

AGENDA

DEPARTMENT OF ENVIRONMENTAL QUALITY

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE  
STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources Committee                      January 11, 2006

State Administrative Board    January 17, 2006

SUBMERGED LANDS

1. Proposed addition (0.10-acre parcel) to an existing public use agreement of Lake Michigan public trust bottomlands in the City of Harbor Springs, Emmet County.

Applicant:                      City of Harbor Springs

Consideration:                No fee as public use agreement

2. Proposed deed to a 0.85-acre parcel of Lake St. Clair public trust bottomlands in the City of New Baltimore, Macomb County.

Applicant:                      John Carter

Consideration:                \$17,100

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

\_\_\_\_\_  
Date

# AGENDA

## DEPARTMENT OF TRANSPORTATION

### TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: January 11, 2006 – Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 3:30 PM  
State Administrative Board Meeting: January 17, 2006 – Lake Ontario Room,  
3<sup>rd</sup> Floor, Michigan Library and Historical Center, 11:00 AM

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### CONTRACTS

1. HIGHWAYS (Real Estate) – Resolution “A” (Railroad Easement)  
Sale RR-016-E, Item 1, Control Section 2804F8, Parcel 5C

The subject tract is located in the village of Kingsley, Grand Traverse County, Michigan, and contains approximately 2,036 square feet. The easement was requested by the Village of Kingsley as part of its sewer project. The easement will allow the Village to directionally bore under the railroad right-of-way and not disturb the existing street. The processing fee and appraisal of the easement have been waived because the easement is for a governmental entity. The easement was approved by the Multi-Modal Transportation Services Bureau.

Transfer

**Purpose/Business Case:** The purpose of granting an easement on railroad property is to allow state agencies, local units of governments, or private parties the use of our property while we maintain the integrity of the railroad corridor by retaining the fee ownership. MDOT may charge a processing fee to offset costs associated with granting such easements.

**Benefit:** MDOT benefits by allowing the use of a portion of the railroad corridor without affecting the functionality of the corridor by retaining the fee interest. This addresses issues involving landlocked property, encroachments, or other property concerns.

**Funding Source:** N/A.

**Commitment Level:** Easements are processed for a fee established by a MDOT process team. The fees for state agencies and local units are government may be waived if used for a transportation purpose.

**Risk Assessment:** Easements are utilized in those situations were MDOT would like to retain fee ownership while addressing a specific real estate need.

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

**Selection:** N/A.

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

**Zip Code:** 49649.

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

Tract 841, Control Section 76023, Parcel 14, Part A; Parcel 15, Part B; Parcel 16, Part A; Parcel 17, Part A; Parcel 18, Part A

The subject tract is located in the township of Perry, Shiawassee County, Michigan, and contains approximately 12.43 acres. The Shiawassee County Road Commission indicated that this property was needed for a salt storage facility. The transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. The deed is subject to a permanent reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and if at any time the property is not used for transportation purposes, the ownership of the property will revert to MDOT. The Shiawassee County Road Commission submitted an Application to Purchase and Agreement of Sale. The property was not offered to all local municipalities because it is a transfer sale to a specific local municipality for a transportation purpose. The property has been declared excess by the Bureau of Highways – Development.

\$1

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

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

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

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

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

**Cost Reduction:** N/A.

**Selection:** N/A.

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

**Zip Code:** 48872.

3. HIGHWAYS (Real Estate) – Resolution “C” (Relinquishment of Easement)

Tract 904, Control Section 59045, Parcel 131, Part A

The subject tract is located in the township of Richland, Montcalm County, Michigan, and contains approximately 11,985 square feet. Tract easement rights previously granted to MDOT are no longer required for highway purposes. The relinquishment was requested by Jack J. Hegenauer Enterprise, LLC, the current underlying fee owner. The relinquishment processing fee of \$500 has been received by MDOT. The property was not offered to the local municipalities prior to being offered to the public because MDOT does not own the underlying fee. The property has been declared excess by the Bureau of Highways – Development.

\$500

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

\* Denotes a non-standard contract/amendment

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

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

**Commitment Level:** Releases of highway easements and releases of reversionary interests are processed for an established fee of \$500.00. The fee may be waived if it is in the best interest of the department.

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

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

**Selection:** N/A.

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

**Zip Code:** 48891.

4. \*FINANCE & ADMINISTRATION - IDS Time Extension

Amendatory Contract (2002-0279/A2) between MDOT and DLZ Michigan, Inc., will extend the indefinite delivery of service (IDS) contract term by approximately six months to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z1), for which additional time is needed for the completion of design work (17 days retroactive). (See following item.) The original contract, which expired on December 31, 2005, provides for the design and preparation of engineering documents and the performance of related work necessary for facilities projects 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 April 1, 2002, through June 30, 2006. The maximum contract amount remains unchanged at \$1,000,000. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To retroactively extend the term of the IDS contract by six months to provide sufficient time for the consultant to complete ongoing projects, including the ongoing project under authorization (Z1), which provides for the development of a master plan and related cost estimates and the design and preparation of engineering documents for the Upper Peninsula Gateway Discovery Center in St. Ignace.

**Benefit:** Will allow authorizations written under this IDS contract to be extended as needed, pending State Administrative Board approval.

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

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

**Risk Assessment:** If the amendment is not approved, the master plan for the Upper Peninsula Gateway Discovery Center will not be completed on time, which will delay completion of the center and could result in missed tourism opportunities and the forfeit of related revenues.

**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 contract.

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

**Zip Code:** 49781.

5. \*FINANCE & ADMINISTRATION - IDS Facilities Design Consultant Services  
Authorization Revision (Z1/R2) under Contract (2002-0279) between MDOT and DLZ Michigan, Inc., will extend the authorization term by approximately six months to provide sufficient time for the consultant to complete the services (17 days retroactive). The additional time is needed because insufficient time was allowed for the consultant to complete the topographical survey services added under the first revision to this authorization. The topographical survey will provide critical data on the existing terrain for the proposed development of the project area. The original authorization, which expired on December 31, 2005, provided for the development of a master plan and related cost estimates and for the design and preparation of engineering documents for the Upper Peninsula Gateway Discovery Center in St. Ignace, Michigan. The revised authorization term will be September 15, 2004, through June 30, 2006. The authorization amount remains unchanged at \$147,737.68. The contract term will be April 1, 2002, through June 30, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To extend the authorization term by approximately six months to provide sufficient time for the consultant to complete the services (17 days retroactive). The additional time is needed because insufficient time was allowed for the consultant to complete the topographical survey services added under the first revision to this authorization. The topographical survey will provide critical data on the existing terrain, which is more complex than anticipated, for the proposed development of the project area. The complexities of the terrain will require a detailed and time-consuming study of the site before the building plans can be developed.

**Benefit:** Will provide for the best possible design for the area. Completion of the project will promote continued economic development and support of tourism in the Upper Peninsula by stimulating awareness of the Upper Peninsula's unique history and natural resources.

**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 the authorization is not approved, the Upper Peninsula will lose an important economic development and tourism tool. Without the topographic data, the design concepts and cost estimates will be at risk of inaccuracy due to the level of development planned in the project area.

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

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

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

**Zip Code:** 49781.

6. HIGHWAYS - IDS Time Extension  
Amendatory Contract (2003-0166/A1) between MDOT and METCO Services, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete the work under authorization (Z1) for which extra time is needed to submit final construction deliverables for the bridge surveys. (See following item.) The original contract provides for engineering 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 5, 2003, through March 5, 2007. The maximum amount of the contract remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To extend the contract term by one year to provide sufficient time for the consultant to complete an ongoing project under authorization (Z1). No new authorizations will be issued under this contract.

**Benefit:** The authorizations are for engineering consultant services to be performed on an as needed/when needed basis.

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

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

**Risk Assessment:** Failure to extend the authorization term would necessitate that the consultant stop all work prior to the completion of the project, which could result in the loss of federal participation on this and subsequent highway construction projects.

**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.

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

**Zip Code:** 48220.

7. HIGHWAYS - IDS Engineering Consultant Services

Authorization (Z1/R1) under Contract (2003-0166) between MDOT and METCO Services, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the construction engineering services. The additional time is needed because of additions to the construction work. The original authorization provides for six structure surveys within the I-696/I-75 interchange bridge rehabilitation in Oakland County (CS 63103 - JN 59292C). The revised authorization term will be December 2, 2005, through March 5, 2007. The authorization amount remains unchanged at \$97,623.24. The contract term will be March 5, 2003, through March 5, 2007. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Purpose/Business Case:** To extend the authorization term by one year to provide sufficient time for the consultant to complete the construction engineering services.

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

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

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

**Risk Assessment:** Failure to extend the authorization term would necessitate that the consultant stop all work prior to the completion of the project, which could result in the loss of federal participation on this and subsequent highway construction projects.

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

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

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

**Zip Code:** 48220.

8. HIGHWAYS - IDS Time Extension

Amendatory Contract (2003-0184/A1) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete the design services. The extra time is needed for work under authorization (Z31) because the project is scheduled for July 14, 2006, plan completion and a December 2009 letting or earlier if funding becomes available. The original contract provides for design services to be performed on an as needed/when needed basis. The revised contract term will be March 18, 2003, through March 18, 2007. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide sufficient time for the consultant to complete the design services. The extra time is needed for work under authorization (Z31) because the project is scheduled for July 14, 2006, plan completion and a December 2009 letting or earlier if funding becomes available.

\* Denotes a non-standard contract/amendment

**Benefit:** This extension will allow the consultant to provide design work for improved road surfaces, vertical alignment, and a possible roundabout for improved movement through the M-37 and M-46 intersection, drainage improvements, and safety item upgrade/rehabilitation.

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

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

**Risk Assessment:** Not authorizing this time extension could result in the loss of needed improvements, and the project could cost MDOT more in the future.

**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:** 49318.

9. \*HIGHWAYS – Time Extension

Amendatory Contract (2003-0512/A1) between MDOT and HNTB Michigan, Inc., will extend the contract term by approximately one year in order to provide sufficient time for the consultant to complete the construction engineering services (17 days retroactive). Additional construction activities, including grinding and patching, were added to the construction contract and require construction engineering oversight. The original contract, which expired on December 31, 2005, provided for full construction engineering services to be performed on northbound I-75 from M-15 to I-475 and on southbound I-75 from US-23 to the Genesee/Oakland County line in Genesee and Oakland Counties. The revised contract term will be September 12, 2003, through December 31, 2006. The contract amount remains unchanged at \$2,015,068.42. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Purpose/Business Case:** To extend the contract term by approximately one year to provide sufficient time for the consultant to complete the services (17 days retroactive) at no additional cost. MDOT added grinding and patching work to the construction contract. Finaling the job and completing the close-out paperwork cannot be done until the construction contractor has fulfilled all work items.

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

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

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

**Risk Assessment:** Failure to extend the contract term would necessitate that the consultant stop all work prior to the completion of the project, which could result in the loss of federal participation on this and subsequent highway construction projects.

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

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

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

**Zip Code:** 48442.

10. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z12/R4) under Contract (2003-0686) between MDOT and Wilcox Professional Services, LLC, will provide for additional design services to be performed to correct an MDOT oversight and will increase the authorization amount by \$18,704.52. The original authorization provides for the reconstruction of I-94 and the I-94 business loop from Pickford Road to Range Road in Kimball and St. Clair Townships, St. Clair County (CSs 77111 and 77031 - JN 45758C). The authorization term remains unchanged, January 30, 2004, through October 8, 2007. The revised authorization amount will be \$574,651.98. The contract term is October 8, 2003, through October 8, 2007. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for additional design services to be performed to correct an MDOT oversight. MDOT directed the consultant to scope work on what was originally thought to be an MDOT road, Old M-25, now known as Gratiot Road. For this small portion of the project, MDOT no longer has jurisdiction, and the county would be required to fund all of the construction within this stretch of roadway. The county does not wish to participate at this time, so this work must be deleted from the plans. This correction represents only 3.3% of the total design cost but would represent a much greater dollar amount during construction should the project be constructed without the changes.

**Benefit:** Will allow the correct plans to be used for construction.

**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:** Not removing the Gratiot Road portion from the design plans would cause construction bidding to be inaccurate since the contractor will not be allowed to work in this area.

**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:** 48079.

11. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z4/R2) under Contract (2003-0718) between MDOT and Tetra Tech of Michigan PC will provide for the performance of additional design engineering services, will expand the project limits on US-12 to include the area from Howe Street to Heywood Street to match an on-going safety project at US-12 between 4th Street and Howe Street, and will increase the authorization amount by \$128,779.54. The original authorization provides for the performance of roadway rehabilitation design services on westbound US-12 from 4th Street to Heywood Street in the city of Wayne, Wayne County (CS 82061 - JN 60447C). The project length will be increased from 0.93 miles to 0.947 miles. The authorization term remains unchanged, March 24, 2004, through December 16, 2006. The revised authorization amount will be \$782,669.19. The contract term is December 16, 2003, through December 16, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for a slight increase in the project limits and the addition of streetscape design services as part of this rehabilitation project in order to take advantage of an opportunity. A new safety project that will be in construction on US-12 between 4th Street and Howe Street is immediately adjacent to the current rehabilitation project. The slight expansion of the roadway rehabilitation project will extend the new pavement to match the new pavement of the safety project.

**Benefit:** Allowing the pavement limits to match now will be significantly more cost effective and will minimize future traffic disruptions, reducing the overall economic impact of the construction.

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

\* 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:** Failure to take advantage of this opportunity will increase MDOT costs and negatively impact relationships with local governments, as well as significantly increase the future impact on traffic and local businesses.

**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:** 48184.

12. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z10/R1) under (Contract 2004-0091) between MDOT and Capital Consultants, Inc., will provide for the performance of additional construction engineering services on M-21 from Hayden Road to Cook Road, Ionia County, and will increase the authorization amount by \$28,234.82. The original authorization provides for construction engineering services to be performed on M-21 from Hayden Road easterly to Cook Road in the village of Muir, Ionia County (CS 34062 - JN 75077A). The authorization term remains unchanged, July 29, 2005, through February 3, 2007. The revised authorization amount will be \$122,628.65. The contract term is February 3, 2004, through February 3, 2007. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for additional construction engineering services to be performed on M-21 from Hayden Road to Cook Road, Ionia County. The additional services are needed because the following factors have contributed to delays in completing the project and required an increase of construction engineering oversight: contractor delays in placing guardrail caused by weather, material delays, increase in guardrail quantities, design changes to a commercial drive that required removal and replacement outside of scheduled work, and delayed acceptance of restoration items until spring of 2006.

**Benefit:** Will ensure completion of the project and bring the guardrail up to current MDOT safety standards.

**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, the project may not receive the oversight necessary to guarantee a quality project, and federal funds may be lost.

**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:** 48846.

13. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z22/R1) under Contract (2004-0174) between MDOT and Wade-Trim Associates, Inc., will provide for the performance of additional design services and will increase the authorization amount by \$61,986.63. The additional services are necessary to provide for the rehabilitation of an additional pump station in the University Region on US-23 at the Ann Arbor Railroad crossing in Milan, Monroe County. The original authorization provides for the rehabilitation of nine existing pump stations in Wayne, Oakland, Macomb, and Genesee Counties within the Metro and Bay Regions (CS 84900 - JN 84116C). The authorization term remains unchanged, September 7, 2005, through April 7, 2007. The revised authorization amount will be \$477,906.20. The contract term is April 7, 2004, through April 7, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

\* Denotes a non-standard contract/amendment

**Purpose/Business Case:** To provide for the performance of additional design services and increase the authorization amount by \$61,986.63. The additional services are necessary to provide for the rehabilitation of an additional pump station in the University Region on US-23 at the Ann Arbor Railroad crossing in Milan, Monroe County. The storm water pump stations are an integral component of the highway infrastructure in low-lying areas alongside trunklines and interstate highways that dewater roads as a part of the roadway design to prevent flooding and roadway closures. The proper maintenance and functional reliability of these storm water pump stations are critical to providing for the structural integrity of the highway pavement and roadbed subgrade.

**Benefit:** This revision will provide for the design for the rehabilitation of the additional pump station to allow its continued function as part of the overall drainage strategy of the roadway.

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

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

**Risk Assessment:** Not authorizing/awarding this project could result in safety problems to the motoring public since these are the pump stations in the worst condition in the state and are the most likely to fail causing an inability to remove water from the roadways.

**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.

14. HIGHWAYS - Design Consultant Services

Authorization (Z3) under Contract (2005-0371) between MDOT and Wade-Trim/Associates, Inc., will provide for the performance of design services for the rehabilitation of M-19 from M-136 north to the city of Yale and of M-136 from M-19 to Kilgore Road within the townships of Brockway, Greenwood, Emmett, and Kenockee, St. Clair County (CS 77041, 77012 - JN 55661C). The work items include design surveys, drainage study and design, geotechnical investigation, subsurface utility investigation, base plans, pavement marking plans, traffic signal plans, signing plans, maintaining traffic plans, right-of-way plans, preliminary design plans, and final design plans. The project length is 9.9 miles. The city of Yale will not be included in this project. The authorization will be in effect from the date of award through August 11, 2008. The authorization amount will be \$561,770.82. The contract term is August 11, 2005, through August 11, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of design services for the rehabilitation of M-19 from M-136 north to the city of Yale and of M-136 from M-19 to Kilgore Road within the townships of Brockway, Greenwood, Emmett, and Kenockee, St. Clair County. The existing roadway will be resurfaced to improve safety, correct current pavement problems, and extend its service life.

**Benefit:** A smoother ride, improved safety, and extended service life. This service is expected to increase the life of this roadway by 15 years.

**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:** Without these improvements, the existing roadway will continue to deteriorate and require excessive maintenance to keep it open, until it finally fails and requires complete replacement.

**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:** 48006.

15. \*HIGHWAYS - IDS Correction

Amendatory Contract (2005-0384/A1) between MDOT and Trauner Consulting Services, Inc., will increase the maximum obligation for payment of funds for any individual authorization to \$1,000,000. The original contract provides for claims review services to be performed on an as needed/when needed basis to assist the Office of the Attorney General. The original contract was issued with a \$100,000 maximum amount for any authorization. The contract term remains unchanged, August 26, 2005, through August 26, 2008. The maximum amount of the contract remains unchanged at \$2,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To correct an error made on the original contract.

**Benefit:** Will allow larger amounts to be issued on authorizations so that individual projects can be kept together on one authorization.

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

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

**Risk Assessment:** Authorizations over \$100,000 would need to be split between multiple authorizations or the work could also not be performed. MDOT policy normally prohibits the use of one job number on more than one authorization for the same firm.

**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:** This is not a new project.

**Zip Code:** 48909.

16. HIGHWAYS - IDS Design Consultant Services

Authorization (Z2) under Contract (2005-0483) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for design services to be performed for rehabilitation work on I-94 from west of 12th Street to west of South Sprinkle Road in the cities of Portage and Kalamazoo, Kalamazoo County (CS 39022 - JN 54230C). The work items include updating required plans, typical cross-sections, existing maintaining traffic plans, pavement marking plans, Intelligent Transportation System (ITS) plans, permanent signing plans, and structural plans and providing solutions to any problems that may arise during the design of this project. The authorization will be in effect from the date of award through October 4, 2008. The authorization amount will be \$220,624.79. The contract term is October 4, 2005, through October 4, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for design services to be performed for rehabilitation work on I-94 from west of 12th Street to west of South Sprinkle Road in the cities of Portage and Kalamazoo, Kalamazoo County. The work items include updating required plans, typical cross-sections, existing maintaining traffic plans, pavement marking plans, ITS plans, permanent signing plans, and structural plans and providing solutions to any problems that may arise during the design of this project.

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

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

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

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

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

**Selection:** Qualifications-based.

\* Denotes a non-standard contract/amendment

**New Project Identification:** This is not a new project.  
**Zip Code:** 49001.

17. HIGHWAYS - IDS Design Consultant Services

Authorization (Z8) under Contract (2005-0483) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for design services to be performed for rehabilitation work at the I-94/US-131 interchange and at the I-94/Oakland Drive interchange, Kalamazoo County (CS 39024 - JN 86055C). The work items include updating required plans, typical cross-sections, existing maintaining traffic plans, pavement marking plans, Intelligent Transportation System (ITS) plans, permanent signing plans, and structural plans and providing solutions to any problems that may arise during the design of this project. The authorization will be effect from the date of award through October 4, 2008. The authorization amount will be \$170,707.62. The contract term is October 4, 2005, through October 4, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for design services to be performed for rehabilitation work at the I-94/US-131 interchange and at the I-94/Oakland Drive interchange, Kalamazoo County. The work items include updating required plans, typical cross-sections, existing maintaining traffic plans, pavement marking plans, ITS plans, permanent signing plans, and structural plans and providing solutions to any problems that may arise during the design of this project.

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

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

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

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

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

**Selection:** Qualifications-based.

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

**Zip Code:** 49008.

18. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2005-5214) between MDOT and City of Bay City will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Historic restoration work for the Pere Marquette Railroad Depot located at 919 Boutell Place, city of Bay City, Michigan.

Estimated Funds:

Federal Highway Administration Funds	\$706,872
City of Bay City Funds	<u>\$176,718</u>
Total Funds	<u>\$883,590</u>

STE 09101 – 81087; Bay County  
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).

\* Denotes a non-standard contract/amendment

**Benefit:** Historic preservation.  
**Funding Source:** Federal Transportation Enhancement Activities Funds and City of Bay City Funds.  
**Commitment Level:** 80% federal up to \$706,872 and the balance by City of Bay City; based on estimate.  
**Risk Assessment:** Contract required in order for the City to receive these federal funds.  
**Cost Reduction:** Low bid.  
**Selection:** Low bid.  
**New Project Identification:** Historic preservation of existing building.  
**Zip Code:** 48708.

19. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2005-5485) between MDOT and the Mackinac County Road Commission will provide for participation in the following improvements:

Reconstruction work along Charles Moran Road from approximately 1.26 miles east of Highway M-123 easterly 0.81 miles, including subbase and aggregate surfacing work.

Estimated Funds:

Federal Highway Administration Funds	\$72,000
Mackinac County Road Commission Funds	<u>\$18,000</u>
Total Funds	<u>\$90,000</u>

STL 49032 - 77525  
 Local Force Account

**Purpose/Business Case:** To preserve and extend the life of the roadway.  
**Benefit:** Will improve and extend the life of the roadway.  
**Funding Source:** Federal Surface Transportation Program Funds and Mackinac County Road Commission Funds.  
**Commitment Level:** 80% federal, 20% Mackinac County Road Commission.  
**Risk Assessment:** Contract required in order for the County to receive these federal funds.  
**Cost Reduction:** Local agency to perform work with own forces at a cost determined to be at least 6 percent less than if it were contracted.  
**Selection:** N/A.  
**New Project Identification:** Improvement of existing roadway.  
**Zip Code:** 49760.

20. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Amendatory Contract (2005-5488) between MDOT and City of South Haven will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Restoration work for the historic South Haven Lightkeeper's Dwelling located at 91 Michigan Avenue, South Haven, Michigan, as approved by the State Historic Preservation Office.

The purpose of this amendment is to provide for an increase in the maximum amount of federal funds (from \$55,968 to \$67,670) to be applied to the eligible items of the project cost. The project cost reflects the maximum amount in which the Federal Highway Administration will participate.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$55,968	\$11,702	\$67,670
City of South Haven Funds	<u>\$13,992</u>	<u>\$ 2,926</u>	<u>\$16,918</u>
Total Funds	<u>\$69,960</u>	<u>\$14,628</u>	<u>\$84,588</u>

STE 80449 – 51009; Van Buren County  
 Amendment

**Purpose/Business Case:** To amend the original contract to increase the maximum amount of federal funds to be applied to the eligible items of the project cost.

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

**Funding Source:** Federal Transportation Enhancement Activities Funds and City of South Haven.

**Commitment Level:** 80% federal up to \$67,670 and the balance by City of South Haven; based on estimate.

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

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

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

**New Project Identification:** N/A. (Original contract was for historic preservation of existing building.)

**Zip Code:** 49090.

21. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2005-5504) between MDOT and City of Richmond will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Streetscaping and landscaping work along Highway M-19 from 32 Mile Road to Oak Street.

Estimated Funds:

Federal Highway Administration Funds	\$192,520
City of Richmond Funds	<u>\$192,520</u>
Total Funds	<u>\$385,040</u>

STE 50091 – 58174; Macomb County  
 Local Letting

\* Denotes a non-standard contract/amendment

**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:** Beautification of transportation system.

**Funding Source:** Federal Transportation Enhancement Activities Funds and City of Richmond Funds.

**Commitment Level:** 50% federal up to \$192,770 and the balance by City of Richmond; based on estimate.

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

**Cost Reduction:** Low bid.

**Selection:** Low bid.

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

**Zip Code:** 48062.

22. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2005-5507) between MDOT and City of Kalamazoo will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Streetscaping, non-motorized pathway, and historic interpretative signing work for the Western Gateway Project in the vicinity of the Highway I-94 business loop (Stadium Drive) from Lovell Street to Academy Street.

Estimated Funds:

Federal Highway Administration Funds	\$391,200
City of Kalamazoo Funds	<u>\$ 97,800</u>
Total Funds	<u>\$489,000</u>

STE 39041 – 72141; Kalamazoo County

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:** Beautification of transportation system and provision of pedestrian and bicycle facilities.

**Funding Source:** Federal Transportation Enhancement Activities Funds and City of Kalamazoo Funds.

**Commitment Level:** 80% federal up to \$391,200 and the balance by City of Kalamazoo; based on estimate.

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

**Cost Reduction:** Low bid.

**Selection:** Low bid.

**New Project Identification:** New beautification of existing roadway and new pedestrian and bicycle facilities.

**Zip Code:** 49007.

23. \*HIGHWAYS - Park and Ride Lot Agreement

Contract (2006-0055) between MDOT, the Livingston County Board of County Road Commissioners, and The Eisenberg Family Limited Partnership and Asa Shapiro (collectively TEFLP) will provide for MDOT to allow TEFLP to design and construct a new park and ride lot for MDOT at no cost to MDOT. In exchange, MDOT will allow TEFLP to remove an existing park and ride lot that is in very poor condition. TEFLP will replace the lot with an entrance to commercial property under development by TEFLP. The property covered in this agreement is located just north of M-59 between southbound US-23 and the Old US-23 service drive in Hartland Township, Livingston County. Due to significant safety risks in the placement of its public access for the property, TEFLP cannot develop its commercial property without placing the access point where the park and ride lot currently exists. The contract will take effect upon award and will remain in effect unless it is terminated by the parties. This is a zero dollar agreement.

**Purpose/Business Case:** The Livingston County Board of County Road Commissioners denied original requests from TEFLP for various public access points due to safety concerns. MDOT denied TEFLP requests to buy a portion of MDOT's easement and install a public access point through the vicinity of the park and ride lot at the request of the road commission because MDOT plans to widen this roadway in the future. TEFLP actually owns all of the land referenced in this agreement, but MDOT holds an easement for all of it. The safest place to allow the public access is actually through the MDOT park and ride lot. The existing park and ride lot is in very poor condition and needs to be replaced. The agreement ensures that the new park and ride lot constructed by TEFLP will meet all MDOT standards prior to MDOT's acceptance. No funds will exchange hands.

**Benefit:** This agreement benefits all parties. MDOT and ridesharing commuters will be provided with a new parking facility next to the existing one. The road commission's interest in MDOT retaining the easement for all of the property is met. The new public access to the commercial development project will be in the safest location. And TEFLP will have acceptable public access for the commercial development project, allowing it to move forward.

**Funding Source:** No money will be exchanged. This is a zero dollar agreement.

**Commitment Level:** This agreement will provide for MDOT to allow TEFLP to design and construct a park and ride lot for MDOT, at no cost to MDOT, in exchange for MDOT allowing TEFLP to remove an existing park and ride lot and replace it with an entrance to the commercial property being developed by TEFLP. The agreement requires that TEFLP complete this work within one year from the date it begins.

**Risk Assessment:** The risk of doing nothing is the loss of an opportunity for mutual benefits.

**Cost Reduction:** This agreement will save MDOT from funding a new park and ride lot.

**Selection:** N/A.

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

**Zip Code:** 48843.

24. \*HIGHWAYS - Design Consultant Services

Contract (2006-0080) between MDOT and Bergmann Associates will provide for roadway scoping services to be performed in the Metro Region in Macomb, Oakland, St. Clair, and Wayne Counties (CS 84917 - JN 853710). The work items include establishing and detailing proposed scope of road work, crash analysis, contamination surveys, the preparation of the critical path methods (CPM) schedule, and the verification of quantities and cost estimates to prepare a preliminary and final scoping package for each location within the Region. The contract will be in effect from the date of award through December 31, 2006. The contract amount will be \$1,359,315.30. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for roadway scoping services to be performed in the Metro Region in Macomb, Oakland, St. Clair, and Wayne Counties (CS 84917 - JN 853710). The work items include establishing and detailing proposed scope of road work, crash analysis, contamination surveys, the preparation of the critical path methods (CPM) schedule, and the verification of quantities and cost estimates to prepare a preliminary and final scoping package for each location within the Region.

**Benefit:** Will allow the Metro Region to more thoroughly identify the issues and costs related to a candidate project. Scoping allows early determination of costs to better allocate our funding and identify design and constructability issues early so schedule commitments can be better met.

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

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

**Risk Assessment:** Not authorizing/awarding this project could result in the risk of variations in cost and/or schedule. Budgetary issues could arise from not having a clear understanding of the issues and impacts associated with a project and lead to either overfunding or underfunding. Schedule changes could arise from not identifying items of work that may need a long lead time to accomplish.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48075.

25. HIGHWAYS - IDS Engineering Services

Contract (2006-0098) between MDOT and Ayres, Lewis, Norris & May, 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.

26. HIGHWAYS - IDS Engineering Services

Contract (2006-0099) between MDOT and Capital Consultants, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

27. HIGHWAYS - IDS Engineering Services

Contract (2006-0115) between MDOT and METCO Services, 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 (2006-0117) between MDOT and Fleis & Vandenbrink Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
29. \*HIGHWAYS - Geodetic Advisory Services  
 Contract (2006-0120) between MDOT and the National Oceanic and Atmospheric Administration, National Ocean Service, National Geodetic Survey (NGS), will provide for a geodetic advisor to serve as a liaison between MDOT and NGS and to perform as-needed training, suggest improvements in techniques and procedures, monitor field operations and results, inspect monumentation, supervise and aid in the performance of mark maintenance, and aid MDOT in the office and field with any geodetic control work in which NGS has an interest. This contract will be in effect from February 1, 2006, through September 30, 2010. The contract amount will be \$270,167. Source of Funds: 50% State Restricted Trunkline Funds and 50% National Oceanic and Atmospheric Administration Funds.
- Purpose/Business Case:** To provide for the continuing services of a full-time National Geodetic Advisor to be housed within the survey section of MDOT.  
**Benefit:** The geodetic advisor provides expertise and guidance in the maintenance of Michigan's horizontal and vertical geodetic survey control network. This network is the positional framework upon which our transportation system is based. This agreement provides us with the equivalent of a full time FTE at one half the costs of wages and benefits for the position.  
**Funding Source:** 50% State Restricted Trunkline Funds and 50% National Oceanic and Atmospheric Administration Funds.  
**Commitment Level:** Contract costs are fixed.  
**Risk Assessment:** MDOT may lose access to knowledge and equipment necessary to maintain and enhance geodetic survey control.  
**Cost Reduction:** N/A.  
**Selection:** Sole source.  
**New Project Identification:** This is not a new project.  
**Zip Code:** 48909.
30. HIGHWAYS - IDS Engineering Services  
 Contract (2006-0123) between MDOT and Woolpert Design, LLP 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.

31. \*HIGHWAYS (Maintenance) - IDS Time Extension  
Amendatory Contract (2002-0446/A3) between MDOT and Auto Renewal, Inc., will extend the term of the indefinite delivery of services (IDS) contract by three months to provide for uninterrupted availability of blast cleaning and coating services while MDOT advertises and processes a new contract. The original contract provides for blast cleaning and/or coating of structural steel members (with lead-based paint) on state trunkline bridges to be performed on an as needed/when needed basis. The revised contract term will be June 10, 2002, through March 10, 2006. The maximum contract amount remains unchanged at \$400,000. Source of Funds: 100% State Restricted Trunkline Funds.

This amendatory contract was previously approved by the State Administrative Board at its December 6, 2005, meeting. However, the revised contract term was incorrectly stated as being June 10, 2002, through March 10, 2005.

**Purpose/Business Case:** To extend the term of the IDS contract by three months to provide for uninterrupted availability of blast cleaning and coating services while MDOT advertises and processes a new contract.

**Benefit:** Will provide for uninterrupted blast cleaning and coating services to be performed on an as needed/when needed basis. This service is required when high load hits damage bridge members to the extent that repair work is needed.

**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:** This work is critical when there are emergency situations or high load hits on the bridges. If the work is not performed, the bridges could become hazardous.

**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:** 48192.

32. MULTI-MODAL – Railroad Force Account Work  
Authorization (77016-86536) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad (GTW) will provide funding for the installation of new side-of-street flashers, half-roadway gates, and appropriate activation circuitry at GTW's grade crossing of Stapleton Road in St. Clair County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the St. Clair County Road Commission and approved on November 18, 2005. The cost of the project is estimated at \$225,000. Source of Funds: Federal Highway Administration Funds - \$180,000; FY 2006 State Restricted Trunkline Funds - \$45,000.

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

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

**Funding Source:** Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$180,000; FY 2006 State Restricted Trunkline Funds - \$45,000.

**Commitment Level:** The contract cost is based on GTW's field estimate and will be paid on a force account basis.

**Risk Assessment:** The existing warning devices, consisting of passive crossbucks and stop signs, do not provide

\* Denotes a non-standard contract/amendment

any visual indication of train approach, and there is no physical barrier to block the crossing upon train approach. The installation of active warning devices will provide a visual notification and a physical barrier when a train is approaching the crossing, enhancing safety for motorists.

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

**Selection:** N/A.

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

**Zip Code:** 48022.

33. MULTI-MODAL – Railroad Force Account Work

Authorization (41067-86565) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of new side-of-street flashers, full-roadway gates, and appropriate activation circuitry at CSX's grade crossing of Ottawa Street in the city of Grandville, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Grandville and approved on November 29, 2005. The cost of the project is estimated at \$175,000. Source of Funds: Federal Highway Administration Funds - \$140,000; FY 2006 State Restricted Trunkline Funds - \$35,000.

**Purpose/Business Case:** To provide for the installation of new side-of-street flashers, full-roadway gates, and appropriate activation circuitry at the existing grade crossing of CSX with Ottawa Street in the city of Grandville, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

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

**Funding Source:** Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$140,000; FY 2006 State Restricted Trunkline Funds - \$35,000.

**Commitment Level:** The contract cost is based on CSX's field estimate and will be paid on a force account basis.

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

**Cost Reduction:** The work will be performed by 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 Grandville.

**Selection:** N/A.

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

**Zip Code:** 49418.

34. \*MULTI-MODAL - Novate, Revise Term  
Amendatory Contract (95-0096/A1) between MDOT, Arch, Inc., and the St. Joseph County Transportation Authority will provide for the reassignment of contract equipment (facility) and responsibilities from Arch, Inc., to the St. Joseph County Transportation Authority and will revise the contract term. The original contract provided FY 1995 Federal Section 5311 Nonurbanized Area Formula Capital Program grant funds for the purchase of a transit facility. Since the service for which the facility was originally intended has been assumed by the St. Joseph County Transportation Authority through a local agreement, Arch, Inc., no longer has a use for the transit facility. Having become the transportation provider for the services assumed from Arch, Inc., St. Joseph County Transportation Authority needs the transit facility to better serve its newly acquired transportation clients. The original contract expired on September 30, 1997; 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 October 1, 1994, until the last obligation between the parties has been fulfilled. The St. Joseph County Transportation Authority will assume the contract equipment, facility, and responsibilities as of the date of award of this novation/amendment. The contract amount remains unchanged at \$200,000. Source of Funds: Federal Transit Administration (FTA) Funds - \$160,000; FY 1995 State Restricted Comprehensive Transportation Funds - \$40,000.

**Purpose/Business Case:** To provide for the novation of the contract to reassign the transit facility and contract responsibilities from the Arch, Inc., 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:** FTA Funds - \$160,000; FY 1995 State Restricted Comprehensive Transportation Funds - \$40,000.

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

**Risk Assessment:** The risk of not approving this amendment is that the transit facility will not be transferred to the service-providing agency and Arch, Inc.'s, former transportation clients will not be adequately served in St. Joseph County.

**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:** 49091.

35. \*MULTI-MODAL - Novation  
Amendatory Contract (2005-0414/A1) between MDOT, Arch, Inc., and Hope Network South will provide for the reassignment of contract equipment and responsibilities for the administration of public transportation services from Arch, Inc., to Hope Network South. The original contract provides FY 2005 Federal Section 5310 Elderly and Persons with Disabilities Program funding and state matching funds for the purchase of three vans. The newly formed Hope Network South is the result of a merger between Arch, Inc., and Living Ways, Inc. The contract term remains unchanged, from September 19, 2005, until the last obligation between the parties has been fulfilled. Hope Network South will assume the contract responsibilities as of the date of award of this novation/amendment. The contract amount remains unchanged at \$68,680. Source of Funds: Federal Transit Administration Funds - \$54,944; FY 2002 State Restricted Comprehensive Transportation Funds - \$13,736.

**Purpose/Business Case:** To provide for the novation of the contract to reassign three vans and contract responsibilities from Arch, Inc., to Hope Network South.

**Benefit:** Will provide for the full utilization of already purchased project equipment.

**Funding Source:** Federal Transit Administration Funds - \$54,944; FY 2002 State Restricted Comprehensive Transportation Funds - \$13,736.

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

**Risk Assessment:** The risks of not amending this contract are that the liabilities of the van will not be carried over properly to the newly named agency and the project equipment will not be fully utilized.

**Selection:** N/A.

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

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

**Zip Code:** 49001.

36. MULTI-MODAL – Railroad Grade Crossing Closure

Contract (2006-0096) between MDOT and the Village of Gaines will provide a lump sum incentive payment in exchange for the Village's action to close Flushing Street at its grade crossing with the Grand Trunk Western Railroad tracks in the village of Gaines. This work will enhance motorist safety by eliminating a location of potential conflict between vehicles and trains. All closure work will be completed within one year of the date of award of the contract. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled. The contract amount will be \$60,000. Source of Funds: FY 2006 State Restricted Trunkline Funds - \$60,000.

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

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

**Funding Source:** The cash incentive payment for this closure comes from state dedicated grade crossing safety funds, appropriated under the provisions of MCLA 247.660(1)(a). FY 2006 State Restricted Trunkline Funds - \$60,000.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48436.

37. \*MULTI-MODAL (Aeronautics) - Airport Workshops and Training Programs

Contract (2006-0085) between MDOT and the Michigan Association of Airport Executives (MAAE) will provide for a grant under the Aeronautics Safety and Training Program for the performance of workshops and other training programs as agreed upon by the MDOT project manager. Topics may include, but are not limited to, legislative issues affecting local airports, aviation safety issues, training for fuel handlers, federal storm water regulations, Michigan Aeronautics Commission procedures and guidelines, and related subjects. The contract will be in effect from the date of award through one year. The estimated project amount will be \$10,000. Source of Funds: State Restricted Aeronautics Funds - \$10,000.

**Purpose/Business Case:** To provide for the conduct of educational workshops and other training programs for Michigan airport personnel.

**Benefit:** Will provide for an increased level of awareness on issues affecting safety and security at Michigan airports, as well as a better understanding of legislative and procedural issues.

**Source of Funds:** 100% State Restricted Aeronautics Funds.

**Commitment Level:** Contract cost is based on an estimate with no fixed cost.

**Risk Assessment:** If the contract is not awarded, there will be an increased risk of safety-related incidents at Michigan airports. In addition, reduced legislative awareness increases the likelihood of losing federal funding for airport improvements.

**Cost Reduction:** In FY 2002, the contract amount for this project was \$24,000. In FY 2003, the contract was lowered to \$20,000. There was no contract in FY 2004. In FY 2005, the contract was further reduced to \$10,000. The proposed contract for FY 2006 was reviewed by MDOT personnel for any additional cost reductions.

**Selection:** N/A.

**New Project Identification:** This is a new project under the Aeronautics Safety and Training Program.

**Zip Code:** 48909.

38. \*MULTI-MODAL (Aeronautics) - Airport Operation

Memorandum of Understanding (MOU) (2006-0107) between MDOT and the Mackinac Island State Park Commission (MISPC) will provide funding to support airport operations at the Mackinac Island Airport on Mackinac Island, Michigan. The MOU will be in effect from the date of award through September 30, 2006. The MOU amount will be \$35,000. Source of Funds: State Restricted Aeronautics Funds - \$35,000.

**Purpose/Business Case:** The MOU will provide funding to keep the Mackinac Island Airport open and operating; the funding is needed due to a significant decline in airport operating revenue.

**Benefit:** The only reliable access to Mackinac Island during the winter months is by air. Keeping the airport open and operating is critical to the full-time residents of Mackinac Island.

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

**Commitment Level:** This is a fixed cost.

**Risk Assessment:** If the contract is not awarded, the operation of the airport could be threatened, as the Mackinac Island State Park Commission cannot afford the operating costs without state participation.

**Cost Reduction:** The funding was negotiated based on operational need and reviewed by MDOT personnel for appropriateness and cost reductions.

**Selection:** N/A.

**New Project Identification:** The funding will supplement the amount the airport pays for operating expenses, such as plowing, utilities, building and grounds maintenance, supplies, and insurance.

**Zip Code:** 49757.

39. \*TRANSPORTATION PLANNING - Increase Maximum IDS Contract Amount

Amendatory Contract (2004-0053/A1) between MDOT and Michigan Technological University will increase the maximum indefinite delivery of services (IDS) contract amount by \$400,000 to allow authorizations to be issued for the 2006 work plan. The original contract provides for assistance in maintaining the federal-aid system for roads and bridges in Michigan, including training and/or development services, to be performed on an as needed/when needed basis. The contract term remains unchanged, January 1, 2004, through December 31, 2006. The revised maximum contract amount will be \$2,500,000. The maximum amount of any individual authorization remains unchanged at \$700,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To increase the maximum IDS contract amount to \$2,500,000.

**Benefit:** Will allow authorizations to be issued under this IDS contract for the 2006 work plan.

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

**Commitment Level:** N/A.

**Risk Assessment:** If this amendment is not approved, the 2006 work plan for RoadSoft cannot be initiated.

**Cost Reduction:** N/A.

**Selection:** N/A.

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

**Zip Code:** 49931.

40. TRANSPORTATION PLANNING - IDS Training and Development Services

Authorization (Z3) under Contract (2004-0053) between MDOT and Michigan Technological University (MTU) will provide for on-going maintenance and development of pavement management software (RoadSoft) used by local units of government. A pavement management system allows an engineer to determine the best fix for a road to ensure the longest possible useful life of that road. The authorization will be in effect from January 1, 2006, through December 31, 2006 (17 days retroactive). Due to the holidays and scheduling conflicts, the Transportation Asset Management Council did not approve the RoadSoft work plan until November 28, 2005, which resulted in the delay of this authorization. The authorization amount will be \$652,173.75. The contract term is January 1, 2004, through December 31, 2006. Source of Funds: Federal Highway Administration Funds - \$521,739; State Restricted Trunkline Funds - \$130,434.75.

**Purpose/Business Case:** To complete the final year of a three-year contract with MTU for the on-going development of RoadSoft. RoadSoft is a pavement management system that assists local road agencies in the proper maintenance of their roads. MDOT's participation in the development and maintenance of this software is a crucial, auditable part of maintaining MDOT's fiduciary responsibility under 23 CFR 1, Sec. 27. MDOT's participation in this project is also crucial to its partnership with local road agencies in the development of a statewide asset management process as required by Public Act 499 of 2002. It is critical to continue the development of RoadSoft for the overall maintenance of the federal-aid system in Michigan.

**Benefit:** Will fulfill MDOT's fiduciary responsibility under federal law for the maintenance of the federal-aid system. It is also a critical element in the on-going partnership between MDOT and the local road agencies to institute asset management on a statewide basis. This management tool will benefit the state and the public and provide for better decision-making.

**Funding Source:** Federal Highway Administration Funds - \$521,739; State Restricted Trunkline Funds - \$130,434.75.

**Commitment Level:** The cost is for a fixed amount not to exceed \$652,173.75.

**Risk Assessment:** If the authorization is not awarded, on-going development will cease, and enhanced functionality will not be added to the software. This would cause problems for the local road agencies, which would not have certain functionalities that they requested be built into the system. Furthermore, the functionality that allows for an agency to predict future pavement condition, given a specific level of funding, has just recently been developed, and if the project does not continue, the full value of this aspect of the software will not be realized. The ability to predict condition levels based on various funding levels is the piece of functionality that makes asset management what it is.

**Cost Reduction:** The proposed cost for 2006 is higher than the 2005 authorization due to increased activities associated with the Transportation Asset Management Council.

**Selection:** N/A.

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

**Zip Code:** 49931.

41. TRANSPORTATION PLANNING - IDS Training and Development Services  
Authorization (Z4) under Contract (2004-0053) between MDOT, on behalf of the Transportation Asset Management Council (TAMC), and Michigan Technological University (MTU) will provide for on-going maintenance and development of pavement management software (RoadSoft) used by local units of government. A pavement management system allows an engineer to determine the best fix for a road to ensure the longest possible useful life of that road. The authorization will be in effect from January 1, 2006, through December 31, 2006 (17 days retroactive). Due to the holidays and scheduling conflicts, the Transportation Asset Management Council did not approve the RoadSoft work plan until November 28, 2005, which resulted in the delay of this authorization. The authorization amount will be \$140,924.10. The contract term is January 1, 2004, through December 31, 2006. Source of Funds: 100% State Restricted Michigan Transportation Funds.

**Purpose/Business Case:** To comply with MCL 247.659a, which requires the TAMC to recommend a statewide asset management strategy to the State Transportation Commission and the Michigan legislature. A computer model is required in order to develop such a strategy. The TAMC has chosen RoadSoft as the model it wants to use. The TAMC has entered into an agreement with MTU to provide certain enhancements to the model in order to provide the TAMC with the software it will need to carry out its legislative mandate.

**Benefit:** To fulfill MDOT's fiduciary responsibility under federal law for the maintenance of the federal-aid system. It is also a critical element in the on-going partnership between MDOT and the local road agencies to institute asset management on a statewide basis. This tool will benefit the state and the public and allow for better decision-making.

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

**Commitment Level:** The cost is for a fixed amount not to exceed \$140,924.10.

**Risk Assessment:** If the authorization is not awarded, ongoing development will cease, and enhanced functionality will not be added to the software. This would cause problems for the local road agencies, which would not have certain functionalities that they requested be built into the system. Furthermore, the functionality that allows for an agency to predict future pavement condition, given a specific level of funding, has just recently been developed, and if the project does not continue, the full value of this aspect of the software will not be realized. The ability to predict condition levels based on various funding levels is the piece of functionality that makes asset management what it is.

**Cost Reduction:** The cost was reviewed by the TAMC for appropriateness and cost reductions.

**Selection:** N/A.

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

**Zip Code:** 49931.

42. TRANSPORTATION PLANNING - IDS Safety Management Module  
Authorization (Z5) under Contract (2004-0053) between MDOT and Michigan Technological University (MTU) will provide for the development of a collision diagram element in the RoadSoft safety module. The authorization will be in effect from January 1, 2006, through December 31, 2006 (17 days retroactive). Due to the holidays and scheduling conflicts, the Transportation Asset Management Council did not approve the RoadSoft work plan until November 28, 2005, which resulted in the delay of this authorization. The authorization amount will be \$399,062.71. The contract term is January 1, 2004, through December 31, 2006. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** Will provide for the development of a collision diagram element in the RoadSoft safety module. For the past thirteen years, MDOT has contracted with MTU to develop and distribute RoadSoft. That development has included a Safety Management Module. The Michigan Local Technical Assistance Program (LTAP) at MTU distributes RoadSoft to local agencies. The Michigan LTAP also distributes local agency crash data for use in RoadSoft to counties, cities, villages, and law enforcement agencies throughout Michigan.

Development of the intersection collision diagram functionality to the RoadSoft safety management module will enhance intersection safety analyses conducted by MDOT and local agencies.

**Benefit:** Will fulfill MDOT's fiduciary responsibility under federal law for the management of the federal-aid system. It is also a critical element in the on-going partnership between MDOT and the local agencies to institute safety management on a statewide basis. The benefit to the public will ultimately be seen in safer intersections.

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

**Commitment Level:** The cost is for a fixed amount not to exceed \$399,062.71.

**Risk Assessment:** Without a critical tool for analyzing crashes at intersections, the needed safety improvements may not be identified as quickly or thoroughly.

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

**Selection:** N/A.

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

**Zip Code:** 49931.

43. \*TRANSPORTATION PLANNING - Novation

Amendatory Contract (2004-0395/A1) between MDOT, Applied Science & Technology, Inc., and ASTI Environmental will provide for the reassignment of contract responsibilities from Applied Science & Technology, Inc., to ASTI Environmental due to a name change. The original contract provides for wetland assessment services to be performed on an as needed/when needed basis. The contract term remains unchanged, August 4, 2004, through August 3, 2009. The maximum contract amount remains unchanged at \$1,000,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

This amendatory contract was previously approved by the State Administrative Board at its December 6, 2005, meeting. However, the new vendor name was given incorrectly because of incorrect documentation provided to MDOT by the vendor. The vendor has submitted revised documentation that reflects the correct name, as shown in the paragraph above.

**Purpose/Business Case:** To provide for the reassignment of contract responsibilities from Applied Science & Technology, Inc., to ASTI Environmental due to a name change.

**Benefit:** Will ensure that the correct entity is recognized.

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

**Commitment Level:** N/A.

**Risk Assessment:** If the novation is not approved, payment cannot be made to the correct entity.

**Cost Reduction:** N/A.

**Selection:** N/A.

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

**Zip Code:** 48116.

44. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z10) issued under Master Agreement (2006-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide \$50,000 in state matching funds to SEMCOG for a grant SEMCOG received directly from the Federal Highway Administration in the amount of \$250,000 for the creation of a regional coalition of state and local transportation stakeholders in southeast Michigan. The purpose of the grant is to coordinate a collaborative regional effort to improve the operation and safety of the freeway and arterial networks through the use of traffic incident management, a communications network, traveler information, and traffic signal coordination information, as identified in the grant application. The authorization will be in effect from the date of award through September 30, 2006. The authorization amount will be \$50,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

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

**Benefit:** Will provide for improvements in the operation and safety of the freeway and arterial networks in southeast Michigan.

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

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

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

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

**Selection:** N/A.

**New Project Identification:** This is a one-time grant for an ongoing program.

**Zip Code:** 48226.

45. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z3) issued under Master Agreement (2006-0023) between MDOT and the West Michigan Regional Planning Commission will provide for the collection of non-motorized information for primary road agencies and communities within the Grand Region for the preparation of one of the ten proposed regional non-motorized maps for MDOT. Information will be collected to match the data fields in MDOT's Transportation Management System program. Bicycle and shared use trails will be identified, and other map information will include the availability of support facilities, major land uses (data), and identification of recreational areas and major points of interest. The authorization will be in effect from the date of award through September 30, 2006. The authorization amount will be \$29,925. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

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

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

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

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

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

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

**Selection:** N/A.

**New Project Identification:** This is an on-going program.

**Zip Code:** 49443-0387.





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

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

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48623.





**EXTRAS**

50. **Extra 2006 - 001**

Control Section/Job Number: 73171-75175 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Interstate Highway Construction  
P.O. Box 4356  
Englewood, CO 80155

Designed By: MDOT  
Engineer's Estimate: \$37,169,137.19

Description of Project:

7.20 miles of concrete overlay, shoulder widening, drainage and safety improvements on I-75, from M-57 north to Birch Run Creek, and widening, overlay and substructure repairs on B03 over Pine Run Creek, in Vienna and Birch Run Townships, Genesee and Saginaw Counties.

Administrative Board Approval Date:	April 6, 2004	
Contract Date:	April 7, 2004	
Original Contract Amount:	\$31,394,459.83	
Total of Overruns/Changes (Approved to Date):	(1,396,453.32)	- 4.45%
Total of Extras/Adjustments (Approved to Date):	2,143,719.88	+ 6.83%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>64,934.66</u></b>	<b><u>+ 0.21%</u></b>
<b>Revised Total</b>	<b><u>\$32,206,661.05</u></b>	<b>+ 2.59%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.38% over the original budget for an **Authorized to Date Amount** of \$32,141,726.39.

Approval of this extra will place the authorized status of the contract 2.59% or \$812,201.22 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-29	12 r. 1	\$187,097.38	03/15/05
2005-91	2, 18 r. 3, 19, 25	\$1,638,186.63	08/02/05
2005-102	26	\$13,989.24	09/06/05
2005-141	28	\$35,800.00	12/06/05

Contract Modification Number(s): 31 r. 2, 32

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

**CM 31**

Repair Guardrail Endings	1.000 LS @ \$303.45/LS	\$303.45
Regrade Sbd Aggregate Shoulders	1.000 LS @ \$5,996.32/LS	5,996.32
Repair Crossovers POE, POB	1.000 LS @ \$6,669.89/LS	<u>\$6,669.89</u>

Total

\$12,969.66

**CM 32**

JJ Hook Conc Barrier	2,735.000 Ft @ \$19.00/Ft	<u>\$51,965.00</u>
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Total

\$51,965.00

**Grand Total**

\$64,934.66

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

**CM 31**

On several occasions, the contractor was directed to regrade the outside aggregate shoulder on southbound I-75. The aggregate shoulder had become overly compacted and rutted by traffic, and was becoming a traffic hazard. The corrective shoulder work required a lane closure and a truck mounted attenuator for the contractor to safely perform work. The extra cost for Regrade Sbd Aggregate Shoulders was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to daily records and similar work.

The contractor was directed to repair failed crossovers at each end of the project. The crossovers failed due to traffic usage of the existing valley gutter and catch basin castings. The corrective work required a lane closure and a truck mounted attenuator for the contractor to safely perform work. The damaged pavement was excavated and replaced. The extra cost for Repair Crossovers POE, POB was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to daily records and similar work.

Guardrail approach endings were damaged by traffic on several occasions. The contractor was directed to repair these endings to maintain a safe work zone. The extra cost for Repair Guardrail Endings was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar project work.

**CM 32**

The contractor was directed to obtain and place temporary concrete barrier. This request was made based on a plan note stating to place temporary concrete barrier at the end of the project, as directed by the engineer. This area will be used as a freeway crossover during construction operations in 2007. The concrete barrier was placed for approximately 2800 feet in the freeway median and will be used to separate, direct, and safely maintain traffic. The extra cost for JJ Hook Conc Barrier was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with a similar work item in MDOT's Average Unit Price Index.

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

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

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

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

**Funding Source:** 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:** These items were required for the safe and timely completion of the project.

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

**Selection:** Low bid.

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

**Zip Code:** 48415.

### OVERRUN

51. **Overrun 2006 - 01**

Control Section/Job Number:	28012-58790	MDOT Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
	State Transportation Commission -	Does not meet criteria.
Contractor:	Elmer's Crane & Dozer, Inc. 3600 Rennie School Road Traverse City, MI 49696	
Designed By:	MDOT	
Engineer's Estimate:	\$442,716.43	
Description of Project:	0.50 mi of cold milling, resurfacing, adding right turn lanes and signal installation at the intersection of US-31 and M-37 (South Airport Road) in the township of Garfield, Grand Traverse County.	

Administrative Board Approval Date:	March 4, 2003	
Contract Date:	April 9, 2003	
Original Contract Amount:	\$540,224.99	
Total of Overruns/Changes (Approved to Date):	54,022.50	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	73,996.23	+ 13.70%
<b>THIS REQUEST</b>	<b><u>13,191.70</u></b>	<b>+ <u>2.44%</u></b>
<b>Revised Total</b>	<b><u>\$681,435.42</u></b>	<b>+ 26.14%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 23.70% over the original budget for an **Authorized to Date Amount** of \$668,243.72.

Approval of this overrun will place the authorized status of the contract 26.14% or \$141,210.43 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:

HMA, 4E10, High Stress	262.000 Ton @ \$50.35/Ton	<u>\$13,191.70</u>
<b>Total</b>		<b><u>\$13,191.70</u></b>

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

Additional asphalt was necessary to properly transition the new pavement into the existing pavement. The existing southbound outside lane had to be removed to provide the proper grade transition through the project intersection. The lane was removed full depth and replaced to construct the proper roadway grade per the project plans and proposal.

The work item HMA, 4E10, High Stress 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:** FHWA, 81.85%; State Restricted Trunkline, 18.15%.

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

**Risk Assessment:** 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:** 49684.

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