Drive, the entrance ramp from Franklin Road to westbound I-696, and Ramp A. This change utilizes MDOT design specifications for non-reinforced concrete pavement and pavement joints. The related changes to roadway subbase and aggregate base are also included with this VECP to accurately determine the cost impact to the project. The cost for VECP Study – Use of Plain Concrete in Lieu of Reinforced Concrete was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and the Supplemental Specification for Value Engineering Change Proposal. The cost was deemed reasonable as a part of a VECP review. The costs for the remaining extra work items required to implement this VECP were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The extra costs were deemed reasonable when compared with original bid items and MDOT’s Average Unit Price Index. The VECP work is completely offset by a reduction in the original bid items as shown above.

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

This Extra was recommended for approval by the State Transportation Commission at its July 27, 2006, meeting, and is now recommended for approval by the State Administrative Board on August 1, 2006.

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

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

**Funding Source:** FHWA, 80%; State Restricted Trunkline, 17.61%; City of Southfield, 2.39%.

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

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

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

**Selection:** Low bid.

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

**Zip Code:** 48037.

181. **Extra 2006- 105**

Control Section/Job Number: 63522-57922 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Tony Angelo Cement Construction Company  
46850 Grand River Avenue  
Novi, MI 48374

Designed By: JCK and Associates  
Engineer's Estimate: \$7,964,158.43

Description of Project:

1.61 miles of concrete pavement replacement and widening from two lanes to five lanes, curb and gutter, sidewalk, traffic signal and water main on Grand River Avenue from Beck Road to Lanny's Road in the city of Novi, Oakland County.

Administrative Board Approval Date:	February 4, 2003	
Contract Date:	February 27, 2003	
Original Contract Amount:	\$5,411,461.77	
Total of Overruns/Changes (Approved to Date):	113,778.06	+ 2.10%
Total of Extras/Adjustments (Approved to Date):	183,995.73	+ 3.40%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>142,677.25</u></b>	<b><u>+ 2.64%</u></b>
<b>Revised Total</b>	<b><u>\$5,851,912.81</u></b>	<b>+ 8.14%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.50% over the original budget for an **Authorized to Date Amount** of \$5,709,235.56.

Approval of this extra will place the authorized status of the contract 8.14% or \$440,451.04 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 16

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

Utility Conflict Compensation	1.000 LS @ \$142,677.25/LS	<u>\$142,677.25</u>
<b>Total</b>		<b><u>\$142,677.25</u></b>

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

The contractor encountered numerous unexpected difficulties and delays with existing utilities during construction operations. The contractor submitted a request for \$422,692.87 in additional labor, equipment, and material costs. The primary issues involved with this extra cost were: additional costs associated with utilities that were relocated prior to project award to locations that conflicted with the proposed work, additional costs due to untimely relocation of existing utilities, and additional costs associated with encounters with unknown or mis-marked utilities. These issues delayed the contractor and in some cases caused additional work. Following negotiations, the cost was reduced to \$142,677.25. This extra work is 100 percent funded by the local agency. The cost for Utility Conflict Compensation was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with daily records, and time and material submittals from the contractor.

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

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

- Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.
- Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
- Funding Source:** FHWA, 93.56%; State Restricted Trunkline, 6.44% (see above for specific pay item funding).
- Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
- Risk Assessment:** These items were required for the safe and timely completion of the project.
- Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
- Selection:** Low bid.
- New Project Identification:** This is an existing project already under contract.
- Zip Code:** 48375.

182. **Extra 2006 - 106**

Control Section/Job Number: 82062-47064A MDOT Project

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

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

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

Designed By: Orchard, Hiltz & McCliment, Inc.  
Engineer's Estimate: \$10,795,560.81

Description of Project:

3.1 kilometers of road reconstruction, water main and storm sewer replacement, streetscape improvements, traffic signal upgrading, and deck patching and joint replacement on bridge structure (S33) on US-12 (Michigan Avenue) from Firestone to I-94 in the city of Dearborn, Wayne County.

Administrative Board Approval Date:	May 20, 2003	
Contract Date:	June 25, 2003	
Original Contract Amount:	\$10,027,126.66	
Total of Overruns/Changes (Approved to Date):	140,509.45	+ 1.40%
Total of Extras/Adjustments (Approved to Date):	1,217,696.16	+ 12.14%
Total of Negative Adjustments (Approved to Date):	(6,743.00)	- 0.07%
<b>THIS REQUEST</b>	<b><u>\$130,098.79</u></b>	<b><u>+ 1.30%</u></b>
<b>Revised Total</b>	<b><u>\$11,508,688.06</u></b>	<b>+ 14.77%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.47% over the original budget for an **Authorized to Date Amount** of \$11,378,589.27.

Approval of this extra will place the authorized status of the contract 14.77% or \$1,481,561.40 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-43	20 r. 1	\$286,478.68	07/06/04
2004-72	22 r. 3, 24 r. 3, 25 r. 3	\$238,935.24	11/02/04
2005-79	26 r. 3, 29 r. 2, 30 r. 2, 31 r. 2, 32 r. 1, 33 r. 2, 35 r. 3	\$141,091.47	07/05/05
2005-104	36 r. 2, 39, 40	\$53,246.20	09/06/05
2005-138	41 r. 1	\$24,385.74	12/06/05
2006-041	44 r. 1	\$81,251.82	04/04/06

Contract Modification Number(s): 47

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

Adjustment for Temp. Traffic Control Devices	\$130,098.79
<b>Total</b>	<b><u>\$130,098.79</u></b>

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

Section 812.04 of the 1996 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 165 days without the assessment of liquidated damages. Traffic control devices were required to be used during the extended time frame and each of these items were included in the bid items. A contract adjustment was calculated per the specification section listed above. Therefore, the cost for Adjustment for Temp. Traffic Control Devices was determined as a contract mandated extra cost, per the formula in Section 812.04 of the 2003 Standard Specifications for Construction.

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

This Extra was recommended for approval by the State Transportation Commission at its July 27, 2006, meeting, and is now recommended for approval by the State Administrative Board on August 1, 2006.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.  
**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.  
**Funding Source:** FHWA, 81.85%; State Restricted Trunkline, 16.19%; City of Dearborn, 1.96%.  
**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.  
**Risk Assessment:** These items were required for the safe and timely completion of the project.  
**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.  
**Selection:** Low bid.  
**New Project Identification:** This is an existing project already under contract.  
**Zip Code:** 48126.

183. **Extra 2006 - 107**

Control Section/Job Number:	82062-54939-2	Local Agency Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Rauhorn Electric, Inc. 17171 23 Mile Road Macomb, MI 48042	
Designed By:	Consulting Engineering Associates, Inc.	
Engineer's Estimate:	\$2,067,970.00	

Description of Project:

Installation of decorative street lighting on Michigan Avenue (US-12) from 6th Street to 20th Street in the city of Detroit, Wayne County.

Administrative Board Approval Date:	March 16, 2004	
Contract Date:	April 13, 2004	
Original Contract Amount:	\$1,267,937.00	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	123,515.42	+ 9.74%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>32,731.00</u></b>	<b><u>+ 2.58%</u></b>
<b>Revised Total</b>	<b><u>\$1,424,183.42</u></b>	<b>+ 12.32%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.74% over the original budget for an **Authorized to Date Amount** of \$1,391,452.42.

Approval of this extra will place the authorized status of the contract 12.32% or \$156,246.42 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-06	1	\$78,110.10	02/07/06
2006-45	4, 5	\$45,405.32	04/04/06

Contract Modification Number(s): 7 r. 3

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

Rem of Light Pole and Foundation @ Brooklyn and 6 <sup>th</sup>		\$9,850.00
Temp. feed for SE Brooklyn Block		2,452.00
Stone Installation & Removal	1,800.000 Sft @ \$8.00/Sft	14,400.00
Activation of Light Pole @ Michigan and Brooklyn/Leverette		1,829.00
Directional Bore		<u>4,200.00</u>
<b>Total</b>		<b><u>\$32,731.00</u></b>

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

A proposed lighting pole and foundation was placed per the plan specifications at the intersection of Brooklyn Street and Michigan Avenue. Upon further investigation, it was discovered that the lighting pole and foundation were placed on private property. The contractor was then directed to remove and relocate the lighting pole and foundation. The extra cost for Rem of Light Pole and Foundation @ Brooklyn and 6<sup>th</sup> was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar bid work on other projects in the region. Recovery costs are not being pursued, as the local agency thought this property was publicly owned.

The proposed plan location for street lighting conduit, which was designed to provide an electrical feed to street lights along Michigan Avenue east of Brooklyn Street, was determined to be located on private property. Therefore, the contractor was directed to provide a temporary electrical feed at Brooklyn Street and Michigan Avenue. This temporary feed was used to energize the street lights along Michigan Avenue until a permanent feed could be designed and constructed. The extra cost for Temp. feed for SE Brooklyn Block was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar bid work on other projects in the region. Recovery costs are not being pursued, as the local agency thought this property was publicly owned.

The removal of the existing street light foundations along Michigan Avenue was completed in late 2005 due to project delays that were not the fault of the contractor. Cold weather prevented the contractor from placing the permanent sidewalk in the light pole foundation work areas along Michigan Avenue. Therefore, the contractor was directed to place a stone walkway in each area for the safety of pedestrians and remove the stone when no longer necessary. The extra cost for Stone Installation & Removal was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to daily records, and time and material submittals from the contractor.

The contractor was directed to pull three wires from an alley off of Brooklyn Street to an existing light pole on the north side of Michigan Avenue. The contractor was directed to provide street lights for the winter months until the electric feed redesign can be completed in 2006. This extra item will compensate the contractor for connecting and providing street lighting during the winter season, and removal and connection to a permanent electric source in the spring. This extra work is associated with the placement of lighting facilities on private property, as described above. The extra cost for Activation of Light Pole @ Michigan and Brooklyn/Leverette was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar bid work on other projects in the region. Recovery costs are not being pursued as, the local agency thought this property was publicly owned and the additional lighting was requested by the project engineer.

The conduit that was to be used for energizing new street lights was damaged by an unknown party at the intersection of 19<sup>th</sup> Street and Michigan Avenue. The contractor was directed to repair the damaged conduit. The extra cost for Directional Bore was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to daily records, and time and material submittals from the contractor.

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

This Extra was recommended for approval by the State Transportation Commission at its July 27, 2006, meeting, and is now recommended for approval by the State Administrative Board on August 1, 2006.

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

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

**Funding Source:** FHWA, 69%; City of Detroit, 31%.

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

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

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

**Selection:** Low bid.

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

**Zip Code:** 48226.

184. **Extra 2006 - 108**

Control Section/Job Number: 82072-56719-2 MDOT Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.

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

Contractor: Ajax Paving Industries, Inc.  
830 Kirts Blvd., Suite 100  
Troy, MI 48084

Designed By: DLZ Michigan, Inc.  
Engineer's Estimate: \$372,185.96

Description of Project:

.0158 miles of traffic signal modifications, cold milling and resurfacing, pavement marking and signing on M-3 at the Gratiot Avenue and Randolph Street intersection, from Brush Street to Monroe Street in the city of Detroit, Wayne County.

Administrative Board Approval Date:	September 3, 2002	
Contract Date:	September 5, 2002	
Original Contract Amount:	\$397,562.78	
Total of Overruns/Changes (Approved to Date):	197,704.15	+ 49.73%
Total of Extras/Adjustments (Approved to Date):	52,364.76	+ 13.17%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>58,001.42</u></b>	<b><u>+ 14.59%</u></b>
<b>Revised Total</b>	<b><u>\$705,633.11</u></b>	<b>+ 77.49%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 62.90% over the original budget for an **Authorized to Date Amount** of \$647,631.69.

Approval of this extra will place the authorized status of the contract 77.49% or \$308,070.33 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2003-27	3 r. 1	\$52,374.76	07/01/03

Contract Modification Number(s): 8 r. 2

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

Extra-Remove Existing Concrete Slab 10' Below Grade	\$3,001.42
Traffic Signal Wiring Extra	\$55,000.00
<b>Total</b>	<b><u>\$58,001.42</u></b>

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

The contractor was directed to remove an existing concrete slab that was located 10 feet below the roadway grade and was in conflict with the proposed work. The concrete removal facilitated the placement of a strain pole foundation at the corner of Gratiot and Broadway Avenues. Project staff attempted to relocate the strain pole and respective foundation, but this was not possible per field conditions and design requirements. The extra cost for Extra-Remove Existing Concrete Slab 10' Below Grade is based on force account records per Section 109.07 of the Interim 2003 Standard Specifications for Construction.

The project specifications direct the contractor to run wire for the new traffic signals through existing Detroit Public Lighting Department (DPLD) ducts. This work was not possible due to the deteriorated state of the existing ducts. Furthermore, MDOT is maintaining the traffic signals on state trunklines with the city of Detroit and it was decided that it would be more appropriate to separate the MDOT facilities from DPLD facilities. The separation of facilities allows MDOT to access separate facilities for maintenance operations on the traffic signal wiring. The contractor was directed to place new ducts for the traffic signal wiring and modify the wiring scheme for the new traffic signals. Additionally, the item Traffic Signal Wiring Extra will compensate the contractor for the relocation of traffic signal foundations due to conflicts with existing facilities, such as old building foundations and basements. The extra cost for Traffic Signal Wiring Extra is based on force account records per Section 109.07 of the Interim 2003 Standard Specifications for Construction.

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

This Extra was recommended for approval by the State Transportation Commission at its July 27, 2006, meeting, and is now recommended for approval by the State Administrative Board on August 1, 2006.

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

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

**Funding Source:** FHWA, 90%; State Restricted Trunkline, 10%.

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

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

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

**Selection:** Low bid.

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

**Zip Code:** 48226.

185. **Extra 2006 - 109**

Control Section/Job Number: 82072-81205 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras. 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: Posen Construction, Inc.  
50500 Design Lane  
Shelby Twp., MI 48315

Designed By: Tetra Tech of Michigan PC  
Engineer's Estimate: \$2,139,951.45

Description of Project:

0.96 miles of streetscape, street lighting, irrigation and sidewalk on M-3 (Gratiot Avenue) from Randolph Street northeasterly to Orleans Street in the city of Detroit, Wayne County.

Administrative Board Approval Date:	June 21, 2005	
Contract Date:	July 13, 2005	
Original Contract Amount:	\$2,008,606.28	
Total of Overruns/Changes (Approved to Date):	19,391.50	+ 0.97%
Total of Extras/Adjustments (Approved to Date):	12,500.00	+ 0.62%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>174,118.18</u></b>	<b><u>+ 8.67%</u></b>
<b>Revised Total</b>	<b><u>\$2,214,615.96</u></b>	<b>+ 10.26%</b>

**Offset Information**

Total Offsets This Request	(49,500.00)	- 2.46%
Net Revised Request	\$124,618.18	+ 6.20%

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.59% over the original budget for an **Authorized to Date Amount** of \$2,040,497.78.

Approval of this extra will place the authorized status of the contract 10.26% or \$206,009.68 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2 r. 1

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

Extra Cabinet, Lighting Control Panel	1.000 Ea @ \$15,000.00/Ea	\$15,000.00
Extra-Force Account for Hand Patching		10,318.18
Cable, St Ltg. 2Kv,2,1/C#2&1,#2 Neutral		
Extra/Cable Designed Not Used/Offset	16,000.000 Ft @ \$9.30/Ft	148,800.00
<b>Total</b>		<b><u>\$174,118.18</u></b>

**CM 2 Offset Information**

Cable, St Ltg. 2Kv, 2, 1/C#6 & 1, #6,		
Neutral	-9,900.000 Ft @ \$5.00/Ft	(49,500.00)
Total		(49,500.00)

Net Revised CM 2 Request \$124,618.18

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

The contractor was directed to change the type of wire utilized on the project for street lighting. The original project wire was designed for one fixture per pole. A field change implemented two fixtures per pole. This change was implemented to place Comerica style street lights to match the existing street lights that abut this project. The change in wire also required a change in the existing cabinet, as it was unable to handle the additional electrical load. The extra cost for Extra Cabinet, Lighting Control Panel and Cable, St Ltg. 2Kv,2,1/C#2&1,#2 Neutral Extra/Cable Designed Not Used/Offset was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar work bid on the project and MDOT’s Average Unit Price Index. This work is partially offset by a \$49,500 reduction in the original bid item Cable, St Ltg. 2Kv, 2, 1/C#6 & 1, #6, Neutral.

The contractor was directed to place hand patching asphalt material in various project areas where there was a grade differential between the newly constructed sidewalk and the existing parking lots. The high points in the sidewalk were placed to address elevation differences between the sidewalk and the existing parking lots to eliminate erosion issues. The hand patching material will provide a smooth transition between the sidewalk and parking lot for traffic access. The extra cost for Extra-Force Account for Hand Patching is based on Section 109.07 of the 2003 Standard Specifications for Construction.

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

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

- Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.
- Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
- Funding Source:** FHWA, 80%; State Restricted Trunkline, 10%; City of Detroit, 10%.
- Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
- Risk Assessment:** These items were required for the safe and timely completion of the project.
- Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
- Selection:** Low bid.
- New Project Identification:** This is an existing project already under contract.
- Zip Code:** 48226.

186. **Extra 2006 - 110**

Control Section/Job Number: 82111-79778 MDOT Project

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

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

Contractor: Posen Construction, Inc.  
50500 Design Lane  
Shelby Twp., MI 48315

Designed By: MDOT  
Engineer's Estimate: \$2,931,142.00

Description of Project:

Bridge rehabilitation on seven structures on I-94 over Beech-Daly Road, I-75 over 14 Mile Road, and I-375 under Madison Avenue ramp, Larned Street, Jefferson Avenue, and Hastings Street in the cities of Detroit, Taylor, Madison Heights, and Troy, Wayne and Oakland Counties.

Administrative Board Approval Date:	September 20, 2005	
Contract Date:	October 4, 2005	
Original Contract Amount:	\$2,783,198.11	
Total of Overruns/Changes (Approved to Date):	248,086.59	+ 8.91%
Total of Extras/Adjustments (Approved to Date):	631,128.37	+ 22.68%
Total of Negative Adjustments (Approved to Date):	(180,000.00)	- 6.47%
<b>THIS REQUEST</b>	<b><u>5,209.15</u></b>	<b>+ 0.19%</b>
<b>Revised Total</b>	<b><u>\$3,487,622.22</u></b>	<b>+ 25.31%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 25.12% over the original budget for an **Authorized to Date Amount** of \$3,482,413.07.

Approval of this extra will place the authorized status of the contract 25.31% or \$704,424.11 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-68	3, 4 r. 1, 5	\$402,500.87	06/06/06
2006-88	6 r. 1	\$218,875.50	07/05/06

Contract Modification Number(s): 9

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

Remove Equipment From Worksite	<u>\$5,209.15</u>
<b>Total</b>	<b><u>\$5,209.15</u></b>

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

On November 10, 2005, the contractor was directed to remove their equipment from the Jefferson Avenue and Larned Street bridges over I-375. This direction was made per a request from the United States Secret Service to provide secured bridges for the I-375 corridor and the passage of a dignitary whose identity was not provided. The extra cost for Remove Equipment from Worksite was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with daily records, force account submittals, and similar work in the region.

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

This Extra was recommended for approval by the State Transportation Commission at its July 27, 2006, meeting, and is now recommended for approval by the State Administrative Board on August 1, 2006.

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

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

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

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

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

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

**Selection:** Low bid.

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

**Zip Code:** 48226.

187. **Extra 2006 - 111**

Control Section/Job Number:	82544-75945	Local Agency Project
State Administrative Board -	This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Rauhorn Electric, Inc. 17171 23 Mile Road Macomb Twp., MI 48042	
Designed By:	Local Agency	
Engineer's Estimate:	\$457,266.25	
Description of Project:		

Intersection widening and traffic signal modernization at three locations city wide, including bituminous paving, curb and gutter, pavement markings and miscellaneous related work, on Hayes Street at Houston Street, Conant Street at 7 Mile Road, and Joy Road at Greenfield Road in the city of Detroit, Wayne County.

Administrative Board Approval Date:	January 20, 2004	
Contract Date:	January 30, 2004	
Original Contract Amount:	\$495,642.35	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	47,934.00	+ 9.67%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>4,264.66</u></b>	<b><u>+ 0.86%</u></b>
<b>Revised Total</b>	<b><u>\$547,841.01</u></b>	<b>+ 10.53%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.67% over the original budget for an **Authorized to Date Amount** of \$543,576.35.

Approval of this extra will place the authorized status of the contract 10.53% or \$52,198.66 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2 r. 2

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

Relocate Pedestrian Foundation		\$1,516.00
Ground Mount Cabinet Set Up Houston – Whit And Hayes and Conant/Seven Mile	2.000 Ea @ \$1,150.00/Ea	2,300.00
Removal of 5 ft. Pole @ 7 Mile and Conant	2.000 Ea @ \$224.33/Ea	448.66
<b>Total</b>		<b><u>\$4,264.66</u></b>

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

The contractor was directed to remove and replace the pedestrian signal foundation at the Hayes and Houston Streets intersection. The engineer determined that the existing location was susceptible to damage from turning vehicles and the foundation was relocated farther back from the edge of the roadway. The extra cost for Relocate Pedestrian Foundation 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.

The contractor was directed to program two traffic signal controllers. At the time of project award, the Detroit Public Lighting Department (DPLD) programmed all traffic signal controllers. After award, DPLD decided to stop programming traffic signal controllers; therefore, the contractor was directed to program the traffic signal. The extra cost for Ground Mount Cabinet Set Up Houston - Whit And Hayes and Conant/Seven Mile was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work bid on the project and in the region.

The contractor was directed to remove the existing five foot traffic signal support poles. These poles were utilized to support the existing traffic signals and the new traffic signals did not require their use. The extra cost for Removal of 5 ft. Pole @ 7 Mile and Conant was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar work bid 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.

This Extra was recommended for approval by the State Transportation Commission at its July 27, 2006, meeting, and is now recommended for approval by the State Administrative Board on August 1, 2006.

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

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

**Funding Source:** FHWA, 80%; City of Detroit, 20%.

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

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

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

**Selection:** Low bid.

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

**Zip Code:** 48213.

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

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

Respectfully submitted,

Kirk T. Steudle  
Director