

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE  
STATE ADMINISTRATIVE BOARD

T&NR Meeting: October 12, 2005 – Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 3:30 PM  
State Administrative Board Meeting: October 18, 2005 – Lake Ontario Room,  
3<sup>rd</sup> Floor Michigan Library and Historical Center, 11:00 AM

.....  
**SUBCONTRACTS**

1.	<b>H &amp; D, Inc.</b>	<b>Low Bid:</b>	<b>\$ 36,713.75</b>
	<b>Division of Reith Riley</b>	<b>Eng. Estimate:</b>	<b>\$ 38,899</b>
	<b>P.O. Box 199</b>	<b>% Under/Over Est.:</b>	<b>- .06%</b>
	<b>BayShore, MI 49711</b>		

**Description of Work: Cold Milling and HMA Paving**

Approval is requested to authorize the Charlevoix County Road Commission to award a subcontract for the reconstruction of the right-turn lane onto US-131 and M-75 in Charlevoix 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 October 31, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To reconstruct the right turn lane onto State Highway on US-131 & M-75 in Charlevoix County. Work includes installation and removal of curb and gutter, edge trimming, embankment, earth excavation, bituminous pavement, pavement markings, slope restoration, and traffic control.

**Benefit:** Will provide for a reduction in annual maintenance costs and a safer driving surface. It will also improve sight distance onto US-131.

**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 to make the road smoother and safer. Further deterioration of the pavement surface will increase the annual maintenance costs.

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

**Selection:** Low bid.

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

**Zip Code:** 49711.

## CONTRACTS

2. HIGHWAYS (Real Estate) – Resolution “A” (Excess Exchange)  
Tract 850, Control Section 44011, Parcel 100AP, Part A

The subject tract is located in the township of Lapeer, Lapeer County, Michigan, and contains approximately 2.53 acres. The appraisal was completed by R. Michael Smith, Bay Region Property Manager, on September 15, 2005, at \$18,700. The tract was approved for sale by Andrew Philp, Bay Region Real Estate Agent on September 15, 2005, at the amount of \$18,700. MDOT is acquiring property from Mr. and Mrs. Leslie Lucas for the M-24 project that is located in the township of Lapeer, Lapeer County, Michigan, and contains approximately 0.33 acres. In addition to compensating Mr. and Mrs. Lucas \$6,600 for the fee-taking, MDOT is also paying \$26,400 for damages to the property as a result of the project, for a total compensation of \$33,000. The value of the excess property, \$18,700, will be deducted from Mr. and Mrs. Lucas’s compensation of \$33,000. The transaction was approved for exchange by Patrick Scarlett, Excess Property Unit Supervisor, Project Development Section, Real Estate Support Area, on September 20, 2005. The tract was not offered to the local municipalities prior to being offered to the public, because it is part of an acquisition exchange. The property has been declared excess by the Bureau of Highways – Development.

\$18,700

**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:** 48446.

3. HIGHWAYS (Real Estate) – Resolution “B” (Excess Exchange)  
Tract 951, Control Section 03112, Parcel 6, Part A

The subject tract is located in the township of Watson, Allegan County, Michigan, and contains approximately 9,233 square feet. The appraisal was completed by Verne Bodine, Southwest Property Analyst, on September 6, 2005, at \$21,200. The tract was approved for sale by Patrick Scarlett, Excess Property Unit Supervisor, Project Development Section, Real Estate Support Area, on September 26, 2005, at the amount of \$21,200. MDOT is acquiring property from GJM Properties, LLC, for the construction of a car pool lot along M-222 in Watson Township, Allegan County. During negotiations, the owner expressed an interest in acquiring MDOT excess property adjacent to his property. It is located in the township of Watson, Allegan County, Michigan, and contains approximately 18,000 square feet. The appraisal was completed by Verne Bodine, Southwest Property Analyst, on September 6, 2005, at \$41,400. The appraisal was reviewed by Erik Kayser, Southwest Property Analyst, on September 8, 2005, at the amount of \$41,400. The value of the excess property, \$21,200 will be deducted from GJM Properties compensation of \$41,400. The transaction was approved for exchange by Patrick Scarlett, Excess Property Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on September 26, 2005. The tract was not offered to the local municipalities prior to being offered to the public, because it is part of an acquisition exchange. The property has been declared excess by the Bureau of Highways – Development.

\$21,200

**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:** 49010.

4. HIGHWAYS (Real Estate) – Resolution “C” (Excess Exchange)  
Tract 948 & 949, Control Section 47082, Parcel 108AP, Part A, and Parcel 129AP, Part A

The subject tracts are located in the township of Oceola, Livingston County, Michigan. Tract 948 contains approximately 0.79 acres and Tract 949 contains approximately 0.54 acres. The appraisal for Tract 948 was completed by Scott Goeman, University Region Property Analyst, on September 22, 2005, at \$50,000. The appraisal for Tract 949 was completed by Scott Goeman, University Region Property Analyst, on September 22, 2005, at \$16,000. The tracts were approved for sale by Jeffrey Ruest, University Region Real Estate Agent, on September 22, 2005, for a total of \$66,000. MDOT is acquiring property from the Harry Brown family, Brown Well Drilling, for the M-59 project in Livingston County. During negotiations, the property owner expressed an interest in acquiring the subject excess property tracts. The property to be acquired is owned by the Harry Brown family, Brown Well Drilling, and is located in the township of Oceola, Livingston County, Michigan, and contains approximately 2.08 acres. The appraisals were completed by Walt Frisbee, an independent fee appraiser, on December 3, 2001, for a total amount of \$571,400. The appraisals were reviewed by Geoff Hubbell, University Region Property Analyst, on January 10, 2002, at a total amount of \$573,200. An administrative settlement was reached in the amount of \$684,000. The value of the excess property, \$66,000 will be deducted from Brown Well Drilling compensation of \$684,000. The transaction was approved for exchange by Jeffrey Ruest, University Region Real Estate Agent, on September 22, 2005. The tract was not offered to the local municipalities prior to being offered to the public, because it is part of an acquisition exchange. The property has been declared excess by the Bureau of Highways – Development.

\$66,000

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

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

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

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48844.

5. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-1047) between MDOT and Huron & Eastern Railway, dated July 11, 1994, provides for additional improvements under FY 2003 job number 60345 for the repair of the westbound M-21 crossing of Huron & Eastern Railway near the village of Lennon, Genesee County. The improvements include approach pavement removal, drainage pipe installation, and crossing surface removal and replacement with hot mix asphalt. This work will be done under MDOT permit.

Estimated Funds:

Federal Highway Administration Funds	\$106,560
State Restricted Trunkline Funds	\$ 11,840
Total Funds	<u>\$118,400</u>

STR 25081 - 60345

Railroad Force Account Work

**Purpose/Business Case:** The crossing will continue to degrade without correction of subgrade drainage.

**Benefit:** Will provide an extended length of time for a trouble-free crossing surface.

**Funding Source:** Federal Surface Transportation Rail Safety Funds and State Railroad Grade Crossing Funds.

**Commitment Level:** 90% federal and 10% state; based on estimate.

**Risk Assessment:** The current concrete crossing surface is deteriorating rapidly and has become a repetitive maintenance issue.

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

**Selection:** N/A.

**New Project Identification:** Improvement of existing railroad crossings.

**Zip Code:** 48449.

6. HIGHWAYS - IDS Construction Engineering Services

**Retroactive** Authorization Revision (Z2/R2) under Contract (97-0846) between MDOT and Fleis & Vandenbrink Engineering, Inc., will retroactively extend the expiration date by approximately one year to allow costs incurred after the original authorization expiration date of September 30, 1998, to be reimbursed, in accordance with an October 7, 2004, decision of the Disputed Audits Review Team (DART) (DART Report 191). The original authorization provided for inspection and testing services to be performed on M-11 from Kalamazoo Avenue to East Paris Avenue in Kent County. The revised authorization term will be May 12, 1998, through September 24, 1999. The contract term is February 1, 1998, through September 30, 2001. The authorization amount remains unchanged at \$158,695. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** To retroactively change the expiration date of the authorization to allow reimbursement for costs incurred after the original expiration date of the authorization, in accordance with an October 7, 2004, decision of DART (DART Report 191). There will be no increase in costs.

**Benefit:** MDOT will be in compliance with standard contracting procedures and regulations.

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

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

**Risk Assessment:** If this revision is not approved, MDOT will not be in compliance with standard contracting procedures and regulations.

\* Denotes a non-standard contract/amendment

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.  
**Selection:** N/A for revision; qualifications-based for original authorization.  
**New Project Identification:** This is not a new project.  
**Zip Code:** 49544.

7. \*HIGHWAYS - IDS Construction Engineering Services

**Retroactive** Amendatory Contract (98-1423/A1) between MDOT and URS Corporation Great Lakes will retroactively change the contract effective date by four months to allow costs incurred before the original effective date of May 6, 1999, and will retroactively extend the expiration date by approximately one year to allow costs incurred after the original expiration date of October 31, 2001, to be reimbursed, in accordance with an October 7, 2004, decision of the Disputed Audits Review Team (DART) (DART Report 192). The original contract, which expired on October 31, 2001, provided for construction engineering services for the Mackinac Bridge Electrical System. The revised contract term will be January 6, 1999, through November 1, 2002. The contract amount remains unchanged at \$264,700. Source of Funds: 100% Mackinac Bridge Authority Toll Road Funds.

**Purpose/Business Case:** To retroactively change the effective date of the contract to allow reimbursement for costs incurred prior to the original effective date and after the original expiration date of the original contract, in accordance with an October 7, 2004, decision of DART (DART Report 192). There will be no increase in costs.

**Benefit:** MDOT will be in compliance with standard contracting procedures and regulations.

**Funding Source:** 100% Mackinac Bridge Authority Toll Road Funds.

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

**Risk Assessment:** If this amendment is not approved, MDOT will not be in compliance with standard contracting procedures and regulations.

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

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

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

**Zip Code:** 49023.

8. \*HIGHWAYS - IDS Time Extension

**Retroactive** Amendatory Contract (2000-0199/A3) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will retroactively extend the contract term by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z7), for which additional time is needed for the completion of bridge design work for the M-59/Adams Road interchange project in the city of Rochester Hills, Oakland County. (See following item.) The original contract, which expired on March 9, 2005, provided for design consultant services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be March 9, 2000, through March 9, 2006. The maximum dollar amount of the contract remains unchanged at \$3,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To extend the contract term by one year to provide sufficient time for the consultant to complete the ongoing project under authorization (Z7). No new authorizations will be issued under this contract.

**Benefit:** Will allow the completion of work under authorization (Z7), the M-59/Adams Road interchange project in the city of Rochester Hills, Oakland County.

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

\* Denotes a non-standard contract/amendment

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

**Risk Assessment:** The risk of not approving this amendatory contract is that it will necessitate that the consultant stop all design work prior to the completion of the project. Should this occur, MDOT will be unable to complete the design as scheduled.

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

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

**New Project Identification:** Authorization 7 is for a new interchange at M-59/Adams Road. The existing interchange will be removed.

**Zip Code:** 48309.

9. HIGHWAYS - IDS Design Consultant Services

**Retroactive** Authorization Revision (Z7/R7) under Contract (2000-0199) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will retroactively extend the authorization term by one year to provide sufficient time for the consultant to complete the third phase bridge design services. The first two phases of the project were completed, but the third phase was delayed because of budget constraints. The original authorization, which expired on March 9, 2005, provided for design services to be performed for all work related to the bridge design work for the Adams Road interchange project in the city of Rochester Hills, Oakland County. The revised authorization term will be July 17, 2002, through March 9, 2006. The authorization amount remains unchanged at \$752,665.18. The contract term will be March 9, 2000, through March 9, 2006. (See previous item.) Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To extend the authorization term to provide sufficient time for the consultant to complete the design services. This project is separated into three phases due to budget constraints. This extension is necessary to allow the completion of the third phase of the bridge design services.

**Benefit:** Will allow completion of the third phase of the bridge design services which will provide for the improvement of the capacity of the existing Adams Road Interchange and improve access to the local roadway system.

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

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been **Risk Assessment:** Failure to extend the expiration date will necessitate that the consultant stop all design work prior to the completion of the project. Should this occur, MDOT will be unable to complete the design of the last phase as scheduled.

**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 project is for a new interchange at M-59/Adams Road in the city of Rochester Hills, Oakland County. The existing interchange will be removed.

**Zip Code:** 48309.

10. HIGHWAYS - IDS Construction Engineering Services

**Retroactive** Authorization Revision (Z2/R2) under Contract (2002-0099) between MDOT and Hubbell, Roth & Clark, Inc., will retroactively increase the services to include necessary final estimate reviews that MDOT failed to include in the original authorization and will increase the authorization amount by \$62,665.33. The original authorization, which expired on August 1, 2003, provided for as-needed consultant oversight for the administration of project reviews to be performed within the Metro Region (CSs various – JNs various). The authorization term remains unchanged, November 16, 2001, through August 1, 2003. The revised authorization amount will be \$260,908.95. The contract term is September 20, 2001, through September 20, 2004. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To retroactively increase the services to include necessary final estimate reviews that MDOT failed to include in the original authorization and to increase the authorization amount by \$62,665.33 so that the consultant may be reimbursed for services performed.

**Benefit:** Will allow the consultant to be reimbursed for necessary services performed. The consultant provided adequate oversight of the administration of the projects included within the scope of services, ensuring that all materials and workmanship were in accordance with MDOT specifications and guidelines, and measured, documented, and processed the payments for all construction contract work, ensuring that all FHWA rules and regulations were followed.

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

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

**Risk Assessment:** If this revision is not approved, the consultant will not be reimbursed for necessary work performed.

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

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

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

**Zip Code:** 48075.

11. HIGHWAYS - IDS Construction Engineering Services

**Retroactive** Authorization Revision (Z9/R1) under Contract (2002-0099) between MDOT and Hubbell, Roth & Clark, Inc., will retroactively increase the services to include necessary final estimate reviews that MDOT failed to include in the original authorization, will increase the authorization amount by \$142,576.61, and will extend the authorization term by eight months. The original authorization, which expired on June 30, 2003, provided for as-needed consultant oversight services to be performed for the administration of project reviews within the Metro Region (CSs various - JNs various). The revised authorization term will be April 16, 2002, through September 20, 2004. The revised authorization amount will be \$478,717.29. The contract term is September 20, 2001, through September 20, 2004. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To retroactively increase the services to include necessary final estimate reviews that MDOT failed to include in the original authorization, to increase the authorization amount by \$142,576.61, and to extend the authorization term by eight months so that the consultant may be reimbursed for services performed.

**Benefit:** Will allow the consultant to be reimbursed for necessary services performed. The consultant provided adequate oversight of the administration of the projects included within the scope of services, ensuring that all materials and workmanship were in accordance with MDOT specifications and guidelines, and measured, documented, and processed the payments for all construction contract work, ensuring that all FHWA rules and regulations were followed.

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

\* Denotes a non-standard contract/amendment

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

**Risk Assessment:** If this revision is not approved, the consultant will not be reimbursed for necessary work performed.

**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:** 48075.

12. HIGHWAYS - IDS Construction Engineering Services

**Retroactive Authorization Revision (Z19/R1)** under Contract (2002-0099) between MDOT and Hubbell, Roth & Clark, Inc., will retroactively increase the services to include necessary final estimate reviews that MDOT failed to include in the original authorization, will increase the authorization amount by \$21,084.74, and will extend the authorization term by approximately three months. The original authorization, which expired on June 30, 2004, provided for as-needed consultant oversight services to be performed for the administration of project reviews within the Metro Region (CSs various - JNs various). The revised authorization term will be February 10, 2003, through September 20, 2004. The revised authorization amount will be \$120,710.98. The contract term is September 20, 2001, through September 20, 2004. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To retroactively increase the services to include necessary final estimate reviews that MDOT failed to include in the original authorization, to increase the authorization amount by \$21,084.74, and to extend the authorization term by approximately three months so that the consultant may be reimbursed for services performed.

**Benefit:** Will allow the consultant to be reimbursed for necessary services performed. The consultant provided adequate oversight of the administration of the projects included within the scope of services, ensuring that all materials and workmanship were in accordance with MDOT specifications and guidelines, and measured, documented, and processed the payments for all construction contract work, ensuring that all FHWA rules and regulations were followed.

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

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

**Risk Assessment:** If this revision is not approved, the consultant will not be reimbursed for necessary work performed.

**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:** 48075.

13. HIGHWAYS - IDS Design Consultant Services

**Authorization Revision (Z11/R1)** under Contract (2002-0686) between MDOT and HH Engineering, Ltd., will retroactively extend the authorization term by two years to provide sufficient time for the consultant to complete the services at no additional cost (28 days retroactive). The original authorization, which expired on September 20, 2005, provided for the design of the bridge rehabilitation of structure (S11) on I-75 under Sibley Road in Brownstown Township, Wayne County (CS 82191 - JN 79175D). The revised authorization term will be August 9, 2004, through September 20, 2007. The authorization amount remains unchanged at \$258,065. The contract term will be September 20, 2002, through September 20, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

\* Denotes a non-standard contract/amendment

**Purpose/Business Case:** To retroactively provide for a two-year extension of the authorization term. Another project in the area will now be constructed at the same time as this project, so it was determined to be more cost effective for MDOT to have them built together. To build the projects at the same time, MDOT moved them into the next fiscal year (2005-2006), which is past this authorization's expiration. MDOT stopped the work on this design earlier in the year while this decision was being made.

**Benefit:** Will provide sufficient time for the consultant to complete the necessary design services at no additional cost.

**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:** The risk of not authorizing this extension is that the design will not be completed.

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

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

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

**Zip Code:** 48187.

14. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z12/R1) under Contract (2002-0686) between MDOT and HH Engineering, Ltd., will retroactively extend the authorization term by two years to provide sufficient time for the consultant to complete the services at no additional cost (28 days retroactive). The original authorization, which expired on September 20, 2005, provided for the design of the single-span bridge rehabilitation of structure (B01) on M-153 (Ford Road) over Fellows Creek in Canton Township, Wayne County (CS 82081 - JN 77973D). The revised authorization term will be August 9, 2004, through September 20, 2007. The authorization amount remains unchanged at \$172,500. The contract term will be September 20, 2002, through September 20, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To retroactively provide for a two-year extension of the authorization term. Another project in the area will now be constructed at the same time as this project, so it was determined to be more cost effective for MDOT to have them built together. To build the projects at the same time, MDOT moved them into the next fiscal year (2005-2006), which is past this authorization's expiration. MDOT stopped the work on this design earlier in the year while this decision was being made.

**Benefit:** Will provide sufficient time for the consultant to complete the necessary design services at no additional cost.

**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:** The risk of not authorizing this extension is that the design will not be completed.

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

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

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

**Zip Code:** 48187.

15. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z27/R1) under Contract (2003-0488) between MDOT and Rowe, Inc. will provide for the performance of additional design survey services, including an environmental assessment study of I-196 and I-96 north and south from Grand River east to Fuller Avenue in the Grand Region to facilitate design concepts and bring to light any right-of-way impacts, and will increase the authorization amount by \$75,079.48. The original authorization provides for as-needed design survey services to be performed for the Grand Region, Kent County (CS 41027 - JN 485640). The authorization term remains unchanged, March 25, 2005, through August 5, 2006. The revised authorization amount will be \$103,685.59. The contract term is August 5, 2003, through August 5, 2006. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of additional work, including an environmental assessment study of I-196 and I-96 north and south from Grand River east to Fuller Avenue in the Grand Region to facilitate design concepts and bring to light any right-of-way impacts. This project is within the highly publicized life sciences corridor.

**Benefit:** Will reduce the possibility of future litigation on property ownership disagreements. This work is also needed to bring to light any property impacts along this corridor the environmental assessment study approval.

**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:** If this revision is not approved, future new buildings and developments along this corridor will very possibly encroach onto the MDOT right-of-way. Problems could range from not being able to expand our roadway in the future to having a private development move its structure out of the MDOT right-of-way.

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

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

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

**Zip Code:** 49504.

16. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z1/R1) under Contract (2004-0100) between MDOT and Lichtenstein Consulting Engineers, Inc., will provide for additional design services to be performed on the US-31 bascule bridge over Grand River in Grand Haven, Ottawa County (CS 70014 - JN 82952D), will increase the authorization amount by \$61,948.56, and will extend the authorization term by fourteen months to provide sufficient time for the consultant to complete the additional services. The work items include strain gage balance testing, Michigan Occupational Safety and Health Act required upgrades, replacement of two sections of bridge deck grating, and all other services related to the bridge rehabilitation. The original authorization provides for epoxy overlay, joint replacement, partial painting, steel repair, substructure repair, concrete surface coating, slope paving repair, electrical work, mechanical work, and traffic signal upgrades. The revised authorization term will be June 14, 2005, through February 19, 2007. The revised authorization amount will be \$277,452.81. The contract term is February 19, 2004, through February 19, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of additional design services for the rehabilitation of the mechanical, electrical, and structural elements of the bascule bridge.

**Benefit:** This work will maintain the bridge in operational condition for both vehicular and navigational traffic for the next ten to fifteen years.

**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:** This is preventive maintenance work scheduled for this bridge. If the repairs are not performed at this time, the bridge will deteriorate at a faster rate, which may cause the bridge to be closed.

**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:** 49417.

17. HIGHWAYS - IDS Traffic & Safety Services

Authorization (Z14) under Contract (2004-0156) between MDOT and Parsons Transportation Group, Inc., will provide for the performance of traffic signal optimization and program management services for the M-39 and US-24 traffic signals within the Metro Region (CS 82900 - JN 83053A). The work items include updating the corridor signal progression plan with optimized traffic signal operations along each corridor. The authorization will be in effect from the date of award through June 7, 2007. The authorization amount will be \$329,046.25. The contract term is June 7, 2004, through June 7, 2007. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** This authorization will provide for the performance of traffic signal optimization and program management services for the M-39 and US-24 traffic signals within the Metro Region (CS 82900 - JN 83053A). The work items include updating the corridor signal progression plan with optimized traffic signal operations along each corridor. MDOT timing permits will be produced from the optimization. The consultant will provide a follow-up analysis of the network system, along with a safety analysis for each intersection.

**Benefit:** The benefit of authorizing this work now is that traffic in the corridor will flow more effectively and efficiently, user delays and associated costs will be reduced. The primary benefit is to provide a safer driving environment for motorists by reducing crashes.

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

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

**Risk Assessment:** Not authorizing this project could result in user delays and a risk of the loss of federal funding. The lack of signal progression has been shown to produce higher numbers of crashes than those of a corridor with signal progression.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48075.

18. HIGHWAYS - IDS Traffic & Safety Consultant Services

Authorization Revision (Z5/R1) under Contract (2004-0283) between MDOT and URS Corporation Great Lakes will provide for the performance of additional design engineering and geotechnical engineering services and will increase the authorization amount by \$173,755.44. The original authorization provides for 46.5 miles of freeway sign upgrading plans for I-75 throughout Oakland County (CS Various - JN 80569C). The authorization term remains unchanged, May 13, 2005, through June 3, 2007. The revised authorization amount will be \$777,592.28. The contract term is June 3, 2004, through June 3, 2007. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** To provide for the performance of additional design engineering and geotechnical engineering services for the sign upgrading project on I-75 through Oakland County. The additional services include adjusting the original 56 soil borings to a greater depth to meet new MDOT standards for drilled shaft foundations and nineteen additional soil borings to allow for the replacement of seven additional cantilevers and six additional trusses. These additional geotechnical services will require modification of the signing plans.

**Benefit:** The project will meet the new MDOT standards for drilled shaft foundations, and the additional signage will be included.

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

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

**Risk Assessment:** If this revision is not approved, the project will not meet the new MDOT standards for drilled shaft foundations, and the additional signage will not be included.

**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:** 48328.

19. HIGHWAYS - IDS Traffic & Safety Consultant Services

Authorization (Z8) under Contract (2004-0330) between MDOT and RS Engineering, LLC, will provide for the development of design plans for 7.77 miles of freeway sign upgrading on I-75 from M-3 to M-102, Wayne County (CS 82251, 82252 - JN 83123C). The work items include producing alignment base sheets, conducting a physical inventory of all signs, and drafting signing plans. The authorization will be in effect from the date of award through July 14, 2007. The authorization amount will be \$289,997.21. The contract term is July 14, 2004, through July 14, 2007. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** To provide for the development of design plans for 7.77 miles of freeway sign upgrading on I-75 from M-3 to M-102, Wayne County. This project is part of the MDOT traffic and safety program to preserve the integrity of MDOT safety assets, which includes freeway signing.

**Benefit:** Will improve public safety and preserve safety assets.

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

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

**Risk Assessment:** Increased public safety risks and loss of safety assets.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48216.

20. \*HIGHWAYS – Time Extension

Amendatory Contract (2004-0578/A1) between MDOT and Public Sector Consultants, Inc., will retroactively extend the contract term by approximately eleven months to provide sufficient time for the consultant to complete the services (seventeen days retroactive). The project has been delayed because of seasonal issues. The original contract, which expired on October 1, 2005, provided for an evaluation of the use of combined edge lines and rumble strips on Michigan roadways. The revised contract term will be January 28, 2005, through September 1, 2006. The contract amount remains unchanged at \$44,849. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

\* Denotes a non-standard contract/amendment

**Purpose/Business Case:** To retroactively extend the contract term by approximately eleven months to provide sufficient time for the consultant to complete the services (seventeen days retroactive). The original contract provides for an evaluation of the use of combined edge lines and rumble strips on Michigan roadways and a study of how they affect the public. A combined edge line and rumble strip is one in which the paint of the edge line is sprayed onto the rumble strip, coating the vertical surfaces. The project is required by the Federal Highway Administration (FHWA) but has been delayed by seasonal issues. The vendor has not worked and will not work between the expiration of the contract and the award of this amendment.

**Benefit:** The project will be completed, and MDOT will be able to present the final report to the FHWA.

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

**Commitment Level:** Low bid.

**Risk Assessment:** If this amendment is not approved, the project will not be completed, and MDOT will not be able to present the final report to the FHWA.

**Cost Reduction:** Low bid.

**Selection:** N/A for amendment; low bid for the original contract.

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

**Zip Code:** 49329.

## 21. HIGHWAYS - IDS Traffic & Safety Services

Authorization (Z15) under Contract (2005-0072) between MDOT and HNTB Michigan, Inc., will provide for services to be performed for the development of incident management plans for the following reconstruction projects: I-75 from Gibraltar Road to the north limit of Sibley Road, the Gateway Project, M-10 from Lahser Road to Beck Road, and M-14 from Haggerty Road to Napier Road within the Metro Region (CS 63102 – JN 85680). The work items include forecasting possible incidents that could occur and developing multiple detour routes to maintain work zone traffic. The authorization will be in effect from the date of award through February 16, 2008. The authorization amount will be \$401,746. The contract term is February 16, 2005, through February 16, 2008. Source of Funds: 82% Federal Highway Administration Funds and 18% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for services to be performed for the development of incident management plans for the following reconstruction projects: I-75 from Gibraltar Road to the north limit of Sibley Road, the Gateway Project, M-10 from Lahser Road to Beck Road, and M-14 from Haggerty Road to Napier Road within the Metro Region (CS 63102 – JN 85680). The work items include forecasting possible incidents that could occur and developing multiple detour routes to maintain work zone traffic.

**Benefit:** Will be to provide a safer driving environment for the motoring public through detours reducing possible crashes.

**Funding Source:** 82% Federal Highway Administration Funds and 18% State Restricted Trunkline Funds.

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

**Risk Assessment:** Not authorizing this project could result in user delays and the risk of a greater number of crashes.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48075.

22. HIGHWAYS - IDS Traffic & Safety Consultant Services

Authorization (Z10) under Contract (2005-0137) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for the development of design plans for 12.94 miles of freeway sign upgrading on I-75 from Sibley Road to Junction Road in Wayne County (CS 82191, 82194 - JN 84709C). The work items include producing alignment base sheets, conducting a physical inventory of all signs, and drafting signing plans. The authorization will be in effect from the date of award through April 5, 2008. The authorization amount will be \$230,272.10. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: 100% Federal Highways Administration Funds.

**Purpose/Business Case:** To provide for the development of design plans for 12.94 miles of freeway sign upgrading on I-75 from Sibley Road to Junction Road in Wayne County. This project is part of the MDOT traffic and safety program to preserve the integrity of MDOT safety assets, which includes freeway signing.

**Benefit:** Will improve public safety and preserve safety assets.

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

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

**Risk Assessment:** Increased public safety risks and loss of safety assets.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48328/48216.

23. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2005-5395) between MDOT and the Genesee County Road Commission will provide for participation in the following improvements:

Traffic signal upgrading and left-turn lane pavement marking work along Carpenter Road from Fleming Road to Dupont Street.

Estimated Funds:

Federal Highway Administration Funds	\$31,800
Genesee County Road Commission Funds	<u>\$ 8,000</u>
Total Funds	<u>\$39,800</u>

STH 25609 – 80585

Local Force Account

**Purpose/Business Case:** To provide for the upgrade of existing traffic signals and the installation of left-turn lane pavement markings.

**Benefit:** Improved intersection operation and safety.

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

**Commitment Level:** 80% federal up to \$200,000 and the balance by the Genesee 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 six (6) percent less than if it were contracted.

**Selection:** N/A.

**New Project Identification:** Improvement of existing traffic signals.

**Zip Code:** 48505.

\* Denotes a non-standard contract/amendment

24. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2005-5411) between MDOT and the Genesee County Road Commission will provide for participation in the following improvements:

Traffic signal modernization, interconnection, and optimization work along Hill Road from Torrey Road to Saginaw Street.

Estimated Funds:

Federal Highway Administration Funds	\$93,600
Genesee County Road Commission Funds	<u>\$ 0</u>
Total Funds	<u>\$93,600</u>

CMG 25402 – 82996  
 Local Force Account

**Purpose/Business Case:** To provide for the upgrade of existing traffic signals.

**Benefit:** Improved intersection operation and safety.

**Funding Source:** Federal Congestion Mitigation and Air Quality Funds and Genesee County Road Commission Funds.

**Commitment Level:** 100% federal up to \$170,000 and the balance by the Genesee 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 six (6) percent less than if it were contracted.

**Selection:** N/A.

**New Project Identification:** Improvement of existing traffic signals.

**Zip Code:** 48507.

25. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2005-5413) between MDOT and Grand Traverse County Road Commission will provide for participation in the construction under contract by the County of the following Transportation Enhancement improvements:

Soil erosion and sedimentation control work at Mayfield Road over East Creek, including structure replacement and paving work.

Estimated Funds:

Federal Highway Administration Funds	\$120,000
Grand Traverse County Road Commission Funds	<u>\$ 30,000</u>
Total Funds	<u>\$150,000</u>

STE 28049 - 54901  
 Local Letting

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

**Benefit:** Reduced soil erosion and sedimentation to improve the quality of water that results from roadway runoff.

**Funding Source:** Federal Transportation Enhancement Activities Funds and Grand Traverse County Road Commission Funds.

**Commitment Level:** 80% federal up to \$120,000 and the balance by the Grand Traverse County Road Commission; based on estimate.

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

**Cost Reduction:** Low bid.

**Selection:** Low bid.

**New Project Identification:** Replacement of existing structure and improve existing roadway.

**Zip Code:** 49684.

26. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2005-5421) between MDOT and the City of Grand Rapids will provide for participation in the following improvements:

Traffic signal loop installation, camera installation, and optimization work citywide.

Estimated Funds:

Federal Highway Administration Funds	\$225,000
City of Grand Rapids Funds	<u>\$ 56,300</u>
Total Funds	<u>\$281,300</u>

CMG 41401 – 83005; Kent County

Local Force Account

**Purpose/Business Case:** To provide for the upgrade of the existing traffic signal system.

**Benefit:** Improved intersection operation and safety.

**Funding Source:** Federal Congestion Mitigation and Air Quality Funds and City of Grand Rapids Funds.

**Commitment Level:** 100% federal up to \$225,000 and the balance by the City of Grand Rapids.

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

**Cost Reduction:** Consultant to perform optimization work with cost based on an actual cost plus fixed fee basis not to exceed a maximum amount. Hours are negotiated based on needed service. Local agency to perform integration work with own forces at a cost determined to be at least six (6) percent less than if it were contracted.

**Selection:** Qualifications-based for consultant.

**New Project Identification:** Improvement of existing traffic signal system.

**Zip Code:** 49503.

27. HIGHWAYS - IDS Engineering Services

Contract (2006-0036) between MDOT and Gourdie/Fraser & 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.

28. HIGHWAYS - IDS Engineering Services

Contract (2006-0038) between MDOT and Lawrence Hill 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 \$50,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

\* Denotes a non-standard contract/amendment

29. MULTI-MODAL – Railroad Force Account Work

Authorization (70046-81345), under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the relocation and upgrade of existing warning devices and installation of new side-of-street flashing lights and half-roadway gates in conjunction with an extension of the crossing surface at the CSX grade crossing of 40<sup>th</sup> Avenue in Hudsonville, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Hudsonville and approved on May 20, 2005. The cost of the project is estimated at \$303,175. Source of Funds: Federal Highway Administration Funds - \$303,175.

**Purpose/Business Case:** The project will provide for the relocation and upgrade of existing warning devices, the installation of new flashing-light signals with half-roadway gates, and the extension of the surface at the CSX grade crossing of 40<sup>th</sup> Avenue in Hudsonville, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken for the sole purpose of enhancing motorist safety. The relocation and upgrade of existing warning devices, the installation of new flashing-light signals with half-roadway gates, and the crossing surface extension were determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130. Federal Highway Administration Funds - \$303,175.

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

**Risk Assessment:** The existing active warning devices at this crossing are located near a narrow, skewed roadway intersection with multiple approach angles. A diagnostic team review of near-miss reports and driver behaviors determined that existing roadway and warning device conditions at the crossing were not adequate. The relocation of existing warning devices and the installation of additional side-of-street flashers with half-roadway gates will provide better visual notification and improved physical barriers when a train is approaching the crossing, while extending the width of the crossing will provide more road surface to facilitate turning traffic. The combination of warning device upgrades and crossing surface extension will enhance safety for motorists at this location.

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

**Selection:** N/A.

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

**Zip Code:** 49426.

30. \*MULTI-MODAL - Novate, Revise Term

Amendatory Contract (2001-0888/A1) between MDOT, the St. Joseph County Commission on Aging, and the St. Joseph County Transportation Authority will provide for the reassignment of the contract equipment and responsibilities from the St. Joseph County Commission on Aging to the St. Joseph County Transportation Authority and will revise the contract term. The original contract provided FY 2001 Federal Section 5310 Elderly and Persons with Disabilities Program grant funding and state matching funds for the purchase of two buses. The service for which the two buses were originally intended has been assumed by the St. Joseph County Transportation Authority through a local agreement. The original contract expired on September 26, 2004; it was recently determined that this type of contract should not have a definite expiration date, as some of the contract responsibilities remain in effect for several years and it cannot be determined with certainty when those responsibilities will end. The revised contract term will be from September 26, 2001, until the last obligation between the parties has been fulfilled. The St. Joseph County Transportation Authority will assume the contract responsibilities as of the date of award of this novation/amendment. The contract amount remains unchanged at \$103,915. Source of Funds: Federal Transit Administration Funds - \$83,132; FY 2001 State Restricted Comprehensive Transportation Funds - \$20,783.

**Purpose/Business Case:** To provide for the transfer of two buses and contract responsibilities from the St. Joseph County Commission on Aging to the St. Joseph County Transportation Authority and to revise the contract term, which will extend until the last obligation between the parties has been fulfilled.

**Benefit:** All public transportation in St. Joseph County will be coordinated by one agency.

**Funding Source:** Federal Transit Administration Funds - \$83,132; FY 2001 State Restricted Comprehensive Transportation Funds: \$20,783.

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

**Risk Assessment:** If this novation/amendment is not approved, the buses will not be transferred to the service-providing agency.

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

**Selection:** N/A.

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

**Zip Code:** 49093.

31. \*MULTI-MODAL - Section 5310 Revenue Grant

Contract (2005-0402) between MDOT and the Federal Transit Administration (FTA) will provide for a grant of \$3,319,649 in federal funds to serve the needs of the elderly and persons with disabilities. The funds will be used to purchase transit vehicles and vehicle-related equipment for 33 private, nonprofit organizations and two public transit agencies under the FY 2005 Federal Section 5310 Elderly and Persons with Disabilities Program grant. State matching funds in the amount of \$819,222 will be provided, for a total contract amount of \$4,138,871. The effective date of the contract will be September 19, 2005, and the grant will be in effect for three years. The grant 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. Source of Funds: FTA Funds - \$3,319,649; FY 2002 State Restricted Comprehensive Transportation Funds - \$819,222.

**Purpose/Business Case:** To provide federal funding for the purchase of transit vehicles and vehicle related equipment for 33 private, nonprofit organizations, and two public transit agencies under the FY 2005 Federal Section 5310 Elderly and Persons with Disabilities Program grant.

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

**Funding Source:** Federal Transit Administration Funds - \$3,319,649 (includes \$250,727 in transferred TEA-21 Flexible Funds); FY 2002 State Restricted Comprehensive Transportation Funds - \$819,222.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48909.

32. \*MULTI-MODAL (Aeronautics) – Time Extension

Amendatory Contract (2001-0432/A6) between MDOT and R. W. Armstrong & Associates, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete the construction engineering services. The additional time is needed because the original subcontractor for the project filed for bankruptcy approximately one year ago, which put the project behind schedule. The original contract provides for the performance of design and construction engineering services for airport capital improvements at the Romeo State Airport in Romeo, Michigan. The revised contract term will be June 1, 2001, through November 30, 2006. The contract amount remains unchanged at \$317,421.09. Source of Funds: 100% State Restricted Aeronautics Funds.

**Purpose/Business Case:** The amendment will extend the contract term by one year to provide sufficient time for the consultant to complete the construction engineering services. The original subcontractor for the project filed for bankruptcy approximately a year ago, which put the project behind schedule.

**Benefit:** Will allow the contract to remain open until the project is completed and final payment is made.

**Funding Source:** 100% State Restricted Aeronautics Funds - \$317,421.09.

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

**Risk Assessment:** The risk of not awarding the amendment is that the remaining work items would not be completed.

**Cost Reduction:** There is no increase in funding.

**Selection:** Qualifications-based for original contract.

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

**Zip Code:** 48096.

33. \*MULTI-MODAL (Aeronautics) – Time Extension

Amendatory Contract (2002-0558/A1) between MDOT and the City of Detroit will extend the contract term by seventeen years to provide sufficient time for the consultant to complete the Exhibit A property map and to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for the demolition of DeLaSalle School, the reimbursement of land acquisitions costs, the preparation of an Exhibit A property map, the reimbursement of the costs for the update of the master plan, the study of an runway safety area (RSA), and the undertaking of a railroad relocation study at the Coleman A. Young Municipal Airport (formerly Detroit City Airport) in Detroit, Michigan. The revised contract term will be October 30, 2002, through October 29, 2022. The contract amount remains unchanged at \$1,590,000. Source of Funds: FAA Funds - \$1,431,000; State Restricted Aeronautics Funds - \$23,700; City of Detroit Funds - \$135,300.

**Purpose/Business Case:** The amendment will extend the term of the contract to allow sufficient time for the consultant to complete the Exhibit A property map and 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.

**Benefit:** Once the project is completed, the FAA can close out its grant, a formal procedure pending at this point.

**Funding Source:** FAA Funds - \$1,431,000; State Restricted Aeronautics Funds - \$23,700; City of Detroit Funds - \$135,300; Total Contract - \$1,590,000.

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

**Risk Assessment:** The risk of not awarding the amendment is non-compliance with FAA regulations, which would jeopardize the receipt of future grants for this airport.

**Cost Reduction:** All costs for land acquisition are in accordance with FAA guidelines.

**Selection:** N/A.

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

**Zip Code:** 48213.

34. \*MULTI-MODAL (Aeronautics) - Novation and Time Extension

Amendatory Contract and Novation (2002-0645/A1) between MDOT, the Oakland County Board of Commissioners, and the County of Oakland will transfer the contract responsibilities from the Oakland County Board of Commissioners to the County of Oakland due to a name change and will extend the contract term by seventeen years to provide sufficient time for the consultant to complete the pilot phase of the sound attenuation program and to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for consultant costs for land acquisition, demolition, and relocation of approximately twenty parcels and for sound attenuation services at the Oakland County International Airport in Pontiac, Michigan. The revised contract term will be October 22, 2002, through October 21, 2022. The contract amount remains unchanged at \$3,333,333. Source of Funds: FAA Funds - \$3,000,000; Oakland County Funds - \$333,333.

**Purpose/Business Case:** The amendment will extend the contract term to provide sufficient time for the consultant to complete the pilot phase of the sound attenuation services and to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The novation will transfer the contract responsibilities from the Oakland County Board of Commissioners to the County of Oakland due to a name change.

**Benefit:** Will provide the additional time needed for the completion of the pilot phase of the sound attenuation services.

**Funding Source:** FAA Funds - \$3,000,000; Oakland County Funds - \$333,333; Contract Total - \$3,333,333.

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

**Risk Assessment:** If the contract is not awarded, the project may not be completed as planned, as the local government may not be able to afford the cost without federal participation. In addition, there will continue to be a problem with noise impacts on the surrounding community. An extensive formal study has confirmed that the noise generated by the airport is having a negative impact on nearby residents.

**Cost Reduction:** All costs for land acquisition are in accordance with FAA guidelines.

**Selection:** N/A.

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

**Zip Code:** 48327.

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

Amendatory Contract (2004-0431/A1) between MDOT and the Harbor/Petoskey Area Airport Authority (HPAAA) will add design services for a new passenger parking lot to the project, will increase the associated work items for the parallel taxiway, and will increase the contract amount by \$40,906. The original contract provides for the rehabilitation, widening, and extension of a parallel taxiway; the construction of taxistreets; and the installation of the medium intensity taxiway lights at the Harbor Springs Municipal Airport in Harbor Springs, Michigan. The contract term remains unchanged, August 24, 2004, through August 23, 2024. The revised contract amount will be \$620,206. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
State Restricted Aeronautics Funds	\$483,115	\$39,786	\$522,901
HPAAA Funds	<u>\$ 96,185</u>	<u>\$ 1,120</u>	<u>\$ 97,305</u>
Total	<u>\$579,300</u>	<u>\$40,906</u>	<u>\$620,206</u>

**Purpose/Business Case:** To increase the amount by \$40,906 to add the design services for a new passenger parking lot and to increase the associated work items for the parallel taxiway to include a taxiway connector, a run-up pad, leaching basins, and associated grading for drainage between the parallel taxiway and runway, and the balancing of plan quantities.

**Benefit:** The improvements will extend the useful life of the taxiway and will enhance the safety of airport users. The new passenger parking lot will meet the capacity needs of the airport by expanding the number of available spaces.

**Funding Source:** State Restricted Aeronautics Funds - \$522,901; HPAAA Funds - \$97,305; Contract Total - \$620,206.

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

**Risk Assessment:** If the contract is not awarded, the project cannot be completed, as the local government cannot afford the cost without state participation.

**Cost Reduction:** The parallel taxiway construction was bid through MDOT and awarded to the lowest bidder. The consultant contract for the design services will be reviewed by MDOT personnel for appropriateness and additional cost reductions.

**Selection:** N/A.

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

**Zip Code:** 49722.

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

Amendatory Contract (2005-0103/A1) between MDOT and the County of Oakland will increase the contract amount by \$592,105 in state and local funds. The original contract provides for sound attenuation at the Oakland County International Airport in Pontiac, Michigan. The contract term remains unchanged, March 16, 2005, through March 15, 2025. The revised contract amount will be \$3,750,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$3,000,000	\$ 0.00	\$3,000,000
State Restricted Aeronautics Funds	\$ 78,947	\$577,303	\$ 656,250
Oakland County Funds	<u>\$ 78,948</u>	<u>\$ 14,802</u>	<u>\$ 93,750</u>
Total	<u>\$3,157,895</u>	<u>\$592,105</u>	<u>\$3,750,000</u>

\* Denotes a non-standard contract/amendment

**Purpose/Business Case:** To increase the contract amount by \$592,105 in state and local funding due to a change in the funding split for the project.

**Benefit:** Will ensure compliance with CFR 14 Part 150, Airport Noise Compatibility Planning, by reducing noise exposure to individuals and noncompatible land uses and by preventing the introduction of additional noncompatible uses within the area covered by the FAA-approved noise exposure map.

**Funding Source:** Federal Aviation Administration Funds - \$3,000,000; State Restricted Aeronautics Funds - \$656,250; Oakland County Funds - \$93,750; Contract Total - \$3,750,000.

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

**Risk Assessment:** The risk of not awarding the amendment is noncompliance with CFR 14 Part 150 and possible loss of federal fundings for this airport.

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

**Selection:** N/A.

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

**Zip Code:** 48327.

37. MULTI-MODAL (Aeronautics) - Construction of Airport Improvements

Contract (2005-0556) between MDOT and the City of Battle Creek will provide federal and state grant funds for the construction of runway safety area (RSA) improvements and fencing at the W. K. Kellogg in Battle Creek, 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 \$300,000. Source of Funds: FAA Funds (via block grant) - \$240,000; State Restricted Aeronautics Funds - \$52,500; City of Battle Creek Funds - \$7,500.

**Purpose/Business Case:** To provide for the construction of RSA improvements and fencing.

**Benefit:** The improvements will enhance the safety of airport users. In addition, the RSA improvements will conform to FAA requirements to have a clear RSA for the approach to the runway (5 end).

**Funding Source:** FAA Funds (via block grant) - \$240,000; State Restricted Aeronautics Funds - \$52,500; City of Battle Creek Funds - \$7,500; Contract Total - \$300,000.

**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 a new project.

**Zip Code:** 49015.

38. MULTI-MODAL (Aeronautics) - Purchase of Snow Removal Equipment

Contract (2005-0557) between MDOT and the Schoolcraft County Board of Commissioners will provide federal and state grant funds for the purchase of snow removal equipment at the Schoolcraft County Airport in Manistique, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$183,994. Source of Funds: FAA Funds (via block grant) - \$147,195; State Restricted Aeronautics Funds - \$32,199; Schoolcraft County Funds - \$4,600.

\* Denotes a non-standard contract/amendment

**Purpose/Business Case:** To provide for the purchase of snow removal equipment.

**Benefit:** Will allow the airport to remove snow efficiently and to remain open regardless of the season. The existing equipment is beyond its useful life and is no longer cost efficient to operate.

**Funding Source:** FAA Funds (via block grant) - \$147,195; State Restricted Aeronautics Funds - \$32,199; Schoolcraft County Funds - \$4,600; Contract Total - \$183,994.

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

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

**Cost Reduction:** The project will be let locally and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** This is for the replacement of existing worn-out equipment.

**Zip Code:** 49854.

39. MULTI-MODAL (Aeronautics) - Purchase of Snow Removal Equipment

Contract (2005-0558) between MDOT and the Antrim County Board of Commissioners will provide federal and state grant funds for the purchase of snow removal equipment (loader) at the Antrim County Airport in Bellaire, 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 \$75,845. Source of Funds: FAA Funds (via block grant) - \$60,676; State Restricted Aeronautics Funds - \$13,273; Antrim County Funds - \$1,896.

**Purpose/Business Case:** To provide for the purchase of snow removal equipment (loader).

**Benefit:** Will allow the airport to remove snow efficiently and to remain open regardless of the season.

**Funding Source:** FAA Funds (via block grant) - \$60,676; State Restricted Aeronautics Funds - \$13,273; Antrim County Funds - \$1,896; Contract Total - \$75,845.

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

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

**Cost Reduction:** The project will be let locally and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** This is for the purchase of new equipment.

**Zip Code:** 49615.

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

Contract (2005-0560) between MDOT and the City of Midland will provide federal and state grant funds for the design of the rehabilitation of runway 18/36 and parallel taxiway at the Jack Barstow Airport in Midland, 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 \$40,000. Source of Funds: FAA Funds (via block grant) - \$32,000; State Restricted Aeronautics Funds - \$7,000; City of Midland Funds - \$1,000.

**Purpose/Business Case:** To provide for the development of the engineering plans for the rehabilitation of runway 18/36 and parallel taxiway.

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

**Funding Source:** FAA Funds (via block grant) - \$32,000; State Restricted Aeronautics Funds - \$7,000; City of Midland Funds - \$1,000; Contract Total - \$40,000.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48640.

41. MULTI-MODAL (Aeronautics) - Design and Construction of Fencing

Contract (2005-0561) between MDOT and the Tuscola Area Airport Authority will provide state grant funds for the design and construction of fencing (phase II) at the Tuscola Area Airport in Caro, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$125,000. Source of Funds: State Restricted Aeronautics Funds - \$112,500; Tuscola Area Airport Authority Funds - \$12,500.

**Purpose/Business Case:** To provide for the design and construction of the installation of fencing (phase II).

**Benefit:** Will enhance the safety of the airport by keeping intruders and animals off the airport property.

**Funding Source:** State Restricted Aeronautics Funds - \$112,500; Tuscola Area Airport Authority Funds - \$12,500; Contract Total - \$125,000.

**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 state participation.

**Cost Reduction:** The project was bid locally and awarded to the lowest bidder. The consultant contract was reviewed by MDOT personnel for appropriateness and cost reductions.

**Selection:** N/A.

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

**Zip Code:** 48723.

42. \*MULTI-MODAL (Aeronautics) - Spill Fire System Retrofit

Contract (2005-0562) between MDOT and the Kellogg Community College will provide federal and state grant funds for the purchase of a retrofit of a spill fire system for the mobile aircraft rescue fire-fighting (ARFF) vehicle. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$106,285. Source of Funds: FAA Funds - \$85,028; State Restricted Aeronautics Funds - \$21,257.

**Purpose/Business Case:** To provide for the purchase of a retrofit of a spill fire system for the mobile ARFF vehicle, which will include aluminum burn pans with pilot boxes, control boxes, and heat shields; hoses and fittings; racking system; and the costs for installation. The service life of the burn pans, hoses, and shields have reached their limit, and the items need to be replaced.

**Benefit:** Replacement of the spill fire system will allow the ARFF training vehicle to continue to be used for essential fire-fighting training at regional airports throughout the state.

**Funding Source:** FAA Funds - \$85,028; State Restricted Aeronautics Funds - \$21,257; Contract Total - \$106,285.

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

\* Denotes a non-standard contract/amendment

**Risk Assessment:** The FAA requires annual ARFF training at larger airports with certain operating licenses. The ARFF vehicle cannot operate another year without replacing the spill fire system.

**Cost Reduction:** The project will be bid through Kellogg Community College and reviewed by MDOT personnel for appropriateness and additional cost savings.

**Selection:** N/A.

**New Project Identification:** This is for the purchase of replacement parts for an existing ARFF vehicle.

**Zip Code:** 48909.

43. TRANSPORTATION PLANNING – Time Extension

Amendatory Contract (2003-0229/A2) between MDOT and the Chippewa County Road Commission (CCRC) will extend the contract term by fourteen months. The additional time is needed due to issues resulting in a temporary suspension of federal enhancement funding and a subsequent work stoppage for more than one year. All issues have been resolved, and the project work can begin again. The original contract provides for archaeological research on and documentation from several historic shipwrecks located within the Whitefish Point Underwater Preserve. The revised contract term will be August 25, 2003, through January 31, 2007. The contract amount remains unchanged at \$300,000. Source of Funds: Federal Highway Administration Funds - \$225,000; CCRC Funds - \$75,000.

**Purpose/Business Case:** To provide for a time extension due to circumstances beyond the control of MDOT and the CCRC that delayed the project by fourteen months. This project provides for archaeological research and survey work, documentation, and public museum exhibition of resultant data from several shipwrecks located within the Whitefish Point Underwater Preserve. Authorized by TEA-21 and performed under Section 106 of the National Historic Preservation Act, this is a transportation enhancement-funded project under the categories of "Historic Resource Surveys" and "Archaeological Planning Research/Interpretation of Archaeological Sites."

**Benefit:** Will allow the project to be completed.

**Funding Source:** Federal Highway Administration Funds - \$225,000; CCRC Funds - \$75,000.

**Commitment Level:** This project budget is estimated with actual costs not to exceed \$300,000.

**Risk Assessment:** If this extension is not approved, the project work can not be completed. This could allow further degradation of these historical archaeological resources prior to their proper recordation and preservation.

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

**Selection:** N/A for amendment; this project is an enhancement project awarded to the CCRC.

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

**Zip Code:** 49783.

44. \*TRANSPORTATION PLANNING - Time Extension

Amendatory Memorandum of Understanding (MOU) (2004-0013/A1) between MDOT and the Michigan Department of History, Arts, and Libraries will retroactively extend the contract term by nine months to provide sufficient time for Equity Studios to complete the editing of the film (eighteen days retroactive). The additional time is needed because the studio underestimated the time needed to edit the film. The original MOU, which expired on September 30, 2005, provided for production and distribution of a documentary film about a stretch of road from Detroit to Chicago commonly referred to as the "Old Chicago Road." The film will be produced by Equity Studios and is tentatively titled, "From Moccasins to Main Street: A Journey Down the Old Chicago Road." Once the film is completed, Equity Studios, working with the Michigan Historical Center, MDOT, the Automobile National Heritage Area, and the US-12 Heritage Route organization, will release the program for public broadcasting for national distribution over public television. The revised MOU term will be November 6, 2003, through June 30, 2006. The MOU amount remains unchanged at \$60,000. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** To retroactively extend the contract term so Equity Studios can complete the final editing of the film.

**Benefit:** Will ensure that a quality film is produced.

**Funding Source:** Michigan Enhancement Program Award: Federal Highway Administration Funds - \$60,000.

**Commitment Level:** This is on an actual cost basis.

**Risk Assessment:** If this extension is not approved, the film will be completed without the necessary edits.

**Cost Reduction:** The lowest possible cost for this project has been negotiated by the Michigan Department of History, Arts, and Libraries.

**Selection:** N/A.

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

**Zip Code:** 48120.

45. TRANSPORTATION PLANNING – Time Extension

Amendatory Contract (2004-0417/A1) between MDOT and Conservation Resource Alliance (CRA), a non-profit organization, will extend the contract term by one year to provide sufficient time for CRA to complete the project. The additional time is needed because delays in awarding the contract put the project behind schedule. The original contract provides for a comprehensive evaluation of land management methods for the reduction of vehicle-caused wildlife mortality and the coordination of a public awareness campaign along the identified ecological corridors. The campaign will provide landowners with information on how to minimize vehicle-caused wildlife mortality by practicing land management techniques such as maintaining isolation distances between wooded areas and roads. The revised contract term will be September 29, 2004, through December 31, 2006. The contract amount remains unchanged at \$62,500. Source of Funds: 80% Federal Highway Administration Funds and 20% CRA Funds.

**Purpose/Business Case:** To provide for a time extension needed because delays in awarding the contract put the project behind schedule. The delays were beyond the control of the organization. This project provides for an evaluation of land management methods for the reduction of vehicle-caused wildlife mortality and for the coordination of a public awareness campaign along the identified ecological corridors to minimize vehicle-caused wildlife mortality.

**Benefit:** Will provide additional time for this project to be completed.

**Funding Source:** 80% Federal Highway Administration Funds and 20% Conservation Resource Alliance Funds.

**Commitment Level:** The project budget is estimated with actual costs not to exceed \$62,500.

**Risk Assessment:** If this extension is not approved, the project work cannot be completed. This could prevent landowners from getting and using information on how to minimize vehicle-caused wildlife mortality and could jeopardize federal funding.

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

**Selection:** N/A for amendment; this project is an enhancement project awarded to CRA.

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

**Zip Code:** 49640.

46. TRANSPORTATION PLANNING - Planning Tools Development

Authorization (Z2) under Contract (2005-0295) between MDOT and the Woodward Avenue Action Association will provide for the development of the planning tools necessary for the successful implementation and continuation of the master plan analysis and the Geographic Informational Systems work initiated in an earlier phase of the project. These activities will help MDOT to accomplish the objectives stated within the Woodward Heritage Route Corridor Management Plan. The authorization will be in effect from the date of award through September 30, 2006. The authorization amount will be \$49,900. The contract term is June 22, 2005, through June 21, 2010. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide planning and technical assistance for the Woodward Avenue (M-1) Heritage Route and the National Scenic Byways program.

**Benefit:** Will provide invaluable assistance to MDOT on a variety of regional and local planning projects along M-1, while accomplishing the objectives of the Woodward Heritage Route Corridor Management Plan.

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

**Commitment Level:** The project cost is estimated, with actual costs not to exceed \$49,000.

**Risk Assessment:** Not authorizing this project could result in an increased workload for MDOT staff.

**Cost Reduction:** Based on actual costs and will not exceed the authorization amount.

**Selection:** Sole source.

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

**Zip Code:** 48909.

47. \*TRANSPORTATION PLANNING - Access Management Plan

Contract (2006-0039) between MDOT and Progressive AE will provide for the development of and seeking of adoption for a comprehensive corridor access management plan for the US-127 business route and the M-20 corridor in Isabella County. The contract will be in effect from the date of the award through September 30, 2006. The contract amount will be \$54,836. Source of Funds: Federal Highway Administration Funds - \$43,868.80; State Restricted Trunkline Funds - \$10,967.20.

**Purpose/Business Case:** To provide for the development of a corridor access management plan and the drafting of ordinances for the US-127 business route and the M-20 corridor in Isabella County.

**Benefit:** Will provide for the development of a corridor access management plan to relieve congestion with an efficient, safe, and aesthetically pleasing trunkline.

**Funding Source:** Federal Highway Administration Funds - \$43,868.80; State Restricted Trunkline Funds - \$10,967.20. The funding is coming from State Planning and Research Funds that have been specifically designated for access management studies.

**Commitment Level:** This is a cost plus fixed fee contract.

**Risk Assessment:** The risks of not performing the study are not relieving congestion on a congested highway and increased safety concerns due to the unplanned proliferation of commercial drives and development.

**Selection:** Qualifications-based.

**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.

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

**Zip Code:** 48858.



49. LETTING OF SEPTEMBER 23, 2005  
 PROPOSAL 0509221  
 PROJECT IM 50062-78634, ETC  
 LOCAL AGRMT. 05-5286  
 START DATE - MAY 02, 2006  
 COMPLETION DATE - SEPTEMBER 26, 2006

ENG. EST. \$ 3,065,573.40  
 LOW BID \$ 2,819,247.83  
 % OVER/UNDER EST. -8.04 %

5 bridge rehabilitations including deck replacements, pedestrian fencing, substructure repair, partial painting, expansion joint replacement on Groveland Avenue, on northbound and southbound M-3, on Belanger Avenue and on Barkman Avenue over I-696, in the city of Roseville, Macomb County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>C.A. Hull Co., Inc.</b>	<b>\$ 2,819,247.83</b>	<b>Same</b>	<b>1 **</b>
Posen Construction, Inc.	\$ 2,877,758.29	Same	2
E. C. Korneffel Co.	\$ 3,026,149.09	Same	3
Walter Toebe Construction Co.	\$ 3,221,405.41	Same	4
Anlaan Corporation	\$ 3,261,735.46	Same	5
Midwest Bridge Company	\$ 4,121,426.58	Same	6
Angelo Iafrate Construction Company			
J. Slagter & Son Construction Co.			
Dan's Excavating, Inc.			

6 Bidders

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

**Purpose/Business Case:** 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:**

78634A		
Federal Highway Administration Funds	90.00 %	
City of Roseville	1.01 %	
State Restricted Trunkline Funds	8.99 %	
83272A		
Federal Highway Administration Funds	80.00 %	
City of Roseville	2.09 %	
State Restricted Trunkline Funds	17.91 %	
83273A		
Federal Highway Administration Funds	80.00 %	
City of Roseville	2.19 %	
State Restricted Trunkline Funds	17.81 %	

\* Denotes a non-standard contract/amendment

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

**Risk Assessment:** 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:** 48066.

50. LETTING OF SEPTEMBER 23, 2005  
 PROPOSAL 0509222 ENG. EST. LOW BID  
 \$ 7,100,527.69 \$ 6,950,439.38  
 PROJECT IM 58152-79898, ETC  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - APRIL 15, 2006  
 COMPLETION DATE - NOVEMBER 01, 2006 -2.11 %

Rehabilitation of 8 structures on I-75, 9.74 mi of concrete pavement restoration and diamond grinding on I-75 from Dixie Highway to the I-275 interchange, and guardrail repairs on I-75 from Erie Road to Newport Road, Monroe County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>C.A. Hull Co., Inc.</b>	<b>\$ 6,950,439.38</b>	<b>Same</b>	<b>1 **</b>
Kelcris Corporation	\$ 7,144,468.41	Same	2
Causie Contracting, Inc.	\$ 7,553,617.03	\$ 7,552,817.03	3
Posen Construction, Inc.	\$ 7,714,414.29	Same	4
Six-S, Inc.	\$ 7,870,574.94	Same	5
Angelo Iafrate Construction Company			
Snowden, Inc.			
Walter Toebe Construction Co.			
Florence Cement Company			

5 Bidders

**Purpose/Business Case:** This project is a combination of the Traffic and Safety Program and the Capital Preventive Maintenance Program. The goal of both programs is to preserve the integrity of MDOT's safety assets and structural integrity, and extend the service life of the state trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments slow future deterioration, maintain or improve the functional condition of the system. In addition, the treatments will reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system resulting in longer pavement surface life.

\* Denotes a non-standard contract/amendment

**Funding Source:**

79898A		
	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	10.00 %
83099A		
	Federal Highway Administration Funds	100 %
83844A		
	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	10.00 %

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

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low bid.

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

**Zip Code:** 48161.

**OVERRUNS**

51. **Overrun 2005 - 59**

Control Section/Job Number: 28013-80744A MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Anlaan Corporation  
P.O. Box 333  
Ferrysburg, MI 49409

Designed By: MDOT  
Engineer's Estimate: \$50,569.60

Description of Project:

Heat straightening of one beam, cleaning and coating of damaged structural steel and maintaining traffic on US-31 pedestrian bridge at Traverse City State Park in the city of Traverse City, in East Bay Township, Grand Traverse County.

Administrative Board Approval Date:	February 1, 2005	
Contract Date:	February 25, 2005	
Original Contract Amount:	\$52,103.18	
Total of Overruns/Changes (Approved to Date):	5,210.32	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	7,299.24	+ 14.01%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>1,154.56</u></b>	<b>+ <u>2.22%</u></b>
<b>Revised Total</b>	<b><u>\$65,767.30</u></b>	<b>+ 26.23%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 24.01% over the original budget for an **Authorized to Date Amount** of \$64,612.74.

Approval of this overrun will place the authorized status of the contract 26.23% or \$13,664.12 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:

Pavt Mrkg, Type R, 4 inch, Yellow, Temp	818.840 Ft @ \$1.41/Ft	<u>\$1,154.56</u>
Total		<u>\$1,154.56</u>

**Reason(s) for Overrun(s):**

Additional temporary pavement marking quantities were necessary to complete the work as required in the Special Provision for Maintaining Traffic. The quantities were inadvertently underestimated during the design phase. The work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price 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:** State Restricted Trunkline, 100%.

**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:** 49686.

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: October 12, 2005 – Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 3:30 PM  
State Administrative Board Meeting: October 18, 2005 – Lake Ontario Room,  
3<sup>rd</sup> Floor Michigan Library and Historical Center, 11:00 AM

.....  
**SUBCONTRACTS**

1.	<b>Hebert Construction Company</b>	<b>Low Bid:</b>	<b>\$ 38,407.43</b>
	<b>107 4<sup>th</sup> Avenue</b>	<b>Eng. Estimate:</b>	<b>\$ 41,985.00</b>
	<b>P.O. Box 271</b>	<b>% Under/Over Est.:</b>	<b>% - 8.5%</b>
	<b>Iron River, MI 49935</b>		

**Description of Work: Emergency Slope Repair Work**

Approval is requested to authorize the Iron County Road Commission to award a subcontract for reconstruction and repair of a major slope washout area on US-141 in Iron 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 December 1, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** Will provide for permanent repair work to a major slope washout area on US-141 in Iron County. This will be done through construction of a culvert pipe drain outlet and heavy riprap.

**Benefit:** The contract will provide for permanent stabilization of the roadway embankment, thus preventing future damage to the roadway and sedimentation of an adjacent creek.

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

**Commitment Level:** The 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:** Failure to make permanent repairs before this winter and next spring will result in further erosion and damages to the roadway slope and shoulder. Additional deterioration of the pavement surface will increase the cost of annual maintenance costs.

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

**Selection:** Low bid.

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

**Zip Code:** 49920.







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



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

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

**Source of Funds:**

80543A

City of Au Gres

20.00 %

Federal Highway Administration Funds

80.00 %

**Zip Code:** 48703.

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

## THIRD SUPPLEMENTAL AGENDA

### DEPARTMENT OF TRANSPORTATION

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

T&NR Meeting: October 12, 2005 – Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 3:30 PM  
State Administrative Board Meeting: October 18, 2005 – Lake Ontario Room,  
3<sup>rd</sup> Floor Michigan Library and Historical Center, 11:00 AM

---

### CONTRACTS

1. HIGHWAYS - IDS University Research Services  
Authorization (Z18) under Contract (2003-0063) between MDOT and Michigan Technological University will provide for an anti-icing smart pavement overlay to be installed on a bridge north of Lansing on US-127, Clinton County. This project will provide for the field application and safety demonstration of a special anti-icing system called SafeLane Anti-icing Pavement Overlay. The overlay will be applied to the bridge to help keep the bridge surface free of ice, frost, and bonded snow. This overlay system is based on a Type III epoxy overlay and aggregate combination. It has been approved and is in use by several state Departments of Transportation. The authorization will be in effect from date of award through seven months. The authorization amount will be \$100,000. The contract term is from September 12, 2003, through September 12, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the installation of the Cargill SafeLane Anti-Icing Pavement Overlay, which was developed at the Keweenaw Research Center, on a bridge north of Lansing on US-127. The bridge is on the northbound lanes over the Looking Glass River in Clinton County. This project will provide MDOT with an opportunity to observe, monitor, and evaluate the performance of this new anti-icing technology.

**Benefit:** The project will allow MDOT to evaluate the performance of the Cargill SafeLane Anti-Icing Pavement Overlay. This overlay is similar in nature to the epoxy bridge deck coating with which MDOT currently seals its bridge decks. The SafeLane overlay not only seals the bridge deck but helps to prevent frost and ice formation before they begin. This overlay is intended to help make roads and bridges safer during the winter. It has great potential to reduce vehicle crashes related to ice on bridges.

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

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

**Risk Assessment:** If this project is not completed, MDOT could be overlooking an effective tool to combat the dangerous frost and icing situations that occur on bridges during the winter. The potential exists to improve safety and reduce the number of vehicle crashes on critical bridge decks and at problematic roadway intersections.

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

**Selection:** N/A.

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

**Zip Code:** 48820.

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