

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: July 13, 2005 – North Central Conference Room,
4th Floor, Treasury Building, 3:30 PM

State Administrative Board Meeting: July 19, 2005 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

SUBCONTRACTS

- | | | | |
|----|---|-------------------------|--------------------|
| 1. | Kelcris Corporation
3416 Corwin Road
Williamston, MI 48895 | Concrete Patches | \$43,985.40 |
|----|---|-------------------------|--------------------|

Approval is requested to authorize the Midland County Road Commission to award a subcontract for the removal and replacement of concrete patches on M-18 in Midland County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the removal and replacement of concrete patches on M-18 in Midland County. The contract includes joint repair and traffic control.

Benefit: The road is deteriorating with large potholes. This contract will provide for safer highways and will help to reduce winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.

Risk Assessment: The pavement is in need of repair because of large potholes. This work will make the road smoother and safer for motorists.

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.

* Denotes a non-standard contract/amendment

2. **Kelcris Corporation** **Concrete Patches** **\$57,704.26**
3416 Corwin Road
Williamston, MI 48895

Approval is requested to authorize the Midland County Road Commission to award a subcontract for the removal and replacement of concrete patches on both the on- and off-ramps from US-10 westbound to M-18 in Midland County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the removal and replacement of concrete patches on both the on- and off-ramps from US-10 westbound to M-18 in Midland County. The contract includes joint repair and traffic control.

Benefit: The roadway on the ramps is deteriorating with large potholes. This contract will provide for safer ramps and will help to reduce winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.

Risk Assessment: The pavement is in need of repair because of large potholes. This work will make the ramps smoother and safer for motorists.

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.

3. **Gerken Paving, Inc.** **Cold Milling** **\$121,511.34**
Napoleon, OH 43545

Approval is requested to authorize the Hillsdale County Road Commission to award a subcontract for the installation of paving and pavement markings on a section of M-99 in Hillsdale County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To place asphalt on a section of M-99 in Hillsdale County. The contract includes one and one-half inches of cold milling, resurfacing, and traffic control required to install paving and pavement markings.

Benefit: This contract will provide for safer highways and will help to reduce winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.

Risk Assessment: The pavement is in need of repair. This work will make the road smoother and safer for motorists.

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: 43545.

4. **Utility Services Authority, Inc.** **Culvert Rehabilitation** **\$46,000**
6001 Schooner Drive **Liners**
P.O. Box 910
Belleville, MI 48112

Approval is requested to authorize the Alger County Road Commission to award a subcontract for the repair of two culverts with flexible liners to extend the service life of the culverts located on M-28 in Alger County. The project was advertised, and one bid was received and accepted. The subcontract will be in effect from the date of award through September 30, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To repair two culverts with flexible liners to extend their service lives. The liners will be placed in the culverts under M-28, Deer Lake Hill and M-28, in the pumping station.
Benefit: This contract will provide for safer highways and will help to reduce routine maintenance costs.
Funding Source: 100% State Restricted Trunkline Funds.
Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.
Risk Assessment: The culverts are in need of new liners to extend their service lives and repair is needed for the deteriorating pipe joints.
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: 48112.

5. **Kelcris Corporation** **Concrete Pavement** **\$47,445.60**
3416 Corwin Road **Repair**
Williamston, MI 48895

Approval is requested to authorize the Washtenaw County Road Commission to award a subcontract for the removal and replacement of the concrete and asphalt pavement on eastbound I-94 under the Scio Church Road overpass for a distance of 68 feet in the right driving lane in Washtenaw County. The project was advertised, and one bid was received and accepted. The subcontract will be in effect from the date of award through September 30, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To remove and replace the concrete and asphalt pavement on eastbound I-94 under the Scio Church Road overpass for a distance of 68 feet in the right driving lane. The contract includes traffic control required for the removal and replacement of the concrete.
Benefit: This contract will provide for safer roads and will help to reduce winter maintenance costs.
Funding Source: 100% State Restricted Trunkline Funds.
Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.
Risk Assessment: The pavement is in need of repair. This work will make the roads smoother and safer for motorists.
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.

CONTRACTS

6. HIGHWAYS (Real Estate) – Resolution “A ” (Sale to Abutting Owner)
Tract 606, Control Section 22021, Parcel 92, Part A

The subject tract is located in the city of Iron Mountain, Dickinson County, Michigan, and contains approximately 400 square feet. The tract is undersized and will not qualify for individual use. The highest and best use is assemblage with the abutting land. An appraisal was completed by Steven Douglas, Superior Region Real Estate Agent, on February 2, 2005, at \$105. The tract was approved for sale by Patrick Scarlett, Excess Property Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on March 14, 2005, for the amount of \$105. The sole abutting owner, Luella R. Mendini, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$105, which represents payment in full. The tract was offered to the local municipalities prior to being offered to the public. The property has been declared excess by the Bureau of Highways – Development.

\$105

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

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

Funding Source: N/A - revenue generating.

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

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

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

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49801.

7. HIGHWAYS (Real Estate) - Resolution “B” (Easement – Wetland Mitigation Site)
Tract 757, Control Section 19033, Parcel 527, Part A

The subject tract is located in the township of Bingham, Clinton County, Michigan, and contains approximately 18.88 acres. MDOT is proposing to convey an easement to the Michigan Department of Environmental Quality (MDEQ). The easement is required for MDOT and MDEQ to enter into a wetland mitigation site agreement on the subject property. The easement is required for MDOT’s compliance with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended, which requires permanent easement protection on all wetland mitigation sites. No money will be exchanged for the conveyance of this easement. This transaction was approved by Dave Wresinski, Division Administrator, Project Planning Division.

\$0

Purpose/Business Case: MDOT is proposing to convey an easement to MDEQ on a parcel of land that was used for wetland mitigation. The easement is required for MDOT's compliance with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended, which requires permanent easement protection on all wetland mitigation sites.

Benefit: By conveying the easement on the subject property, MDOT will be complying with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended. Conservation easements on wetland mitigation sites are required within sixty days of permit issuance.

Funding Source: No money will be exchanged for the conveyance of this easement. The purpose of the easement is to provide permanent protection of the created wetlands.

Commitment Level: N/A.

Risk Assessment: MDOT is required under permit conditions to convey an easement on this parcel to MDEQ.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48879.

8. HIGHWAYS (Real Estate) - Resolution "C" (Easement – Wetland Mitigation Site)
Tract 858, Control Section 19033, Parcel 528, Part A

The subject tract is located in the township of Bingham, Clinton County, Michigan, and contains approximately 36.36 acres. MDOT is proposing to convey an easement to the Michigan Department of Environmental Quality (MDEQ). The easement is required for MDOT and MDEQ to enter into a wetland mitigation site agreement on the subject property. The easement is required for MDOT's compliance with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended, which requires permanent easement protection on all wetland mitigation sites. No money will be exchanged for the conveyance of this easement. This transaction was approved by Dave Wresinski, Division Administrator, Project Planning Division.

\$0

Purpose/Business Case: MDOT is proposing to convey an easement to MDEQ on a parcel of land that was used for wetland mitigation. The easement is required for MDOT's compliance with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended, which requires permanent easement protection on all wetland mitigation sites.

Benefit: By conveying the easement on the subject property, MDOT will be complying with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended. Conservation easements on wetland mitigation sites are required within sixty days of permit issuance.

Funding Source: No money will be exchanged for the conveyance of this easement. The purpose of the easement is to provide permanent protection of the created wetlands.

Commitment Level: N/A.

Risk Assessment: MDOT is required under permit conditions to convey an easement on this parcel to MDEQ.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48879.

9. HIGHWAYS (Real Estate) – Resolution “D” (Sale to Abutting Owner)
Tract 832, Control Section 38061, Parcel 61, Part C

The subject tract is located in the township of Summit, Jackson County, Michigan, and contains approximately 0.76 acres. The tract is landlocked, and there is one abutting owner. The land is undersized and will not qualify for individual use. The highest and best use is assemblage with the abutting land. An appraisal was completed by Tom Urynowicz, University Region Property Analyst, on April 5, 2005, at \$6,100. The tract was approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on May 11, 2005, for the amount of \$6,100. The sole abutting owner, Commercial Property Investors of Summit, LLC, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$6,100, which represents payment in full. The tract was offered to the local municipalities prior to being offered to the public. The property has been declared excess by the Bureau of Highways – Development.

\$6,100

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 governments, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

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

Funding Source: N/A - revenue generating.

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

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

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

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49203.

10. HIGHWAYS (Real Estate) – Resolution “E” (Release of Limited Access)
Tract 833, Control Section 38061, Parcel 61, Part D

The subject tract is located in the township of Summit, Jackson County, Michigan, and contains approximately 40 lineal feet. The abutting owner, Commercial Property Investors of Summit, LLC, has requested that MDOT release limited access to align its main drive entrance directly across from an existing drive to create a safer entrance and exit to its development. An appraisal was completed by Tom Urynowicz, University Region Property Analyst, on April 5, 2005, at \$1,000. The tract was approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on May 11, 2005, for the amount of \$1,000. Commercial Property Investors of Summit, LLC, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$1,000, which represents payment in full. The tract was not offered to the local municipalities prior to being offered to the public because it is a release in limited access. The property has been declared excess by the Bureau of Highways – Development.

\$1,000

* Denotes a non-standard contract/amendment

Purpose/Business Case: The purpose of a release in limited access is to allow adjacent property owners access to an MDOT road. The release of limited access returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by generating revenue.

Funding Source: N/A - revenue generating.

Commitment Level: The release in limited access is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If limited access is not released, 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: 49203.

11. HIGHWAYS - IDS University Research Services

Authorization (Z12) under Contract (2002-0532) between MDOT and Michigan State University will provide for the performance of research services to evaluate prefabricated composite steel box girder systems for rapid bridge construction. The authorization will be in effect from the date of award through one year. The authorization amount will be \$59,358. The contract term is September 10, 2003, through September 9, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: Prefabricated bridge elements and systems are shown to reduce costs, decrease construction time, aid in solving project-specific problems, and increase quality. However, some disadvantages include the need for longitudinal deck joints, difficulty of physical inspection, and construction weight limitations. Therefore, it is of interest to investigate prefabricated steel systems so that resolution of the outstanding issues can lead to an efficient prefabricated bridge solution.

Benefit: Advantages of prefabricated steel composite box girder systems include faster erection, cost savings in construction, reduced weight, and increased underclearance. The project will lead to improved understanding of overall bridge responses with steel prefabricated elements and quantitative assessment of connection design and behavior through numerical analyses.

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: A reduction in the costs and construction time of bridge structures will not be realized without a clear understanding of the benefits and limitations of prefabricated steel bridge systems.

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

Selection: N/A.

New Project Identification: This is a new research project.

Zip Code: 48824.

12. HIGHWAYS - IDS Design Consultant Services

Authorization (Z17/R1) under Contract (2003-0603) between MDOT and DLZ Michigan, Inc., will provide for additional design services to be performed for the roundabouts at the approach of Bridge Structure #08 at the I-75 interchange (CS 73111 - JN 81578C) in Buena Vista Township, Saginaw County, and will increase the authorization amount by \$28,936.61. The additional work items include maintaining traffic alternatives, minor improvements to the I-75 roadway under M-81, other safety improvements, and public meetings. The original authorization provided for the design of roundabouts on M-81 at the I-75 interchange. The authorization term remains unchanged, December 13, 2004, through September 3, 2006. The revised authorization amount will be \$448,302.75. The contract term is September 3, 2003, through September 3, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for additional design services to be performed for the roundabouts at the approach of Bridge Structure #08 at the I-75 interchange in Buena Vista Township, Saginaw County.

Benefit: Will provide for maintaining traffic alternatives that may expedite the construction schedule and lessen the impacts to motorists at this extremely busy interchange.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: Without this revision, the construction schedule cannot be expedited, which could result in greater negative impacts to motorists at this extremely busy interchange.

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: 48601.

13. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z1/R3) under Contract (2003-0604) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for additional design services to be performed on westbound I-94 from 0.8 miles west of M-51 easterly 10.1 miles to 0.8 miles west of 24th Street, Van Buren County, and will increase the authorization amount by \$55,098.13. The additional services include collecting cross-sections of the existing ground adjacent to westbound I-94 due to previously revised scope changes from concrete inlay to reconstruction, which greatly increases the earth change quantities. Work items include collecting cross-sections, updating earth quantities, and updating terrain data shown on the profile sheets. The original authorization provides for the design of concrete pavement inlay on I-94 including eastbound I-94 from 1.2 miles east of M-40 easterly 6.0 miles to 0.6 miles east of the Kalamazoo County line in Kalamazoo and Van Buren Counties (CS 80024 - JN 53350C). The authorization term remains unchanged, October 17, 2003, through September 3, 2006. The revised authorization amount will be \$783,750.95. The contract term is September 3, 2003, through September 3, 2006. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for additional design services to be performed on westbound I-94 from 0.8 miles west of M-51 easterly 10.1 miles to 0.8 miles west of 24th Street, Van Buren County, and to increase the authorization amount by \$55,098.13. The additional services include collecting cross-sections of the existing ground adjacent to westbound I-94 due to previously revised scope changes from concrete inlay to reconstruction, which greatly increases the earth change quantities. Work items include collecting cross-sections, updating earth quantities, and updating terrain data shown on the profile sheets.

Benefit: An increased pavement service life.

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

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

Risk Assessment: Existing pavement is severely faulted and rides poorly. Without this revision, the consultant may not be able to meet the schedule for the 2006 construction season.

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: 49079.

14. HIGHWAYS - IDS Design Consultant Services

Authorization (Z6) under Contract (2004-0091) between MDOT and Capital Consultants, Inc., will provide for design services to be performed for the reconstruction of M-99 from Bacon Street to the Indiana Northern Railroad crossing in the city of Hillsdale, Hillsdale County (CS 30032 - JN 80682C). The work items include storm sewer, watermain, curb and gutter, and alignment improvements. The authorization will be in effect from the date of award through February 3, 2007. The authorization amount will be \$166,628.14. The contract term is February 3, 2004, through February 3, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services to be performed for the reconstruction of M-99 from Bacon Street to the Indiana Northern Railroad crossing in the city of Hillsdale, Hillsdale County. The work items include storm sewer, watermain, curb and gutter, and alignment improvements.

Benefit: Will contribute to the preservation of the M-99 corridor in accordance with MDOT's strategy for improving the existing system. By managing this portion of the network, as well as the specific preservation strategies, the region will strive to meet the statewide condition goal.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: Not authorizing this service could result in continued deterioration of existing pavement and poor ride quality. Also, not undertaking this project could jeopardize the success of 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: Sole source.

New Project Identification: This is not a new project.

Zip Code: 49242.

15. HIGHWAYS - IDS Construction Engineering Services
Authorization (Z5) under Contract (2005-0154) between MDOT and Spalding, DeDecker & Associates, Inc., will provide for construction technical assistance services to be performed on an as-needed basis for various projects in the Taylor Transportation Service Center (TSC) area, Wayne County. The authorization will be in effect from the date of award through April 5, 2008. The authorization amount will be \$600,007.10. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular projects authorized.
- Purpose/Business Case:** To provide for construction technical assistance services to be performed on an as-needed basis for various projects in the Taylor TSC service area, Wayne County. These services will support the delivery of the Metro Region's capital outlay program in a timely manner.
- Benefit:** As unforeseeable minor problems arise, construction projects throughout the area will be kept on schedule.
- Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular projects authorized.
- Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
- Risk Assessment:** The risk of not authorizing this service is that the construction projects may be significantly delayed.
- 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:** 48180.
16. HIGHWAYS - IDS Engineering Services
Contract (2005-0363) between MDOT and Graef Anhalt Schloemer & Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
17. *HIGHWAYS - Construction Engineering Services
Contract (2005-0364) between MDOT and Parsons Transportation Group, Inc., will provide for engineering inspection services to be performed on the Zilwaukee Bridge on I-75/US-23 over the Saginaw River, Saginaw County (CS 73112 - JN 460700). The purpose of this project is to perform an engineering inspection of the Zilwaukee Bridge using the latest in technology and engineering expertise. The information obtained from the inspection will be compared to previous inspections and used to ensure the long-term performance of this costly structure. The contract will be in effect from the date of award through April 30, 2009. The contract amount will be \$763,694.37. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for engineering inspection services to be performed on the Zilwaukee Bridge on I-75/US-23 over the Saginaw River, Saginaw County. The purpose of this project is to perform an engineering inspection of the Zilwaukee Bridge using the latest in technology and engineering expertise. The information obtained from the inspection will be compared to previous inspections and used to ensure the long-term performance of this costly structure.

Benefit: Will ensure the safety of motorists and the long-term performance of the bridge, maximizing its service life.

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

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

Risk Assessment: Not authorizing this work could result in costly repairs and jeopardize public safety.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48601.

18. HIGHWAYS - IDS Engineering Services

Contract (2005-0366) between MDOT and Madison Madison International of Michigan will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

19. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2005-5287) between MDOT and the Monroe County Road Commission will provide for participation in the following improvements:

Traffic signal installation work at the intersection of Secor Road and Temperance Road.

Estimated Funds:

Federal Highway Administration Funds	\$17,800
Monroe County Road Commission Funds	\$ 4,500
Total Funds	<u>\$22,300</u>

STH 58609 - 78271

Local Force Account

Purpose/Business Case: To provide for the installation of traffic signals and the improvement of intersection operations.

Benefit: Increased safety.

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

Commitment Level: 80% federal up to \$200,000 and balance by the Monroe 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 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 operation at existing intersection.

Zip Code: 48182.

20. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2005-5300) between MDOT and the Gogebic County Road Commission will provide for participation in the following improvements:

Hot mix asphalt paving work along County Road 539 from Highway US-45 southerly approximately 1 mile including base crushing and shaping and aggregate shoulder work.

Estimated Funds:

Federal Highway Administration Funds	\$68,200
Gogebic County Road Commission Funds	<u>\$17,000</u>
Total Funds	<u>\$85,200</u>

STL 27087 - 76793

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 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: 49968.

21. HIGHWAYS - Cost Participation for Local Agency Force Account Contract
 Contract (2005-5312) between MDOT and the City of Detroit will provide for participation in the following Transportation Enhancement improvements:

The purchase of street lights for streetscaping work along Woodward Avenue (Highway M-1) from Mack Avenue to Highway I-75.

Estimated Funds:

Federal Highway Administration Funds	\$307,900
City of Detroit Funds	<u>\$ 77,000</u>
Total Funds	<u>\$384,900</u>

STE 82131 – 84474; Wayne County
 Local Force Account

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).
Benefit: Beautification of transportation system.
Funding Source: Federal Transportation Enhancement Activities Funds and City of Detroit Funds.
Commitment Level: 80% federal up to \$307,900 and the balance by the City of Detroit; based on estimate.
Risk Assessment: Contract required in order for the City to receive these federal funds.
Cost Reduction: Estimate reviewed to make sure reasonable and valid.
Selection: N/A.
New Project Identification: Purchase of new street lights.
Zip Code: 48201 .

22. MULTI-MODAL – Railroad Force Account Work
 Authorization (81089-84762) under Master Agreement (94-0806), dated August 15, 1994, between MDOT and Ann Arbor Railroad will provide funding for the installation of an asphalt underlayment and full-depth rubber crossing surface panels at Ann Arbor Railroad’s grade crossing of State Street in the city of Ann Arbor, Michigan. The work, to be undertaken as part of the MDOT-sponsored Grade Crossing Surface Repair Task Force pilot program, will improve motorist safety through enhanced ride quality. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Ann Arbor and approved on May 5, 2005. The cost of the project is estimated at \$125,278. Source of Funds: FY 2005 State Restricted Trunkline Funds - \$125,278.

Purpose/Business Case: To provide for the installation of an asphalt underlayment and full-depth rubber crossing surface panels to provide a more durable ride at the existing grade crossing of the Ann Arbor Railroad tracks with State Street in the city of Ann Arbor, Michigan.
Benefit: The work is being undertaken to enhance motorist safety and to investigate the performance qualities of new products and techniques for grade crossing surface repair on local roads. The installation of an asphalt underlayment and full-depth rubber crossing surface panels was determined to be appropriate by a team that included representatives of the local road authority, the operating railroad, and MDOT’s Freight Services and Safety Division.
Funding Source: Funding for this project is provided from state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a). FY 2005 State Restricted Trunkline Funds - \$125,278.
Commitment Level: The authorization amount is based on Ann Arbor Railroad’s detailed estimate and will be paid on a force account basis.

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

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

Selection: N/A.

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

Zip Code: 48103.

23. MULTI-MODAL - Rideshare

Contract (2005-0317) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide FY 2005 Federal Congestion Mitigation and Air Quality Improvement Program funds for the continuation of local rideshare programs for portions of FY 2005 and FY 2006. SEMCOG will recruit people to use carpools and vanpools as an alternative transportation mode to the single-occupant vehicle work commute. This will reduce 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, 2005, through June 30, 2006. 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 \$271,000. Source of Funds: FY 2005 Federal Highway Administration Funds - \$271,000.

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

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

Funding Source: FY 2005 Federal Highway Administration Funds - \$271,000.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risks of not continuing this project are the loss of federal funds, the inability to provide car/vanpool matching services to the commuting public, and the elimination of public outreach efforts that 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 the continuation of existing services from July 1, 2005, through June 30, 2006.

Zip Code: 48226.

24. MULTI-MODAL - Rideshare

Contract (2005-0320) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transportation in Macomb, Wayne, Oakland, and Monroe Counties, will provide FY 2005 Federal Congestion Mitigation and Air Quality Improvement Program funds for the continuation of local rideshare programs for portions of FY 2005 and FY 2006. SMART will recruit people to use carpools and vanpools as an alternative transportation mode to the single-occupant vehicle work commute. This will reduce 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, 2005, through June 30, 2006. 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 \$94,500. Source of Funds: FY 2005 Federal Highway Administration Funds - \$94,500.

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

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

Funding Source: FY 2005 Federal Highway Administration Funds - \$94,500.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risks of not continuing this project are the loss of federal funds, the inability to provide car/vanpool matching services to the commuting public, and the elimination of public outreach efforts that 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 not a new project but the continuation of existing services from July 1, 2005, through June 30, 2006.

Zip Code: 48226.

25. MULTI-MODAL - Railroad Crossing Closure

Contract (2005-0351) between MDOT and the City of Albion will provide a lump sum incentive payment in exchange for the City's action to close Berrien Street at its grade crossing with Norfolk Southern Corporation in the city of Albion. 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 \$156,250. Source of Funds: FY 2005 State Restricted Trunkline Funds - \$156,250.

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 laws (MCLA 247.661(1)(c)(iv) and 247.661(14)(f)) provide 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 Berrien 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 2005 State Restricted Trunkline Funds - \$156,250.

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

* Denotes a non-standard contract/amendment

Risk Assessment: The availability of this state incentive payment was critical to the City of Albion'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. Neither MDOT nor any other state agency will be responsible for ongoing maintenance.

Selection: N/A.

New Project Identification: This is a cash incentive payment provided to the local road authority in exchange for enhancing safety through the road closure.

Zip Code: 49224.

26. MULTI-MODAL - Railroad Crossing Closure

Contract (2005-0352) between MDOT and the City of Albion will provide a lump sum incentive payment in exchange for the City's action to close East Porter Street at its grade crossing with Norfolk Southern Corporation in the city of Albion. 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 \$31,250. Source of Funds: FY 2005 State Restricted Trunkline Funds - \$31,250.

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 laws (MCLA 247.661(1)(c)(iv) and 247.661(14)(f)) provide 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 East Porter 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 2005 State Restricted Trunkline Funds - \$31,250.

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 Albion'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. Neither MDOT nor any other state agency will be responsible for ongoing maintenance.

Selection: N/A.

New Project Identification: This is a cash incentive payment provided to the local road authority in exchange for enhancing safety through the road closure.

Zip Code: 49224.

27. MULTI-MODAL - Railroad Crossing Closure

Contract (2005-0353) between MDOT and the City of Albion will provide a lump sum incentive payment in exchange for the City's action to close Michigan Avenue at its grade crossing with Norfolk Southern Corporation in the city of Albion. 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 \$156,250. Source of Funds: FY 2005 State Restricted Trunkline Funds - \$156,250.

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 laws (MCLA 247.661(1)(c)(iv) and 247.661(14)(f)) provide 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 Michigan Avenue 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 fund appropriated under the provisions of MCLA 247.660(1)(a). FY 2005 State Restricted Trunkline Funds - \$156,250.

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 Albion'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. Neither MDOT nor any other state agency will be responsible for ongoing maintenance.

Selection: N/A.

New Project Identification: This is a cash incentive payment provided to the local road authority in exchange for enhancing safety through the road closure.

Zip Code: 49224.

28. MULTI-MODAL - Railroad Crossing Closure

Contract (2005-0354) between MDOT and the Clare County Road Commission will provide a lump sum incentive payment in exchange for the Clare County Road Commission's action to close Jefferson Road at its grade crossing with the Tuscola & Saginaw Bay Railway Company, Inc., in Clare County. 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 the award until the last obligation between the parties has been fulfilled. The contract amount will be \$25,000. Source of Funds: FY 2005 State Restricted Trunkline Funds - \$25,000.

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 laws (MCLA 247.661(1)(c)(iv) and 247.661(14)(f)) provide for cash incentive payments to local road jurisdictions.

Benefit: The road closure is being undertaken by the Clare County Road Commission for the purpose of enhancing motorist safety. Closing Jefferson Road at the railroad track will end vehicular movements over this grade crossing and eliminate potential car-train crashes.

Funding Source: The cash incentive payment for these closures comes from state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a). FY 2005 State Restricted Trunkline Funds - \$25,000.

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 Clare County Road Commission's decision-making process for closing streets within their jurisdiction. Failure to provide this funding would jeopardize the associated public safety benefits from this closure and from prospective future closures presently under consideration.

Cost Reduction: The costs of accomplishing the closure will be borne by the road authority and the railroad. Neither MDOT nor any other state agency will be responsible for ongoing maintenance.

Selection: N/A.

New Project Identification: This is a cash incentive payment provided to the local road authority in exchange for enhancing safety through the road closure.

Zip Code: 48625.

29. ***MULTI-MODAL (Aeronautics) - Increase Amount**

Amendatory Contract (2004-0066/A1) between MDOT and Linden Airport Leasing, LLC, will increase the contract amount by \$7,000 due to higher than anticipated costs for the performance of the update of the airport layout plan. The original contract provides for the update of the airport layout plan at Price's Airport in Linden, Michigan. The contract term remains unchanged, December 19, 2003, through December 18, 2006. The revised contract amount will be \$71,960. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
State Restricted Aeronautics Funds	\$58,464	\$6,300	\$64,764
Linden Airport Leasing, LLC, Funds	<u>\$ 6,496</u>	<u>\$ 700</u>	<u>\$ 7,196</u>
	<u>\$64,960</u>	<u>\$7,000</u>	<u>\$71,960</u>

Purpose/Business Case: To provide for higher than anticipated costs for the performance of the update of the airport layout plan. Additional approach obstruction analysis needs to be performed on the adjacent trees and residences.

Benefit: Will provide for an update of the existing airport layout plan to meet current Federal Aviation Administration (FAA) standards and requirements.

Funding Source: State Restricted Aeronautics Funds - \$64,764; Linden Airport Leasing, LLC, Funds - \$7,196; Contract Total - \$71,960.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the airport will be in noncompliance with FAA standards and requirements.

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

Selection: N/A.

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

Zip Code: 48451.

* Denotes a non-standard contract/amendment

30. *MULTI-MODAL (Aeronautics) - Increase Services and Amount

Amendatory Contract (2005-0233/A1) between MDOT and the Houghton County Board of Commissioners will add land acquisition for wetland mitigation and perimeter road modifications to the project and will increase the contract amount by \$612,316. The additional funds will cover the costs of the additional services and the higher than anticipated costs of the rehabilitation of the medium intensity runway lighting (MIRL) provided for in the original contract. The original contract provides for the rehabilitation of the medium intensity runway lighting, shoulder widening, and runway safety area improvements for runway 7/25 and for the rehabilitation of the medium intensity taxiway lighting and shoulder strengthening for taxiway C at the Houghton County Memorial Airport in Hancock, Michigan. The contract term remains unchanged, May 18, 2005, through May 17, 2025. The revised contract amount will be \$2,000,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$1,318,300	\$581,700	\$1,900,000
State Restricted Aeronautics Funds	\$ 34,692	\$ 15,308	\$ 50,000
Houghton County Funds	<u>\$ 34,692</u>	<u>\$ 15,308</u>	<u>\$ 50,000</u>
Total	<u>\$1,387,684</u>	<u>\$612,316</u>	<u>\$2,000,000</u>

Purpose/Business Case: The amendment will allow for a change in service in order to cover the costs of land acquisition for wetland mitigation, modifications to the perimeter road, and to fund the rest of the rehabilitation of the MIRL. The land is needed to mitigate lost wetlands in a previous project. The modifications to the perimeter road will adjust side slopes along the existing road to minimize wetland impacts caused by the initial construction.

Benefit: The land acquisition is needed for wetland mitigation for the perimeter road, fencing, and runway 7/25 safety area grading. The property will be placed into a conservation easement to ensure no development will ever occur. The perimeter road modifications will remove all wetland fills outside of a base road width of 17 feet and 2:1 slopes in order to minimize impacts and restore wetlands along the perimeter road in accordance with Michigan Department of Environmental Quality permit requirements.

Funding Source: Federal Aviation Administration (FAA) Funds - \$1,900,000; State Restricted Aeronautics Funds - \$50,000; Houghton County Funds - \$50,000; Contract Total - \$2,000,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not awarding this amendment is the loss of federal funds for this project.

Cost Reduction: The contracts for the construction and land purchase are in accordance with FAA guidelines.

Selection: N/A.

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

Zip Code: 49913.

31. MULTI-MODAL (Aeronautics) - Airport Layout Plan Update

Contract (2005-0348) between MDOT and the City of Charlotte will provide federal and state grant funds for the update of the airport layout plan (ALP) at the Fitch H. Beach Municipal Airport in Charlotte, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. The estimated project amount will be \$87,172. Source of Funds: FAA Funds (via block grant) - \$69,738; State Restricted Aeronautics Funds - \$15,255; City of Charlotte Funds - \$2,179.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To provide for the update of the airport layout plan.

Benefit: The updated ALP document will meet current FAA standards and requirements.

Funding Source: FAA Funds (via block grant) - \$69,738; State Restricted Aeronautics Funds - \$15,255; City of Charlotte Funds - \$2,179; Contract Total - \$87,172.

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 will be reviewed by MDOT personnel for additional cost reductions.

Selection: N/A.

New Project Identification: This is for the update of an existing document.

Zip Code: 48813.

32. MULTI-MODAL (Aeronautics) - Pavement Marking

Contract (2005-0349) between MDOT and the Oscoda-Wurtsmith Airport Authority (OWAA) will provide federal and state grant funds for airport pavement marking at the Oscoda-Wurtsmith Airport in Oscoda, 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 \$65,000. Source of Funds: FAA Funds (via block grant) - \$52,000; State Restricted Aeronautics Funds - \$11,375; OWAA Funds - \$1,625.

Purpose/Business Case: To provide for the routine marking of airport pavements.

Benefit: The FAA requires that airport pavements be marked by paint. This marking indicates the centers and edges of runways, taxiways, and aprons, as well as indicating where to stop and which runway the aircraft is approaching. Routine marking of the pavements is necessary for the markings to be clear.

Funding Source: FAA Funds (via block grant) - \$52,000; State Restricted Aeronautics Funds - \$11,375; OWAA Funds - \$1,625; Contract Total - \$65,000.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 48750.

33. MULTI-MODAL (Aeronautics) - Construct Taxiway Extension and Drainage Improvements

Contract (2005-0356) between MDOT and the Gratiot Community Airport Commission will provide federal and state grant funds for the construction of a taxiway extension and for the undertaking of drainage improvements at the Gratiot Community Airport in Alma, 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 \$512,750. Source of Funds: FAA Funds (via block grant) - \$410,200; State Restricted Aeronautics Funds - \$89,731; Gratiot Community Airport Commission Funds - \$12,819.

Purpose/Business Case: To provide for the construction of a taxiway extension and the undertaking of drainage improvements at the Gratiot Community Airport. The taxiway extension is part of the parallel taxiway for the primary runway.

Benefit: The parallel taxiway extension will increase the efficiency of the airport by reducing traffic on the primary runway (9/27). The drainage improvements will help to preserve the pavements and ease the maintenance of the airport property.

Funding Source: FAA Funds (via block grant) - \$410,200; State Restricted Aeronautics Funds - \$89,731; Gratiot Community Airport Commission Funds - \$12,819; Contract Total - \$512,750.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: The project includes 82% new construction and 18% improvement to existing facilities.

Zip Code: 48801.

34. MULTI-MODAL (Aeronautics) - Security System Enhancements

Contract (2005-0365) between MDOT and the MBS International Airport Commission will provide federal and state grant funds for security system enhancements and a flight information display system 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 twenty years to complete the project. The estimated project amount will be \$230,000. Source of Funds: FAA Funds - \$218,500; State Restricted Aeronautics Funds - \$5,750; MBS International Airport Commission Funds - \$5,750.

Purpose/Business Case: To provide for the security system enhancements specified by the FAA and Homeland Security Administration. The project will also provide for the replacement of a flight information display system.

Benefit: Increased security and passenger awareness.

Funding Source: FAA Funds - \$218,500; State Restricted Aeronautics Funds - \$5,750; MBS International Airport Commission Funds - \$5,750; Contract Total - \$230,000.

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

Risk Assessment: If the contract is not awarded, the local sponsor would have to proceed without federal or state assistance. 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: All construction contracts will be procured through federal procurement guidelines and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: The project will provide for the replacement of existing equipment.

Zip Code: 48623.

35. TRANSPORTATION PLANNING - Master Planning Agreement

Authorization Revision (Z22/R1) under Master Agreement (2003-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will add \$50,217 in unspent FY 2004 funds to the authorization for the Geographic Information System (GIS) maintenance and update project. The original authorization provides for facilitation and assistance in the undertaking of transportation planning activities as described in the FY 2005 Unified Work Program (UWP). The authorization term remains unchanged, October 1, 2004, through September 30, 2005. The revised authorization amount will be \$102,878. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

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

Benefit: Will provide additional federal funds for the GIS maintenance and update project.

Funding Source: Dedicated federal funds that must be passed through by federal regulations cited above to MPOs. 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

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

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

Cost Reduction: Costs of planning activities are negotiated by the local agency/MPO, review and concurrence are undertaken at the state level, and approval is given at the federal level. The cost of this planning activity/equipment is commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

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

Zip Code: 49503.

36. TRANSPORTATION PLANNING - Master Planning Agreement

Authorization Revision (Z23/R1) under Master Agreement (2003-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will add \$284,496 in unspent FY 2004 funds to the authorization. The original authorization provides for facilitation and assistance in the undertaking of transportation planning activities as described in the FY 2005 Unified Work Program (UWP). This project will also allow the local units of government to develop pavement maintenance strategies. The authorization term remains unchanged, October 1, 2004, through September 30, 2005. The revised authorization amount will be \$464,496. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

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

Benefit: This project will allow the local units of government to develop pavement maintenance strategies.

Funding Source: Dedicated federal funds that must be passed through by federal regulations cited above to MPOs. 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

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

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

Cost Reduction: Costs of planning activities are negotiated by the local agency/MPO, review and concurrence are undertaken at the state level, and approval is given at the federal level. The cost of this planning activity/equipment is commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

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

Zip Code: 49503.

37. TRANSPORTATION PLANNING - Master Planning Agreement

Authorization Revision (Z24/R1) under Master Agreement (2003-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will add \$72,121 in unspent FY 2004 funds to the authorization for the update and maintenance of the congestion management system for GVMC member agencies using information collected by a consultant. The original authorization provides for facilitation and assistance in the undertaking of transportation planning activities as described in the FY 2005 Unified Work Program (UWP). The authorization term remains unchanged, October 1, 2004, through September 30, 2005. The revised authorization amount will be \$112,121. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

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

Benefit: Will provide for the update and maintenance of the Congestion Management System for GVMC member agencies using the information collected by the consultant.

Funding Source: Dedicated federal funds that must be passed through by federal regulations cited above to MPOs. 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

Commitment Level: The cost of this project is based on the federally approved UWP for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The cost of projects is based on the budgeted amount in the current UWP for each MPO and is expected to be completed in the fiscal year for which it is approved.

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

Cost Reduction: Costs of planning activities are negotiated by the local agency/MPO, review and concurrence are undertaken at the state level, and approval is given at the federal level. The cost of this planning activity/equipment is commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

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

Zip Code: 49503.

38. TRANSPORTATION PLANNING - Time Extension
 Amendatory Contract (2003-0182/A4) between MDOT and Planning & Zoning Center, Inc., will extend the contract term by two months to allow the consultant additional time to finalize the Model Noise Ordinance and Guidebook for submission to the MDOT review team. The original contract provides for the development of a model noise ordinance guidebook to alleviate traffic noise impacts in local communities. The guidebook is a planning tool to be used to assist in the development of properties that abut freeways or major arteries. The revised contract term will be May 22, 2003, through September 30, 2005. The contract amount remains unchanged at \$122,063.23. Source of Funds: Federal Highway Administration Funds - \$97,650.58; State Restricted Trunkline Funds - \$24,412.65.

Purpose/Business Case: Will extend the contract term by two months to allow the consultant additional time to finalize the Model Noise Ordinance and Guidebook for submission to the MDOT review team.

Benefit: Will allow the MDOT review team sufficient time to review the final document and request modifications, if needed.

Funding Source: Federal Highway Administration Funds - \$97,650.58; State Restricted Trunkline Funds - \$24,412.65.

Commitment Level: The contract cost remains unchanged.

Risk Assessment: If sufficient time is not allowed for completion and review of the final document, the final document may contain incomplete information.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48906.

TRAFFIC SIGNAL COST PARTICIPATION AGREEMENTS

39. M-13 (Huron Street) at Parish Road, Kawkawlin Township, Bay County
 09033-01-009

	<u>Estimated Installation Cost</u>
FHWA Funds	\$33,150
Total	<u>\$33,150</u>

40. M-81 at Wal-Mart Drive, Almer Township, Tuscola County
 79062-01-007

	<u>Estimated Installation Cost</u>
FHWA Funds	\$42,200
Total	<u>\$42,200</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 motorists. 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 of new electronic devices.

Zip Code: 48631, 48723, respectively.

41. M-60BR (Oak Street) at Main/13th Street, Niles, Berrien County
11041-01-009

	<u>Estimated Modernization Cost</u>
FHWA Funds	<u>\$44,513</u>
Total	<u>\$44,513</u>

42. M-60BR (Main Street) at US-12BR, US-31BR (12th Street), Niles, Berrien County
11041-01-011

	<u>Estimated Modernization Cost</u>
FHWA Funds	<u>\$45,372</u>
Total	<u>\$45,372</u>

43. M-32 (Main Street) at Otsego Street, Gaylord, Otsego County
69023-01-001

	<u>Estimated Modernization Cost</u>
City of Gaylord Funds	\$ 1,085
State Restricted Trunkline Funds	\$ 3,256
FHWA Funds	<u>\$43,407</u>
Total	<u>\$47,748</u>

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: Modernization of existing electronic devices.

Zip Code: 49120, 49120, 49735, respectively.

* Denotes a non-standard contract/amendment

EXTRAS

44. **Extra 2005 - 80**

Control Section/Job Number: 82457-77070 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Peter A. Basile Sons, Inc.
13000 Newburgh Road
Livonia, MI 48150

Designed By: Consultant

Engineer's Estimate: \$2,778,530.26

Description of Project:

1.04 mi of road reconstruction, including removing pavement, concrete pavement with integral curb construction, water main construction, drainage, traffic signal installation and pavement markings on Newburgh Road from Glenwood Road to Palmer Road in the city of Westland, Wayne County.

Administrative Board Approval Date:	March 2, 2004	
Contract Date:	April 30, 2004	
Original Contract Amount:	\$2,240,800.04	
Total of Overruns/Changes (Approved to Date):	41,552.48	+ 1.85%
Total of Extras/Adjustments (Approved to Date):	85,936.75	+ 3.84%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>48,937.99</u>	<u>+ 2.18%</u>
Revised Total	<u>\$2,417,227.26</u>	+ 7.87%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.69% over the original budget for an **Authorized to Date Amount** of \$2,368,289.27.

Approval of this extra will place the authorized status of the contract 7.87% or \$176,427.22 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3 r. 21

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

CM 3

Temporary Paint Marking – 24” Stop Bar	47.000 Ft @ \$3.68/Ft	\$172.96
Pavt Mrkg, Type NR, Paint, 4”, White, Temp	1,227.000 Ft @ \$0.37/Ft	453.99
Pavt Mrkg, Type NR, Paint, 4”, Yellow, Temp	3,366.000 Ft @ \$0.37/Ft	1,245.42
Tree Trimming / Branch Removal	1.000 Ea @ \$1,027.01/Ea	1,027.01
Earthwork Force Account	1.000 LS @ \$1,453.55/LS	1,453.55
Milling/Traffic Control for Butt Joints	1.000 LS @ \$7,861.79/LS	7,861.79
Flowable Fill	1.000 LS @ \$971.35/LS	971.35
Temporary Type R 6” Black Tape	626.000 Ft @ \$2.05/Ft	1,283.30
Mulch Tackifier	15,761.150 Syd @ \$0.15/Syd	2,364.17
Materials for Hydrant Relocation	1.000 Ea @ \$580.00/Ea	580.00
Water Main Fittings	1.000 LS @ \$2,273.86/LS	2,273.86
Downtime Martin-Palmer	1.000 LS @ \$1,143.10/LS	1,143.10
Mulch Blanket	2,640.000 Syd @ \$1.25/Syd	3,300.00
Pavt Mrkg, Ovly Cold Plastic, 4”, Yellow	79.000 Ft @ \$2.07/Ft	163.53
Pavt Mrkg, Waterborne, 4 inch, White	4,647.000 Ft @ \$0.16/Ft	743.52
Pavt Mrkg, Waterborne, 4 inch, Yellow	13,618.000 Ft @ \$0.16/Ft	2,178.88
Rem Curing Compound for Longit Mrkg	17,686.000 Ft @ \$0.27/Ft	4,775.22
Rem Curing Compound for Spec Mrkg	1,474.500 Sft @ \$1.32/Sft	1,946.34
Water Main, Conflict, 12 inch Crossing Under Existing Storm Sewer	1.000 Ea @ \$5,000.00/Ea	5,000.00
Water Main, Conflict, 8 inch Crossing Under Existing Storm Sewer	2.000 Ea @ \$5,000.00/Ea	10,000.00
Total		<u>\$48,937.99</u>

Reason(s) for Extra(s)/Adjustment(s):**CM 3**

The following extra work items were established on previous contract modifications: Temporary Paint Marking – 24” Stop Bar; Pavt Mrkg, Type NR, Paint, 4”, White, Temp; and Pavt Mrkg, Type NR, Paint, 4”, Yellow, Temp. This increase will adjust the previously authorized quantities to the current as-constructed quantities.

Additional temporary pavement markings were required to properly and safely maintain traffic. These markings were omitted from the original contract bid items, but were necessary to complete planned work. The extra cost for Temporary Paint Marking – 24” Stop Bar; Pavt Mrkg, Type NR, Paint, 4”, White, Temp; and Pavt Mrkg, Type NR, Paint, 4”, Yellow, Temp was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT’s Average Unit Price Index and previous local projects.

Brush that was in conflict with project work was encountered during construction operations. This brush was required to be trimmed and removed. The extra cost for Tree Trimming / Branch Removal was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT’s Average Unit Price Index and previous local projects.

In order to facilitate proper drainage along the Palmer Road frontage in two locations, it was necessary to perform additional grading work. This work will allow the proper conveyance of water and eliminate the potential ponding of storm water. The extra cost for Earthwork Force Account is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

* Denotes a non-standard contract/amendment

Each end of the project tied into existing pavement. The joint required at this junction is called a butt joint. A butt joint provides the proper transition between new and existing pavement, along with the proper depth of asphalt for the roadway structure. A butt joint work item is typically placed in projects with this transition. The pay item was accidentally omitted during the design phase for this project, but was necessary for the planned work. The extra cost for Milling/Traffic Control for Butt Joints was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with daily records and MDOT's Average Unit Price Index.

A previously vacated existing sewer was filled with flowable fill to provide protection against failure and loss of roadway support. The extra cost for Flowable Fill was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with daily records and MDOT's Average Unit Price Index.

Conflicting pavement markings were required to be covered to properly and safely maintain traffic. A pay item to remove or cover these conflicting markings was omitted from the original contract bid items, but was necessary to complete planned work. The extra cost for Temporary Type R 6" Black Tape was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

Mulch blanket and mulch tackifier were added to the project to prevent the dispersion of mulching materials. The roadway speed limit and local wind conditions attributed to the addition of this work. This work was omitted during the design phase. The extra cost for Mulch Blanket and Mulch Tackifier was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index.

The fittings on the existing fire hydrant that was to be relocated were in poor condition. The fittings were replaced to provide a safe and properly maintained fire hydrant. The extra cost for Materials for Hydrant Relocation is 100 percent funded by the City of Westland. The extra cost for Materials for Hydrant Relocation was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with force account records.

Additional water main fittings were required due to the proximity of the water main to the existing 66 inch sewer. The additional fittings included thrust restraint fittings and several 90 degree bends. The extra cost for Water Main Fittings is 100 percent funded by the City of Westland. The extra cost for Water Main Fittings was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with force account records.

The contractor was idled while the condition and geometry of the existing water main at the intersection of Martin and Palmer was investigated. The extra cost for Downtime Martin-Palmer is 100 percent funded by the City of Westland. The extra cost for Downtime Martin-Palmer is based on force account records per Sections 109.07 and 109.03.C.2 of the 2003 Standard Specifications for Construction.

Several pavement marking items were omitted from the project plans, but were necessary to safely complete the planned work. The pavement markings will delineate the proper traffic lanes to allow orderly and safe movement of traffic. The extra cost for Pavt Mrkg, Ovly Cold Plastic, 4", Yellow; Pavt Mrkg, Waterborne, 4 inch, White; and Pavt Mrkg, Waterborne, 4 inch, Yellow was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price.

Curing compound is applied to fresh concrete to enhance the proper environment for curing of the concrete. Pavement markings do not adhere to the curing compound; therefore, it must be removed prior to application of any pavement markings. The extra cost for Rem Curing Compound for Longit Mrkg and Rem Curing Compound for Spec Mrkg was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

Excavation operations revealed that the existing water main and 66 inch storm sewer located along Palmer Road were closer than anticipated. Additional fittings were required and the contractor was idle during investigation and obtainment of the necessary fittings. The extra items Water Main, Conflict, 12 inch Crossing Under Existing Storm Sewer and Water Main, Conflict, 8 inch Crossing Under Existing Storm Sewer are 100 percent funded by the City of Westland. The extra cost for Water Main, Conflict, 12 inch Crossing Under Existing Storm Sewer and Water Main, Conflict, 8 inch Crossing Under Existing Storm Sewer was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with daily records and MDOT's Average Unit Price Index.

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

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

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

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

Funding Source: FHWA, 58.23%; City of Westland, 41.77% (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: 48186.

OVERRUNS

45. **Overrun 2005 - 46**

Control Section/Job Number: 76455-76820A Local Agency Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: C & D Hughes, Inc.
3097 Lansing Road
Charlotte, MI 48813

Designed By: Consultant
Engineer's Estimate: \$240,956.10

Description of Project:

0.51 mi of cold milling hot mix asphalt and resurface with hot mix asphalt and water main replacement on North Oak Street from Main Street to Monroe Street, in city of Durand, Shiawassee County.

Administrative Board Approval Date:	June 1, 2004	
Contract Date:	June 23, 2004	
Original Contract Amount:	\$270,707.70	
Total of Overruns/Changes (Approved to Date):	27,070.77	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	4,970.46	+ 1.84%
THIS REQUEST	<u>7,523.50</u>	+ <u>2.78%</u>
Revised Total	<u>\$310,272.43</u>	+ 14.62%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.84% over the original budget for an **Authorized to Date Amount** of \$302,748.93.

Approval of this overrun will place the authorized status of the contract 14.62% or \$39,564.73 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Curb and Gutter, Rem	202.000 Ft @ \$10.00/Ft	\$2,020.00
Pavt, Rem, Modified	201.900 Syd @ \$15.00/Syd	3,028.50
Curb and Gutter, Conc, Det F4	165.000 Ft @ \$15.00/Ft	<u>2,475.00</u>
Total		<u>\$7,523.50</u>

* Denotes a non-standard contract/amendment

Reason(s) for Overrun(s):

A roadway drainage issue was discovered during construction operations. A section of roadway was not draining properly and water was ponding. The existing curb and gutter in this area was removed and replaced to allow the proper conveyance of storm water. The additional curb and gutter work caused an overrun in the original bid items Curb and Gutter, Rem; Curb and Gutter, Conc, Det F4; and Pavt, Rem, Modified.

The presence of an existing water main at the proposed boring pit locations caused the boring pits to be relocated. The existing water main location was discovered after removal of the pavement. This relocation furthered the overrun in the original bid item of Pavt, Rem, Modified.

All work items are original contract pay items. The overrun cost is computed by calculating the contract bid prices with the necessary quantity.

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

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 57.13%; City of Durand, 42.87%.

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: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

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

Zip Codes: 48429.

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

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

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

T&NR Meeting: July 13, 2005 – North Central Conference Room,
4th Floor, Treasury Building, 3:30 PM
State Administrative Board Meeting: July 19, 2005 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

BID LETTING

STATE PROJECTS

1.	LETTING OF JULY 08, 2005 PROPOSAL 0507001 PROJECT NH 63052-50291, ETC LOCAL AGRMT. 05-5038, 05-5039 START DATE - 10 days after award COMPLETION DATE - OCTOBER 15, 2006	ENG. EST. \$ 12,701,882.38	LOW BID \$ 13,744,490.77 % OVER/UNDER EST. 8.21%
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1.80 mi of hot mix asphalt roadway reconstruction, water main replacement, sanitary sewer replacement, storm sewer replacement and retaining wall construction on US-24 from south of Orchard Lake Road to Elizabeth Lake Road and deck overlay, joints and substructure repair on 2 bridges over the Clinton River, and 0.09 mi of constructing a right turn lane on M-59 eastbound from west of US-24 to US-24 southbound in the cities of Pontiac and Sylvan Lake, Oakland County.

15.00 % DBE participation required

BIDDER	ORIGINAL A	AS-CHECKED A	
Dan's Excavating, Inc.	\$ 13,744,490.77	Same	1 **
Fisher Contracting Company	\$ 14,192,187.16	\$ 14,191,842.16	2
Angelo Iafrate Construction Company	\$ 13,796,636.62	Same	3
Six-S, Inc.	\$ 14,483,013.68	Same	4
L. D'Agostini & Sons, Inc.	\$ 16,719,299.65	\$ 16,718,609.65	5
Ace Asphalt & Paving Co.			
Peter A. Basile Sons, Inc.			
E. C. Korneffel Co.			
Ajax Paving Industries, Inc.			
Anlaan Corporation			
Walter Toebe Construction Co.			
Hardman Construction, Inc.			
Cadillac Asphalt, LLC.			
John Carlo, Inc.			
Pamar Enterprises, Inc.			
V.I.L. Construction, Inc.			

* Denotes a non-standard contract/amendment

BIDDER	ORIGINAL A+Lane Rental	AS-CHECKED A+Lane Rental	
Dan's Excavating, Inc.	\$ 15,786,490.77	Same	1 **
Fisher Contracting Company	\$ 16,017,787.16	\$ 16,017,442.16	2
Angelo Iafrate Construction Company	\$ 16,754,636.62	Same	3
Six-S, Inc.	\$ 17,695,013.68	Same	4
L. D'Agostini & Sons, Inc.	\$ 20,419,299.65	\$ 20,418,609.65	5
Ace Asphalt & Paving Co.			
Peter A. Basile Sons, Inc.			
E. C. Korneffel Co.			
Ajax Paving Industries, Inc.			
Anlaan Corporation			
Walter Toebe Construction Co.			
Hardman Construction, Inc.			
Cadillac Asphalt, LLC.			
John Carlo, Inc.			
Pamar Enterprises, Inc.			
V.I.L. Construction, Inc.			

5 Bidders

NOTE: The ORIGINAL A+Lane Rental bid amount is used to determine the low bidder.

The ORIGINAL A bid amount reflects the actual contract price.

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 programs-The Road and Bridge Program and the Traffic and Safety Program. The Road and Bridge Program goal is to have 95% of bridges and freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition. The Traffic and Safety Program is included in order to preserve the integrity of MDOT's safety assets by addressing locations on the trunkline system that exhibit a correctable pattern through a strategy of cost-effective treatments.

Benefit: MDOT attempts to maximize the benefits of road, bridge preservation as well as provide a safe and affective use of traffic flow. This asset management philosophy to develop programs are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, improvements and preservation, safety, user savings, maintenance savings, reduce traffic accidents and injuries, vehicle delays, fuel consumption, and pollution control.

* Denotes a non-standard contract/amendment

Funding Source:

50291A		
Federal Highway Administration Funds	77.53	%
City of Pontiac	4.56	%
SBC Communications	0.21	%
State Restricted Trunkline Funds	15.39	%
Waterford Township	2.31	%
51490A		
Federal Highway Administration Funds	81.85	%
City of Pontiac	2.27	%
State Restricted Trunkline Funds	15.88	%
80299A		
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 engineers best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

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

Cost Reduction: Reduced roadway and vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation and reconstruction.

Zip Code: 48341.

2.	LETTING OF JULY 08, 2005	ENG. EST.	LOW BID
	PROPOSAL 0507002	\$ 2,448,073.85	\$ 2,182,146.50
	PROJECT BHI 39022-81651		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - MAY 26, 2006		-10.86 %

Deck replacement, beam end, end diaphragm, substructure repair, partial painting, joint replacement, and deck patching on 17 bridges on I-94 over 12th Street, US-131, Norfolk Southern Railroad, Portage Creek, Portage Road, Grand Trunk Western Railroad, 40th Street, and Westnedge Avenue, and on I-94BL over US-131 and on M-43 over US-131 in the cities of Kalamazoo and Portage, Kalamazoo County.

BIDDER	AS-SUBMITTED	AS-CHECKED
Midwest Bridge Company	\$ 2,182,146.50	Same 1**
C.A. Hull Co., Inc.	\$ 2,407,111.64	Same 2
Walter Toebe Construction Co.	\$ 2,460,252.75	Same 3
Anlaan Corporation	\$ 2,537,898.92	Same 4
J. Slagter & Son Construction Co.	\$ 2,994,599.30	Same 5
Atsalis Brothers Painting Co.		
Abhe & Svoboda, Inc.		
L. W. Lamb, Inc.		

5 Bidders

* Denotes a non-standard contract/amendment

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

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

Funding Source:

81651A
 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 engineers 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: 49004.

3.	LETTING OF JULY 08, 2005	ENG. EST.	LOW BID
	PROPOSAL 0507055	\$ 1,220,366.17	\$ 1,181,469.82
	PROJECT BHN 82111-59290		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 5 days after award		
	COMPLETION DATE - OCTOBER 28, 2005		-3.19 %

Joint replacement, substructure repair, cleaning and coating of structural steel, pin & hanger replacement, deck patching, maintaining traffic and approach work on the M-10 exit ramp over Jefferson Avenue in the city of Detroit, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Posen Construction, Inc.	\$ 1,181,469.82	Same	1 **
C.A. Hull Co., Inc.	\$ 1,223,827.29	Same	2
E. C. Korneffel Co.	\$ 1,239,753.89	Same	3
Midwest Bridge Company	\$ 1,272,574.50	Same	4
Walter Toebe Construction Co.	\$ 1,408,169.17	Same	5
J. Slagter & Son Construction Co.	\$ 1,416,806.13	Same	6
Venus Painting			
Anlaan Corporation			
Icarus Industrial Painting & Contract			
Abhe & Svoboda, Inc.			
Atsalis Brothers Painting Co.			

6 Bidders

* Denotes a non-standard contract/amendment

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

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

Funding Source:

59290A

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 engineers 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: 48216.

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

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director

SECOND SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: July 13, 2005 – North Central Conference Room,
4th Floor, Treasury Building, 3:30 PM

State Administrative Board Meeting: July 19, 2005 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

CONTRACT

1. HIGHWAYS - IDS Design Consultant Services

Authorization (Z1) under Contract (2004-0308) between MDOT and The Corradino Group, P.S.C., will provide for the conduct of aesthetic/context-sensitive design workshops for M-1 (Woodward Avenue) at M-102 (Eight Mile Road). Services will include a design for the aesthetic enhancement of this intersection, a cost estimate of the proposed enhancement, and a program by which the initial investment in the enhancement can be protected through a public/private partnership that takes ownership of the intersection. The authorization will be in effect from the date of award through June 17, 2007. The authorization amount will be \$404,422. The contract term is June 18, 2004, through June 17, 2007. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the conduct of context-sensitive design workshops with stakeholders. Ideas generated from the environmental phase (environmental assessment) of the study will be used as a basis for the development of aesthetic improvements to the bridge and environs. In addition, the State Historic Preservation Office has determined that the intersection is eligible for the National Register. Therefore, before design and construction can begin, we must coordinate with them and the community to agree on aesthetic enhancements that are appropriate for the area.

Benefit: Stakeholders will be a part of the decision-making process and will provide input with regard to aesthetic improvements that fit in with their community and vision. The context-sensitive design workshops are an extension of the public involvement activities that occurred during the environmental phase of the project.

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

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

Risk Assessment: If the context-sensitive design workshops are not conducted, we will miss an opportunity to gain input from the locals. Improvements to the bridge are needed immediately. The project was delayed due to the fact that an environmental assessment was conducted, and the delay has resulted in the bridge remaining in need of repair for almost four years. Design and construction will immediately follow the workshops to ensure that the structure is safe and replaced and open to traffic before the many traffic-generating events that are scheduled, including the Michigan State Fair and the Woodward Dream Cruise, take place.

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: 48220.

* Denotes a non-standard contract/amendment

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

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Respectfully submitted,

Gloria J. Jeff
Director

SPECIAL AGENDA

DEPARTMENT OF TRANSPORTATION

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

Special T&NR Meeting: July 19, 2005 – 1921 Department of Conservation Room,
7th Floor, Mason Building, 10:45 AM
State Administrative Board Meeting: July 19, 2005 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

SUBCONTRACTS

- 1. **Oakland Excavating Company Median Crossover \$181,149.18**
31 Oakland Avenue, LL - Suite B
Pontiac, MI 48342

Approval is requested to authorize the Oakland County Road Commission to award a subcontract for the removal and replacement of the existing median crossover on M-24 north of Silverbell Road in Orion Township, Oakland County. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2005. Source of Funds: 100% State Restricted Transportation Economic Development Funds.

Purpose/Business Case: To provide for the removal and replacement of the existing median crossover with associated truck loop (a paved pad opposite the median that allows large trucks to safely complete turns) on M-24 north of Silverbell Road in Orion Township, Oakland County. This project is expected to improve economic development in the area by providing improved access to and from area businesses and to improve the safety of the roadway by reducing the delays to crossover traffic in this high-volume area.

Benefit: Improved economic development in the area because of improved access to and from area businesses and improved roadway safety because of a reduction in crossover traffic delays in this increasingly high-volume area. The project will support the needs of area businesses, including new and ongoing business development that is resulting in increased traffic volumes and an immediate need for replacement of the median crossover.

Funding Source: 100% State Restricted Transportation Economic Development Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.

Risk Assessment: If the median crossover is not replaced and crossover traffic delays are not reduced, roadway safety will not improve and the rate of accidents will continue to increase as the traffic volume increases; also, access to area businesses will not improve, which will harm economic development in the area. The current median crossover is inadequate to meet the safety and economic development needs of the area and needs to be replaced immediately.

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: 48359.

* Denotes a non-standard contract/amendment

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The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director