

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: August 9, 2006 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: August 15, 2006 – Lake Ontario Room,
3rd Floor, Michigan Library and Historical Center, 11:00 AM

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

SUBCONTRACTS

1.	H & D, Inc. 06795 US-31 North P.O. Box 199 Bay Shore, MI 49711	Low Bid: Engineer’s Estimate: Over/Under:	\$37,402.50 \$27,475.00 +36.1%
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Description of Work: Milling and Hot Mix Asphalt Resurfacing

Approval is requested to authorize the Luce County Road Commission to award a subcontract for cold milling, placement of waterproofing membrane, and hot mix asphalt paving on M-28 at the west branch of the Sage River. The project was advertised, and three bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To improve the road condition by performing cold milling, placement of waterproofing membrane, and hot mix asphalt paving on M-28 at the west branch of the Sage River.

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

Funding Source: 100% State Restricted Trunkline Funds.

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

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

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

Selection: Low bid.

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

Zip Code: 49711.

2.	Snowden, Inc.	Low Bid:	\$55,133.50
	P.O. Box 439	Engineer's Estimate :	\$67,465.05
	Escanaba, MI 49829	Over/Under:	-18.3%

Description of Work: Joint Repairs

Approval is requested to authorize the City of Menominee to award a subcontract for joint repairs on US-41 from M-35 to 48th Avenue. The project was advertised, and seven bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To improve the road condition by performing joint repairs on US-41 from M-35 north to 48th Avenue.

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

Funding Source: 100% State Restricted Trunkline Funds.

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

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

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

Selection: Low bid.

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

Zip Code: 49829.

CONTRACTS

3. HIGHWAYS (Real Estate) – Resolution “A” (Sale to Abutting Owner)
 Tract 1020, Control Section 76023, Parcel 18, Part B

The subject tract is located in the township of Perry, Shiawassee County, Michigan, and contains approximately 1.03 acres. The tract is undersized and will not qualify for individual use. The highest and best use is assemblage with the abutting land. The tract was appraised by Tom Urynowicz, University Region Property Analyst, on May 5, 2006, at \$2,300 and approved for sale by Scott Goeman, University Region Appraiser, on May 5, 2006, for the amount of \$2,300. The sole abutting owner, Fuoss Bros. Inc., has submitted an application to purchase and agreement of sale and a check in the amount of \$2,300, which represents payment in full. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

\$2,300

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

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

Funding Source: N/A - revenue generating.

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

* Denotes a non-standard contract/amendment
 8/15/06

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

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

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48872.

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

The subject tract is located in the township of Benton, Berrien County, Michigan, and contains approximately 17.59 acres. In 1992, MDOT acquired, through condemnation, the subject tract from James Higbee for the proposed relocation of US-31. The property purchased from Mr. Higbee contained 17.59 acres and was improved with a house, block barn, small office, and chicken coop. Approximately 14 acres of the 17.59 acres had peach tree plantings on them. The property was appraised by MDOT in 1991 for acquisition purposes. Based on this appraisal, the before value of the building, land, and outbuildings was \$108,000. The after value of the remainders and outbuildings was \$34,000. The difference of \$74,000 was MDOT’s good faith offer. This amounts to \$1,500 per acre for the after value in 1992. Mr. Higbee disagreed with MDOT’s appraisal and countered with \$125,000. During mediation, a settlement of \$100,000 was administratively approved by MDOT. The property was cleared of all improvements after acquisition to prepare for the construction of US-31. Subsequent to the purchase of the property, the alignment for the relocated US-31 project was changed and the Higbee parcel was not needed for the project. In a 2005 letter, Mr. Higbee requested that he be allowed to repurchase the property from MDOT. The property was appraised by MDOT in 2005 for sale purposes by Paul Bidwell and Robert Vogt, Affinity Valuation Group, LLC, independent fee appraisers, on May 20, 2005, at \$58,000 and reviewed by David Normand, Southwest Region Property Analyst, on June 13, 2005, at the amount of \$58,000. The appraised tract was approved by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on June 17, 2005, for the amount of \$58,000, or approximately \$3,250 per acre. The transaction was approved for direct sale by John S. Polasek, Director, Bureau of Highway Development, on March 27, 2006. Mr. Higbee has submitted an application to purchase and agreement of sale and a check in the amount of \$11,600, which represents a 20 percent bid deposit. The tract was not offered to the local municipalities because of Real Estate Procedure 224.1, which provides for direct sale to an individual when it is in the best interest of the state. The property has been declared excess by the Bureau of Highways – Development.

\$58,000

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

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

Funding Source: N/A - revenue generating.

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

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

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

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49022.

* Denotes a non-standard contract/amendment

5. *AERONAUTICS AND FREIGHT (Aeronautics) - Time Extension

Amendatory Contract (2003-0576/A1) between MDOT and the City of Holland will extend the contract term by seventeen years to provide sufficient time for the contractor to complete the construction of the tunnel and to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for the construction of a tunnel and a road at the Tulip City Airport in Holland, Michigan. The revised contract term will be September 19, 2003, through September 18, 2023. The contract amount remains unchanged at \$17,394,000. Source of Funds: FAA Funds (via block grant) - \$15,249,600; State Restricted Aeronautics Funds - \$847,200; City of Holland Funds - \$1,297,200.

Purpose/Business Case: To provide sufficient time for the contractor to complete the construction of the tunnel. Problems with the fire/life/safety system in the tunnel needed to be identified and corrected, which has delayed the project. The twenty-year term will comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years.

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

Funding Source: FAA Funds (via block grant) - \$15,249,600; State Restricted Aeronautics Funds - \$847,200; City of Holland Funds - \$1,297,200.

Commitment Level: There is no increase in funding.

Risk Assessment: The risk of not awarding the amendment would be the loss of federal funding for this project.

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

Selection: N/A.

New Project Identification: This is a time extension of an existing project.

Zip Code: 49423.

6. AERONAUTICS AND FREIGHT (Aeronautics) - Rehabilitation of Taxiway and Lighting

Contract (2006-0522) between MDOT and the Houghton County Board of Commissioners will provide state grant funds for the rehabilitation of taxiway B and the medium intensity taxiway lighting (MITL) at the Houghton County Memorial Airport in Hancock, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$265,000. Source of Funds: State Restricted Aeronautics Funds - \$238,500; Houghton County Funds - \$26,500.

Purpose/Business Case: To provide for the rehabilitation of taxiway B and MITL.

Benefit: Will enhance airport safety.

Funding Source: State Restricted Aeronautics Funds - \$238,500; Houghton County Funds - \$26,500; Contract Total - \$265,000.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

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

Zip Code: 49913.

7. AERONAUTICS AND FREIGHT (Aeronautics) - Rehabilitation of Apron and Taxilanes
Contract (2006-0526) between MDOT and the Huron County Board of Commissioners will provide federal and state grant funds for the rehabilitation of the apron and taxilanes at the Huron County Memorial Airport in Bad Axe, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$270,000. Source of Funds: FAA Funds (via block grant) - \$216,000; State Restricted Aeronautics Funds - \$47,250; Huron County Funds - \$6,750.

Purpose/Business Case: To provide for the rehabilitation of the apron and taxilanes. The existing pavements are in poor condition.

Benefit: Will extend the useful life of the pavements and enhance airport safety. The new pavements will decrease maintenance costs for the county.

Funding Source: FAA Funds (via block grant) - \$216,000; State Restricted Aeronautics Funds - \$47,250; Huron County Funds - \$6,750; Contract Total - \$270,000.

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were three bidders.

Selection: N/A.

New Project Identification: This project will be for rehabilitation of existing pavements.

Zip Code: 48413.

8. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Fencing
Contract (2006-0532) between MDOT and the Lenawee County Board of Commissioners will provide state grant funds for the design of animal control and security fencing at the Lenawee County Airport in Adrian, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$24,083. Source of Funds: State Restricted Aeronautics Funds - \$22,879; Lenawee County Funds - \$1,204.

Purpose/Business Case: To provide for the development of engineering plans for the construction of animal control and security fencing.

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

Funding Source: State Restricted Aeronautics Funds - \$22,879; Lenawee County Funds - \$1,204; Contract Total - \$24,083.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: The fencing is new work.

Zip Code: 49221.

9. AERONAUTICS AND FREIGHT (Aeronautics) - Environmental Assessment

Contract (2006-0533) between MDOT and Marlette Township will provide federal and state grant funds for the performance of an environmental assessment for runways 1 and 9 at the Marlette Township Airport in Marlette, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$55,500. Source of Funds: FAA Funds (via block grant) - \$44,400; State Restricted Aeronautics Funds - \$9,713; Marlette Township Funds - \$1,387.

Purpose/Business Case: To provide for the performance of an environmental assessment in order to study the effects of extending runways 1 and 9 on the surrounding environment.

Benefit: Whether or not to proceed with the runway extension project depends on how the project will affect the surrounding environment. The assessment will provide the basis for this decision.

Funding Source: FAA Funds (via block grant) - \$44,400; State Restricted Aeronautics Funds - \$9,713; Marlette Township Funds - \$1,387; Contract Total - \$55,500.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

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

Zip Code: 48453.

10. AERONAUTICS AND FREIGHT (Aeronautics) - Design and Construction of Airport Improvements

Contract (2006-0534) between MDOT and the Luce County Board of Commissioners will provide federal and state grant funds for the design and construction of perimeter fencing (phase II) and the design of a four-unit t-hanger and associated site work at the Luce County Airport in Newberry, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$235,000. Source of Funds: FAA Funds (via block grant) - \$188,000; State Restricted Aeronautics Funds - \$41,125; Luce County Funds - \$5,875.

Purpose/Business Case: To provide for development of engineering plans for the perimeter fencing (phase II), four-unit t-hanger, and associated site work and for the construction for the installation of the fencing.

Benefit: Will provide a design that meets all federal and state safety and airport design standards. The perimeter fencing will provide security for the airport and complete the fencing enclosure for the airport.

Funding Source: FAA Funds (via block grant) - \$188,000; State Restricted Aeronautics Funds - \$41,125; Luce County Funds - \$5,875; Contract Total - \$235,000.

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The fencing project was bid through MDOT and awarded to the lowest bidder. There were five bidders. The consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: The design of the hangar and associated site work is new work. The fencing is phase II of an existing project although it is new construction.

Zip Code: 49868.

11. AERONAUTICS AND FREIGHT (Aeronautics) - Apron and Taxiway Expansion

Contract (2006-0535) between MDOT and the City of Mt. Pleasant will provide federal and state grant funds for the design and construction for the expansion of the apron and taxiway at the Mt. Pleasant Municipal Airport in Mt. Pleasant, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$195,225. Source of Funds: FAA Funds (via block grant) - \$156,180; State Restricted Aeronautics Funds - \$34,164; City of Mt. Pleasant Funds - \$4,881.

Purpose/Business Case: To provide for the design and construction of the expansion of the apron and taxiway.

Benefit: Will provide a design that meets all federal and state safety and airport design standards. The taxiway expansion will complete the last segment of the full parallel taxiway system, and the apron expansion will provide an area for additional aircraft parking.

Funding Source: FAA Funds (via block grant) - \$156,180; State Restricted Aeronautics Funds - \$34,164; City of Mt. Pleasant Funds - \$4,881; Contract Total - \$195,225.

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were three bidders.

Selection: N/A.

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

Zip Code: 48858.

12. AERONAUTICS AND FREIGHT (Aeronautics) – Construction of Entrance Drive

Contract (2006-0538) between MDOT and Romeo Airport Management, LLC, will provide federal and state grant funds for the construction of an entrance/access drive at the Romeo State Airport in Romeo, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$759,500. Source of Funds: FAA Funds (via block grant) - \$607,600; State Restricted Aeronautics Funds - \$132,912; Romeo Airport Management, LLC, Funds - \$18,988.

Purpose/Business Case: To provide for the construction of an entrance/access drive between 32 Mile Road and 31 Mile Road.

Benefit: Will provide better access to hangars on the south side of the airport. The entrance/access drive is also phase 1 of a new administrative/terminal area. The new terminal area will be closer to the center of the airport and will provide better visibility.

* Denotes a non-standard contract/amendment

Funding Source: FAA Funds (via block grant) - \$607,600; State Restricted Aeronautics Funds - \$132,912; Romeo Airport Management, LLC, Funds - \$18,988; Contract Total - \$759,500.

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were eight bidders.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48096.

13. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2006-0540) between MDOT and the City of White Cloud will provide federal and state grant funds for the land acquisition costs of parcels E6 through E14 and parcel 16 at the White Cloud Airport in White Cloud, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$193,975. Source of Funds: FAA Funds (via block grant) - \$155,180; State Restricted Aeronautics Funds - \$33,945; City of White Cloud Funds - \$4,850.

Purpose/Business Case: To provide for the land acquisition costs of parcels E6 through E14 and parcel 16. The costs include consultant costs for the update of the appraisals, land costs, and closing and relocation costs.

Benefit: By acquiring the land, the airport will ensure clear approaches and maintain safety by controlling the properties inside the runway protection zone and limiting any building obstructions inside the building restriction areas.

Funding Source: FAA Funds (via block grant) - \$155,180; State Restricted Aeronautics Funds - \$33,945; City of White Cloud Funds - \$4,850; Contract Total - \$193,975.

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The consultant contract was reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

Selection: N/A.

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

Zip Code: 49349.

14. *AERONAUTICS AND FREIGHT (Freight) - Extend Project Completion Period

Amendatory Contract (2004-0197/A2) between MDOT and the City of Holland will renew and extend the closure work completion period by six months to provide sufficient time for the City to complete its bid and construction process for the 12th Street highway-railroad grade crossing closure project. The project was delayed due to final plan review and approval issues with the adjacent railroad company. The final issue is being resolved, and construction is expected to start this summer. The revised closure work completion period will be from June 2, 2004, through June 1, 2006, and from the date of award of this amendment through six months. The contract term remains unchanged, from June 2, 2004, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$75,000. Source of Funds: FY 2004 State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Purpose/Business Case: This action is being taken to allow the City to complete its bid and construction process for the 12th Street closure project.

Benefit: The time extension will provide sufficient time for the City to complete its motorist safety enhancement project. The 12th Street closure will permanently end vehicular movements over this grade crossing and eliminate potential car-train crashes.

Funding Source: The cash incentive payment for the closure comes from state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a). FY 2004 State Restricted Trunkline Funds - \$75,000.

Commitment Level: The contract cost is fixed and will be paid on a lump sum basis.

Risk Assessment: Failure to provide the time extension would jeopardize the closure project and its associated public safety benefits.

Cost Reduction: The costs of the closure will be borne by the road authority and the railroad. The lump sum award amount is not affected by the time extension or the actual project costs.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49423.

15. *AERONAUTICS AND FREIGHT (Freight) - Extend Project Completion Period

Amendatory Contract (2004-0198/A2) between MDOT and the City of Holland will renew and extend the closure work completion period by six months to provide sufficient time for the City to complete its bid and construction process for the 17th Street highway-railroad grade crossing closure project. The project was delayed due to final plan review and approval issues with the adjacent railroad company. The final issue is being resolved, and construction is expected to start this summer. The revised closure work completion period will be from June 2, 2004, through June 1, 2006, and from the date of award of this amendment through six months. The contract term remains unchanged, from June 2, 2004, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$75,000. Source of Funds: FY 2004 State Restricted Trunkline Funds.

Purpose/Business Case: This action is being taken to allow the City to complete its bid and construction process for the 17th Street closure project.

Benefit: The time extension will provide sufficient time for the City to complete its motorist safety enhancement project. The 17th Street closure will permanently end vehicular movements over this grade crossing and eliminate potential car-train crashes.

Funding Source: The cash incentive payment for the closure comes from state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a). FY 2004 State Restricted Trunkline Funds - \$75,000.

Commitment Level: The contract cost is fixed and will be paid on a lump sum basis.

Risk Assessment: Failure to provide the time extension would jeopardize the closure project and its associated public safety benefits.

Cost Reduction: The costs of the closure will be borne by the road authority and the railroad. The lump sum award amount is not affected by the time extension or the actual project costs.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49423.

16. *AERONAUTICS AND FREIGHT (Freight) - Extend Project Completion Period
Amendatory Contract (2004-0199/A2) between MDOT and the City of Holland will renew and extend the closure work completion period by six months to provide sufficient time for the City to complete its bid and construction process for the 11th Street highway-railroad grade crossing closure project. The project was delayed due to final plan review and approval issues with the adjacent railroad company. The final issue is being resolved, and construction is expected to start this summer. The revised closure work completion period will be from June 2, 2004, through June 1, 2006, and from the date of award of this amendment through six months. The contract term remains unchanged, from June 2, 2004, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$75,000. Source of Funds: FY 2004 State Restricted Trunkline Funds.

Purpose/Business Case: This action is being taken to allow the City to complete its bid and construction process for the 11th Street closure project.

Benefit: The time extension will provide sufficient time for the City to complete its motorist safety enhancement project. The 11th Street closure will permanently end vehicular movements over this grade crossing and eliminate potential car-train crashes.

Funding Source: The cash incentive payment for the closure comes from state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a). FY 2004 State Restricted Trunkline Funds - \$75,000.

Commitment Level: The contract cost is fixed and will be paid on a lump sum basis.

Risk Assessment: Failure to provide the time extension would jeopardize the closure project and its associated public safety benefits.

Cost Reduction: The costs of the closure will be borne by the road authority and the railroad. The lump sum award amount is not affected by the time extension or the actual project costs.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49423.

17. AERONAUTICS AND FREIGHT (Freight) - Railroad Grade Crossing Closure
Contract (2006-0524) between MDOT and the City of Zilwaukee will provide a lump sum incentive payment in exchange for the City's action to close Cornell Street at its grade crossing with the Huron & Eastern Railway Company, Inc., tracks in the city of Zilwaukee. 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 \$25,000. Source of Funds: FY 2006 State Restricted Trunkline Funds - \$25,000.

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

Benefit: The road closure is being undertaken by the City for the sole purpose of enhancing motorist safety. Closing Cornell 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 - \$25,000.

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

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

* Denotes a non-standard contract/amendment

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 new project.

Zip Code: 48604.

18. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-1047) between MDOT and Huron & Eastern Railway Company, Inc., dated July 5, 1994, will provide for improvements under job number 87802 to a crossing of the Huron & Eastern Railway Company, Inc., tracks at M-15 in the village of Arthur, Saginaw County. The improvements include the installation of new cantilever flashers and new gates and the modernization of signs and circuitry along with crossing surface reconstruction.

Estimated Funds:

Federal Highway Administrative Funds	<u>\$ 271,000</u>
Total Funds	<u>\$ 271,000</u>

STR 73151 - 87802

Railroad Force Account Work

Purpose/Business Case: To upgrade existing warning devices to cantilever warning devices with gates and new crossing surface in conjunction with roadway approach reconstruction under job number 77391.

Benefit: Increased safety through upgrading the warning devices at a grade crossing and providing a smoother crossing surface.

Funding Source: Federal Highway Administrative Funds.

Commitment Level: 100% Federal; based on railroad estimate.

Risk Assessment: Lower probability of vehicle-train accidents due to upgrading to cantilever warning signals and gates.

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

Selection: N/A.

New Project Identification: Existing railroad crossing.

Zip Code: 49836.

19. *HIGHWAYS - IDS Time Extension

Retroactive Amendatory Contract (2002-0164/A2) between MDOT and Williams & Works, Inc., will extend the indefinite delivery of services (IDS) contract term by approximately 19 months (83 days retroactive) to provide sufficient time for the consultant to complete design services for ongoing projects, including work under authorization (Z2). (See following item.) The original contract, which expired on May 24, 2006, provided for consultant engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be May 24, 2002, through December 31, 2007. The contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To extend the IDS contract term by approximately 19 months to provide sufficient time for the consultant to complete the ongoing project under authorization (Z2). No new authorizations will be issued under this contract.

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

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

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

Risk Assessment: The risk of not approving this amendatory contract is that authorization (Z2) could not be extended. This would necessitate the consultant stopping all design work on authorization (Z2) prior to the completion of the project. Should this occur, MDOT would be unable to have the project ready for future letting.

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.

20. HIGHWAYS - IDS Engineering Services

Retroactive Authorization Revision (Z2/R1) under Contract (2002-0164) between MDOT and Williams & Works, Inc., will add services required to package the job for a future construction letting, will increase the authorization amount by \$4,040.09, and will extend the authorization term by approximately 31 months (1 year, 83 days retroactive) to provide sufficient time for the consultant to complete the additional services and to allow the consultant to be reimbursed for costs incurred outside the original authorization term. The additional services and time are needed because the construction letting for the project was delayed because of delays in the Ambassador Bridge Gateway Project. Also, costs of \$7,759.34 were incurred outside the original authorization term. These costs were included in the original authorized amount, but the work was completed after the expiration of the authorization. The original authorization, which expired on May 24, 2005, provided for design services to be performed for westbound I-96 under the US-12 connector (CS 82194 – JN 59284). The revised authorization term will be May 14, 2003, through December 31, 2007. The revised authorization amount will be \$94,822.27. The contract term will be May 24, 2002, through December 31, 2007. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To add services required to package the job for a future construction letting, to increase the authorization amount by \$4,040.09, and to extend the authorization term by approximately 31 months. The additional services and time are needed to accommodate a delay in the letting for westbound I-96 under the US-12 connector.

Benefit: Will enhance public safety and improve infrastructure quality.

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: The bridge would continue to deteriorate, which would result in excess maintenance costs and dangerous bridge conditions.

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: 48226.

21. HIGHWAYS - IDS University Research Services

Authorization Revision (Z12/R1) under Contract (2002-0532) between MDOT and Michigan State University will extend the authorization term by approximately six months to provide sufficient time for the university to complete the research services. Additional time is needed for investigation and analytical modeling. The original start of the project did not coincide with the start of the university semester schedule, and significant progress was not made until spring semester 2006. The original authorization provides for an evaluation of prefabricated composite steel box girder systems for rapid bridge construction. The revised authorization term will be October 24, 2005, through April 30, 2007. The authorization amount remains unchanged at \$59,358. The contract term is September 10, 2003, through September 10, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide sufficient time for the university to complete the research services. Additional time is needed for analytical modeling. The original start of the project did not coincide with the start of the university semester schedule, and significant progress was not made until spring semester 2006.

Benefit: Will allow a thorough investigation and analytical modeling for improved understanding of overall bridge response with steel prefabricated elements.

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

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

Risk Assessment: Reductions in the costs and construction times of bridge structures will not be realized without a clear understanding of the benefits and limitations of prefabricated steel bridge systems.

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

Selection: N/A for revision and for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48824.

22. HIGHWAYS - IDS University Research Services

Authorization (Z19) under Contract (2002-0532) between MDOT and Michigan State University will provide for an assessment of damage and remaining service life for various overlay repair options on epoxy coated reinforcement (ECR) bridge decks. The authorization will be in effect from the date of award through 30 months. The authorization amount will be \$334,908. The contract term is September 10, 2003, through September 10, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To assess damage and remaining service life for various overlay repair options on ECR bridge decks.

Benefit: Will improve understanding of degradation and failure mechanisms and help to determine repair strategies for ECR concrete bridge decks.

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

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

Risk Assessment: If this authorization is not approved, the appropriate deck rehabilitation will not be completed, which could result in increased costs and decreased longevity of the bridge deck.

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

Selection: N/A.

New Project Identification: This is a new research project.

Zip Code: 48824.

23. HIGHWAYS - IDS University Research Services

Authorization (Z20) under Contract (2002-0532) between MDOT and Michigan State University will provide for an evaluation of the existing process used by all MDOT regions for determining the resilient modulus of the roadbed soil for flexible pavement design and the modulus of subgrade reaction for rigid pavement design in terms of seasonal effects. The authorization will be in effect from the date of award through two years. The authorization amount will be \$265,908. The contract term is September 10, 2003, through September 10, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To evaluate the process used by all MDOT regions for determining the resilient modulus of the roadbed soil for flexible pavement design and the modulus of subgrade reaction for rigid pavement design in terms of seasonal effects.

Benefit: Will provide MDOT with an improved, uniform process for use by the regions that is compatible with recently upgraded American Association of State Highway and Transportation Officials standards. The modifications may also reduce the construction and material costs of pavement designs.

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

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

Risk Assessment: If this research is not performed, the effectiveness of the existing MDOT process will be in question, and improvements to the existing process will not be implemented.

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

Selection: N/A.

New Project Identification: This is a new research project.

Zip Code: 48824.

24. HIGHWAYS - IDS University Research Services

Authorization Revision (Z4/R1) under Contract (2002-0546) between MDOT and Wayne State University will extend the authorization term by approximately seven months (24 days retroactive) to provide sufficient time for the university to complete the research services at no additional cost. The additional time is needed to determine solutions for bridge deck corner cracking. The university underestimated the time needed to complete the project, and the MDOT project manager failed to request a time extension before the authorization expired. The original authorization, which expired on July 22, 2006, provided for research services to determine causes and cures for bridge deck corner cracking on skewed structures. The revised authorization term will be July 22, 2004, through February 28, 2007. The authorization amount remains unchanged at \$150,865. The contract term is September 12, 2003, through September 12, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To retroactively extend the authorization term by approximately seven months to provide sufficient time for the university to determine solutions for bridge deck corner cracking. The university underestimated the time needed to complete the project, and the MDOT project manager failed to request a time extension before the authorization expired.

Benefit: Will provide sufficient time for the university to find solutions to bridge deck corner cracking.

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

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

Risk Assessment: Bridge deck corner cracking will continue to decrease the service lives of decks if a solution is not found.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
Selection: N/A for revision and for original authorization.
New Project Identification: This is not a new project.
Zip Code: 48202.

25. HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (2002-0551/A2) between MDOT and STS Consultants, Ltd., will provide for the performance of additional geoenvironmental engineering services for a leaking underground storage tank that is undergoing an environmental clean up, will increase the contract amount by \$110,828.95, and will extend the contract term by two years to provide sufficient time for the consultant to complete the ongoing remediation services at the Jones Maintenance Garage. The original contract provides for the clean up of contaminated soil and groundwater at the Jones Maintenance Garage in Cass County (CS 84200 - JN 99370). The revised contract term will be August 14, 2002, through June 30, 2009. The revised contract amount will be \$567,192.88. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional geoenvironmental engineering services for a leaking underground storage tank that is undergoing an environmental clean up. This amendment will increase the contract amount by \$110,828.95 and will extend the contract term by two years.

Benefit: Will provide sufficient time for completion of the clean up of this site, which is needed to remediate the soil and groundwater conditions and keep MDOT in compliance with State of Michigan environmental statutes.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If this amendment is not approved, MDOT will be unable to complete the environmental remediation work and will be out of compliance with Part 213 of Public Act 451 of 1994, as amended.

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

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

New Project Identification: This is not a new project.

Zip Code: 48909.

26. HIGHWAYS - IDS University Research Services

Authorization (Z12) under Contract (2003-0026) between MDOT and the University of Michigan (U of M) will provide for evaluation and documentation of the technical benefits of the Michigan Vehicle Infrastructure Integration (VII) Program. This project largely supports the VII Data Use Analysis and Processing (DUAP) Program, which is an MDOT research initiative supported by the United States Department of Transportation (US DOT) to evaluate the impacts of new data and data sources associated with the VII Program on how departments of transportation handle traveler information, asset management, and weather impact responses. U of M will also be responsible for providing formal documentation of the program for publication. The authorization will be in effect from the date of award through three years. The authorization amount will be \$800,000. The contract term is October 21, 2003, through October 21, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for evaluation and documentation of the technical benefits of the Michigan VII Program. This project largely supports the VII DUAP Program, which is an MDOT research initiative supported by the US DOT to evaluate the impacts of new data and data sources associated with the VII Program on how departments of transportation handle traveler information, asset management, and weather impact responses. U of M will also be responsible for providing formal documentation of the program for publication.

Benefit: Will provide an evaluation of the benefits and impacts of the new data and data sources associated with the VII program and an assessment of potential economic impacts on MDOT. The project will also help Michigan to maintain its leadership position in the VII community by documenting and publishing the results of the DUAP study. This study will be used by US DOT, the automakers, and other states as part of the decision-making criteria regarding the potential national VII roll-out.

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

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

Risk Assessment: Not completing this task will negatively impact Michigan's leadership position within the VII community, which, to date, has resulted in a significant investment from the US DOT and private industry in Michigan.

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

Selection: N/A.

New Project Identification: This is a new research project.

Zip Code: 48109.

27. HIGHWAYS - IDS University Research Services

Authorization (Z1) under Contract (2004-0105) between MDOT and Lawrence Technological University will provide for an investigation of the uses and performance of transverse post-tensioning of side-by-side box beam bridges. The authorization will be in effect from the date of award through two years. The authorization amount will be \$157,000. The contract term is from March 8, 2004, through March 8, 2007, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To investigate the uses of transverse post-tensioning of side-by-side box beam bridges. Issues to be addressed to improve the performance of side-by-side box beam bridges include replacement of interior and exterior damaged bridge beams due to deterioration or high load impact, longitudinal cracks in the deck slabs between the box beams due to lack of adequate post-tensioning and joint detail, deterioration of concrete and corrosion of steel strands resulting from leakage, unbonded transverse post-tensioning, alignment of post-tensioning ducts due to differential camber of box beams of skew bridges, and part-width construction for wide bridges.

Benefit: Will address improvements in the uses and performance of side-by-side box beam bridges for successful field implementation.

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

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

Risk Assessment: Not authorizing this project will result in increased costs and/or decreased longevity of the bridge superstructure.

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

Selection: N/A.

New Project Identification: This is a new research project.

Zip Code: 48075.

28. HIGHWAYS - IDS Time Extension

Amendatory Contract (2004-0156/A1) between MDOT and Parsons Transportation Group, Inc., of Michigan will extend the term of the indefinite delivery of services (IDS) contract by approximately one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z8). (See following item.) The original contract provides for consultant engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be June 7, 2004, through June 6, 2008. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z8).

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

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

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

Risk Assessment: Failure to extend the contract term would allow the contract to terminate and not allow ongoing authorizations issued under it to be extended.

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

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

New Project Identification: This is not a new project.

Zip Code: 48009.

29. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z8/R3) under Contract (2004-0156) between MDOT and Parsons Transportation Group, Inc., of Michigan will provide for the performance of additional design services, will increase the authorization amount by \$113,806.17, and will extend the authorization term by one year. MDOT requires additional design work, including the development of six new structure type options and closure pour options. The original design plans were completed on time. The time extension will provide sufficient time for the consultant to complete the additional services. The original authorization provides for design services for deck replacement to be performed for Parkview Avenue over US-131 in Kalamazoo County (CS 39014 - JN 81325). The revised authorization term will be June 21, 2005, through June 6, 2008. The revised authorization amount will be \$582,272.98. The contract term is June 7, 2004, through June 6, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional design services, to increase the authorization amount by \$113,812.68, and to extend the authorization term by one year. MDOT requires additional design work, including the development of six new structure type options and closure pour options. The original design plans were completed on time.

Benefit: The consultant will be able to complete the requested change in scope.

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

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

Risk Assessment: If this revision is not approved, the consultant will not be able to complete the requested change in scope.

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

New Project Identification: This is not a new project.

Zip Code: 48009.

30. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z9/R1) under Contract (2005-0070) between MDOT and DLZ Michigan, Inc., will provide for the performance of an additional road design survey and a hydraulic survey and will increase the authorization amount by \$59,747.50. The additional work is for the re-design and rehabilitation of the I-94 interchange at 11 Mile Road and Michigan Avenue southeast of Battle Creek (CSs 13082 and 13083 - JN 74956C). The additional road design survey will include horizontal and vertical control, hard surface elevations, topographical mapping, utility inventory, and legal alignments. The original authorization provides for the performance of a road design survey that includes horizontal and vertical control, hard surface elevations, planimetric mapping, utility inventory, Digital Terrain Modeling, and a best fit alignment. The authorization term remains unchanged, August 31, 2005, through February 16, 2008. The revised authorization amount will be \$158,302.30. The contract term is February 16, 2005, through February 16, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide an additional road design survey and a hydraulic survey for the re-design and rehabilitation of the I-94 interchange at 11 Mile Road and Michigan Avenue southeast of Battle Creek. The proposed survey will provide three-dimensional computer mapping to enable MDOT engineers to analyze the hydraulic data to properly size the culverts, to determine what geometric improvements may be made to the interchange, to design the project, and to accurately determine construction pay quantities. The survey will also provide horizontal and vertical control points to facilitate construction.

Benefit: Will enhance the public safety and improve the infrastructure quality.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If this project is not undertaken, road conditions will continue to deteriorate. The design cannot proceed until the survey is completed.

Cost Reduction: Lump sum basis. 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. This interchange project is additional work to the design project on I-94 from 11 Mile Road easterly to 17 1/2 Mile Road.

Zip Code: 49014.

31. HIGHWAYS - IDS Engineering Services

Authorization (Z12) under Contract (2005-0376) between MDOT and Northwest Consultants, Inc., will provide for design services to be performed for milling and resurfacing on M-153 between Frains Lake Road and the Washtenaw/Wayne County line, Washtenaw County (CS 81121 - JN 75014C). The work includes intersection and guardrail upgrades, intermittent curb and gutter work, and minor drainage improvements. The work items include preparing required plans, typical cross-sections, maintaining traffic plans, pavement marking plans, permanent signing plans, and right-of-way plans and performing surveys. The authorization will be in effect from the date of award through August 3, 2008. The authorization amount will be \$254,903.38. The contract term is August 3, 2005, through August 3, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services to be performed for milling and resurfacing on M-153 between Frains Lake Road and the Washtenaw/Wayne County line, Washtenaw County.

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

Funding Source: 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 authorizing this service will result in continued deterioration of existing pavement and will jeopardize the strategy to improve the existing system and meet statewide condition goals.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48198.

32. HIGHWAYS - IDS Engineering Services

Authorization (Z7) under Contract (2006-0082) between MDOT and Bergmann Associates will provide for design services to be performed for the widening of the roadway for the construction of a center left-turn lane from the west M-37/M-43 junction to east of the intersection of M-37/M-43 and Heath/Green Streets, Barry County (CS 08034 - JN 83978C). The work items include preparing required plans, typical cross-sections, maintaining traffic plans, pavement marking plans, permanent signing plans, and right-of-way plans; performing surveys; and solving any problems that may arise during the design of this project. The authorization will be in effect from the date of award through December 20, 2008. The authorization amount will be \$185,574.08. The contract term is December 21, 2005, through December 20, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services to be performed for widening of the roadway for the construction of a center left-turn lane from the west M-37/M-43 junction to east of the intersection of M-37/M-43 and Heath/Green Streets, Barry County.

Benefit: This service will enhance public safety and provide a more efficient and safe roadway.

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

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

Risk Assessment: Not authorizing this service would result in this part of the corridor not utilizing the most efficient and safe design possible and the public not receiving the highest quality product. The strategy to improve the existing system and meet statewide condition goals would be jeopardized.

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: 49058.

33. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z1/R1) under Contract (2006-0183) between MDOT and Spicer Group, Inc., will provide for the performance of additional bridge design services for the total superstructure replacement of B04 of 09033 and a hydraulic survey for that same structure. The original scope did not address the full deteriorated state of the structure. The original authorization provides for the reconstruction and rehabilitation of M-47 northbound and southbound over US-10 and of M-13 over Johnston Creek in Bay County (CSs 09033 and 09101 - JN 84909D). The authorization term remains unchanged, June 8, 2006, through March 7, 2009. The revised authorization amount will be \$211,814.54. The contract term is March 8, 2006, through March 7, 2009. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional bridge design services for the total superstructure replacement of B04 of 09033 and a hydraulic survey for that same structure.

Benefit: Will enhance the public safety and improve the infrastructure quality.

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

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

Risk Assessment: Not authorizing this revision could lead to public safety issues.

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: 48650.

34. HIGHWAYS - IDS University Research Services

Authorization (Z1) under Contract (2006-0411) between MDOT and Michigan State University will provide for an evaluation of the potential economic benefits of the Vehicle Infrastructure Integration (VII) Program to the Michigan economy. MDOT and its state partners, including the Michigan Department of Information Technology (MDIT), Michigan Economic Development Corporation (MEDC), Michigan Department of State Police (MSP), and the Michigan Department of Labor and Economic Growth (D-LEG), are actively engaged in the VII Program and are developing partnerships within the VII community and investing in the various proposed VII test beds in southeast Michigan. The authorization will be in effect from the date of award through six months. The authorization amount will be \$178,939. The contract term is July 20, 2006, through July 19, 2009, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for an evaluation of the potential economic benefits of the VII Program to the Michigan economy. MDOT and its state partners, including MDIT, MEDC, MSP, and D-LEG, are actively engaged in the VII Program and are developing partnerships within the VII community and investing in the various proposed VII test beds in southeast Michigan.

Benefit: Will provide for an evaluation of the economic benefits to the Michigan economy of the long-term research, development, deployment, and operations and maintenance of the national VII Program. MDOT has taken the national lead in this effort, and the intent of this study is to evaluate the potential economic benefits of that leadership role.

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

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

Risk Assessment: Not completing this task will negatively impact Michigan's leadership position within the VII community, which, to date, has resulted in a significant investment from the US DOT and private industry in Michigan.

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

Selection: N/A.

New Project Identification: This is a new research project.

Zip Code: 48824.

35. HIGHWAYS - IDS Engineering Services

Contract (2006-0543) between MDOT and Sigma Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

36. *INTERNATIONAL BRIDGE ADMINISTRATION - Time Extension

Amendatory Contract (2003-0574/A3) between the International Bridge Administration and Lea Consulting, Ltd., will extend the contract term by five months (14 days retroactive) to provide sufficient time for the consultant to address fence sensor functionality and bridge security conduit support and to provide oversight services and project close-out assistance. Additional time is needed to complete the services because of the unique environment of the bridge. The original contract, which expired on August 1, 2006, provided for the performance of detailed design work and contractor oversight services for the International Bridge Security System Enhancement Project in Sault Ste. Marie, Michigan. The revised contract term will be September 3, 2003, through January 1, 2007. The contract amount remains unchanged at \$228,601. Source of Funds: 100% International Bridge Administration Toll Revenue Funds.

Purpose/Business Case: To provide sufficient time for the consultant to address fence sensor functionality and bridge security conduit support and to provide oversight services and project close-out assistance. Additional time is needed to complete the services because of the unique environment of the bridge.

Benefit: Will provide for the completion of the project to enhance the security of the bridge infrastructure. The added Intelligent Transportation System features will provide for security data network redundancy, system reliability, closed circuit television traffic monitoring, vehicle speed monitoring, and toll operations monitoring.

Funding Source: 100% International Bridge Administration Toll Revenue Funds.

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

Risk Assessment: If this project is not completed, the anticipated improvements in bridge security system reliability and effectiveness and the anticipated increases in traffic management, monitoring, and emergency response capabilities will not be realized.

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: 49783.

37. *PASSENGER TRANSPORTATION – Novation, Renewal/Extension
Amendatory Contract (98-0929/A2) between MDOT, the Thunder Bay Transportation Corporation (TBTC), and the Thunder Bay Transportation Authority (TBTA) will provide for the reassignment of contract responsibilities and equipment from TBTC to TBTA and will renew the contract and extend the contract term. The contract is being novated due to the creation of TBTA to provide more efficient transportation services for the residents of Alpena, Alcona, and Montmorency Counties. The original contract provided FY 1998 Federal Section 5310 Elderly and Persons with Disabilities Program grant funds for the purchase of one passenger bus with lift. The revised contract term will be from September 11, 1998, through September 10, 2001, and from the date of award of this amendment until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$86,600. Source of Funds: Federal Transit Administration (FTA) Funds - \$69,280; FY 1998 State Restricted Comprehensive Transportation Funds - \$17,320.

Purpose/Business Case: To provide for the reassignment of contract responsibilities for a contract that provided FY 1998 Federal Section 5310 Elderly and Persons with Disabilities Program grant funds and state matching funds for the administration of public transportation services in Alpena, Alcona, and Montmorency Counties and to renew the contract and extend the contract term until the last obligation between the parties has been fulfilled.

Benefit: All public transportation services in the three-county area will be coordinated by one agency.

Source of Funds: Federal Transit Administration (FTA) Funds - \$69,280; FY 1998 State Restricted Comprehensive Transportation Funds - \$17,320.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is that public transportation services in the three-county area could be reduced or eliminated, and services, if provided, could be provided in a less efficient manner.

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49707.

38. *PASSENGER TRANSPORTATION – Novation, Renewal/Extension
Amendatory Contract (2002-0569/A2) between MDOT, the Thunder Bay Transportation Corporation (TBTC), and the Thunder Bay Transportation Authority (TBTA) will provide for the reassignment of contract responsibilities and equipment from TBTC to TBTA and will renew the contract and extend the contract term. The contract is being novated due to the creation of TBTA to provide more efficient transportation services for the residents of Alpena, Alcona, and Montmorency Counties. The original contract provided FY 2002 Federal Section 5310 Elderly and Persons with Disabilities Program grant funds for the purchase of one cutaway bus. The revised contract term will be from September 5, 2002, through September 4, 2005, and from the date of award of this amendment until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$51,856. Source of Funds: Federal Transit Administration (FTA) Funds - \$41,485; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$10,371.

Purpose/Business Case: To provide for the reassignment of contract responsibilities for a contract that provided FY 2002 Federal Section 5310 Elderly and Persons with Disabilities Program grant funds and state matching funds for the administration of public transportation services in Alpena, Alcona, and Montmorency Counties and to renew the contract and extend the contract term until the last obligation between the parties has been fulfilled.

Benefit: All public transportation services in the three-county area will be coordinated by one agency.

Source of Funds: Federal Transit Administration (FTA) Funds - \$41,485; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$10,371.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is that public transportation services in the three-county area could be reduced or eliminated, and services, if provided, could be provided in a less efficient manner.

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49707.

39.-60. PASSENGER TRANSPORTATION - Section 5309 Capital Program

The following project authorizations issued under master agreements between MDOT and the following agencies will provide state matching funds for capital items under the FY 2006 Federal Section 5309 Capital Discretionary Program grant. The effective dates of the project authorizations will be the effective date of the federal grant, and the authorizations will be in effect for three years. The total amount of the authorizations will be \$2,771,191. Toll credits in the amount of \$49,591 will also be allocated as match. These project authorizations may be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The terms of the master agreements for the City of Hancock, the St. Joseph County Transportation Authority, and the Roscommon County Transportation Authority are from October 1, 2002, until the last obligations between the parties have been fulfilled. These master agreements include authorizations for program years FY 2003 through FY 2006. The terms of the remaining master agreements are from October 1, 2001, until the last obligations between the parties have been fulfilled. The remaining master agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds (FTA) Funds - \$2,266,544; FY 2006 State Restricted Comprehensive Transportation Funds - \$504,647.

	<u>Agreement/Auth.</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
39.	2002-0003/Z21	Allegan County Board of Commissioners	Maintenance Equipment	\$ 88,110
40.	2002-0006/Z25	ALTRAN Transit Authority	Buses (2)	\$147,261
41.	2002-0008/Z14	Antrim County Board of Commissioners	Buses (2)	\$152,364
42.	2002-0011/Z13	Barry County Board of Commissioners	Dispatch Equipment and Software	\$ 28,554
43.	2002-0016/Z10	Belding, City of	Bus (1) Communication Equipment	\$ 52,000 \$ 33,640
44.	2002-0018/Z16	Berrien County Board of Commissioners	Buses (Up to 3)	\$185,625
45.	2002-0026/Z12	Cass County Transportation Authority	Buses (2)	\$ 99,000
46.	2002-0030/Z17	Crawford County Transportation Authority	Buses (2)	\$162,570
47.	2002-0031/Z17	Delta Area Transit Authority	Buses (2) Facility Improvements	\$138,000 \$ 19,466
48.	2002-0034/Z7	Dowagiac, City of	Bus (1)	\$ 61,875
49.	2002-0035/Z24	Eastern Upper Peninsula Transportation Authority	Buses (2) A&E and Construction	\$121,745 \$ 59,486

* Denotes a non-standard contract/amendment

	<u>Agreement/Auth.</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
50.	2002-0038/Z19	Gladwin County Board of Commissioners	Buses (2)	\$167,673
51.	2002-0039/Z12	Gogebic County Transit	Van (1) Facility Renovation Computer Equipment	\$ 38,000 \$ 50,000 \$ 6,584
52.	2002-0046/Z17	Houghton, City of	Buses (2) Facility Improvements	\$120,000 \$ 1,745
53.	2002-0076/Z14	Ogemaw County Board of Commissioners	Buses (2)	\$106,436
54.	2002-0079/Z19	Otsego County Board of Commissioners	Buses (2) Facility Acquisition	\$150,000 \$ 32,982
55.	2002-0084/Z11	Sault Ste. Marie, City of	Bus (1) Facility Improvements Computer Equipment Office Equipment	\$ 65,500 \$ 15,000 \$ 15,306 \$ 1,360
56.	2002-0085/Z14	Schoolcraft County Board of Commissioners	Buses (2) Facility Construction	\$103,000 \$ 18,745
57.	2002-0090/Z8	Twin Cities Area Transportation Authority	Facility Renovation	\$110,138
58.	2002-0693/Z16	St. Joseph County Transportation Authority	Bus (1)	\$ 99,000
59.	2003-0224/Z8	Hancock, City of	Buses (2)	\$ 91,126
60.	2005-0345/Z10	Roscommon County Transportation Authority	Buses (3) Bus Shelters	\$154,500 \$ 74,400

Purpose/Business Case: To provide federal funds and state matching funds for capital items under the FY 2006 Section 5309 Capital Discretionary Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$2,266,544; FY 2006 State Restricted Comprehensive Transportation Funds - \$504,647.

Commitment Level: Authorization amounts are based on cost estimates.

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

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

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

61. *PASSENGER TRANSPORTATION – Section 5304 Program

Contract (2006-0057) between MDOT and Michigan State University (MSU) will provide FY 2006 Federal Section 5304 State Transportation Planning Program grant funds for the development of a methodology to assess and address gaps in transportation service needs and to determine how to close the gaps. Upon award, the contract will be in effect from May 12, 2006, through May 11, 2009. The contract is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The contract amount will be \$134,830. Source of Funds: Federal Transit Administration (FTA) Funds - \$98,186; MSU Funds - \$36,644.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To provide for the development of a methodology to assess and close gaps in transportation service needs.

Benefit: Improved transportation services.

Funding Source: FTA Funds - \$98,186; MSU Funds - \$36,644.

Commitment Level: Contract amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48823.

62. *PASSENGER TRANSPORTATION - Increase Funding

Amendatory Contract (2006-0279/A1) between MDOT and the Michigan Department of Labor and Economic Growth (MDLEG) will increase the amount of FY 2006 funds transferred from MDLEG to MDOT by \$264,060 to fund transportation to work services in Genesee County. This program is an instrumental component of Michigan's welfare reform efforts. The original contract provides for the transfer of MDLEG funds to MDOT for a portion of the match for the Flint Mass Transportation Authority's FY 2005 Federal Section 3037 Job Access and Reverse Commute Program grant. In addition to providing a portion of the match, along with MDOT and the Michigan Department of Human Services, MDLEG will provide additional funding for this transit service. The contract term remains unchanged, October 1, 2005, through September 30, 2006. The revised contract amount will be \$500,000. Source of Funds: MDLEG Funds - \$500,000.

Purpose/Business Case: To provide additional MDLEG matching funds for the Flint Mass Transportation Authority's FY 2005 Federal Section 3037 Job Access and Reverse Commute Program grant and additional funding for transportation to work services in Genesee County.

Benefit: Will provide funds for projects to transport welfare recipients and low income individuals to and from employment, job training, and child care.

Funding Source: MDLEG Funds - \$500,000.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not awarding this amendment is that needed transportation service to jobs will not be provided.

Cost Reduction: Pass through grant from MDLEG; amount is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48503.

63. PASSENGER TRANSPORTATION - Section 5310 Program

Contract (2006-0509) between MDOT and the St. Joseph County Transportation Authority (SJCTA) will provide state matching funds for the purchase of three vans under SJCTA's FY 2005 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The project completion period will be September 19, 2005, through September 18, 2008. The contract will be in effect from September 19, 2005, until the last obligation between the parties has been fulfilled. The contract is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The contract amount will be \$68,680. Source of Funds: Federal Transit Administration (FTA) Funds - \$54,944; FY 2002 State Restricted Comprehensive Transportation Funds - \$13,736.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To provide state matching funds for SJCTA's FY 2005 Federal Section 5310 Elderly and Persons with Disabilities Program grant for the purchase of three vans.

Benefit: Increased public safety through improved transportation infrastructure.

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

Commitment Level: Contract amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49093.

64. TRANSPORTATION PLANNING - Time Extension

Amendatory Contract (2004-0022/A3) between MDOT and Central Michigan University will extend the contract term by nine months to provide sufficient time for the university to complete the services. The additional time is needed because research equipment was stolen from the research locations, which resulted in a loss of data and a delay of the project. The original contract provides for the development of predictive models for wildlife crossing sites along US-127 and I-75 in Michigan to determine the effectiveness of existing underpasses and bridges in reducing vehicle-wildlife collisions. Predictive models will help to direct possible future mitigation measures along highways at important wildlife crossing locations. The revised contract term will be December 11, 2003, through June 30, 2007. The contract amount remains unchanged at \$135,943. Source of Funds: Federal Highway Administration Funds - \$108,754.40; State Restricted Trunkline Funds - \$27,188.60.

Purpose/Business Case: To extend the contract term by nine months to provide sufficient time for the university to complete the services. The additional time is needed because research equipment was stolen from the research locations, which resulted in a loss of data and a delay of the project.

Benefit: Will provide additional time for completion of the project.

Funding Source: Federal Highway Administration Funds - \$108,754.40; State Restricted Trunkline Funds - \$27,188.60.

Commitment Level: The project budget is estimated, with actual costs not to exceed \$135,943.

Risk Assessment: If this extension is not approved, the project work cannot be completed. This could prevent MDOT from receiving useful information on the effectiveness of existing underpasses or bridges in reducing vehicle-wildlife collisions.

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

Selection: N/A for amendment and original contract.

New Project Identification: This is not a new project.

Zip Code: 48859.

65. *TRANSPORTATION PLANNING - Purchase of Snow Plow Trucks and Attachments

Memorandum of Understanding (MOU) (2006-0541) between MDOT and the Mackinac Island State Park Commission (MISPC) will provide federal grant funds and matching funds for the purchase of two new snow plow trucks and attachments. The federal funds are provided from the Transportation, Community, and System Preservation (TCSP) Program. The new snow plow trucks will replace two vehicles that are very old and in constant need of repair. MISPC is responsible for plowing snow on all public roads on Mackinac Island. The MOU will be in effect from the date of award through September 30, 2007. The MOU amount will be \$242,241.25. Source of Funds: Federal Highway Administration Funds (FHWA) - \$193,793; MISPC Funds - \$48,448.25.

Purpose/Business Case: To provide for the purchase of two snow plow trucks and attachments.

Benefit: Will allow MISPC to be reimbursed for the purchase of snow removal equipment.

Funding Source: FHWA Funds (FY2006 Transportation, Community, and System Preservation Program Grant) - \$193,793; MISPC Funds - \$48,448.25; MOU Total - \$242,241.25.

Commitment Level: The MOU is for a fixed cost.

Risk Assessment: If the MOU is not awarded, the project may not proceed as planned, as the MISPC cannot afford the cost without federal participation.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: This MOU will provide for the purchase of new snow removal equipment.

Zip Code: 49757.

EXTRA

66. **Extra 2006 - 112**

Control Section/Job Number: 25031-74147 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Cadillac Asphalt, LLC.
P. O. Box 87248
Canton, MI 48188

Designed By: MDOT
Engineer's Estimate: \$1,778,493.22

Description of Project:

Demolish existing rest area building; construct new four-restroom building, parking lot reconfiguration, lighting, sidewalks, utilities, and site work on US-23 northbound at the Fenton Rest Area, Fenton Township, Genesee County.

Administrative Board Approval Date:	June 1, 2004	
Contract Date:	July 29, 2004	
Original Contract Amount:	\$1,988,194.29	
Total of Overruns/Changes (Approved to Date):	202,744.16	+ 10.20%
Total of Extras/Adjustments (Approved to Date):	93,074.84	+ 4.68%
Total of Negative Adjustments (Approved to Date):	(486,000.00)	- 24.44%
THIS REQUEST	<u>44,106.72</u>	<u>+ 2.22%</u>
Revised Total	<u>\$1,842,120.01</u>	- 7.34%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.56% under the original budget for an **Authorized to Date Amount** of \$1,798,013.29.

Approval of this extra will place the authorized status of the contract 7.34% or \$146,074.28 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 18 r. 1

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

CM 18		
Relocate Exhaust Fan Switches	1.000 LS @ \$271.00/LS	\$271.00
Well, Dry Wells	1.000 Ea @ \$43,835.72/Ea	<u>43,835.72</u>
Total		<u>\$44,106.72</u>

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

The contractor was directed to relocate the factory mounted maintenance switches on six exhaust fans, which also required rewiring of the switches. The original plan drawings were incorrect in relation to the location of the switches. The extra cost for Relocate Exhaust Fan Switches was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar project work items.

The contractor was directed, per specifications, to drill water wells at the new rest area. The contractor claimed that MDOT knew the wells would be dry, as there was no water in the area based on construction of the original rest area. Two wells and one test well were drilled on site with no water present. The well location had to be moved 3,100 feet to find an acceptable source of water. After further discussion at the Transportation Service Center, it was decided to negotiate an agreement with the contractor. The contractor was responsible for the test wells and the abandonment of unused wells, which amounted to \$15,485.00. Project staff determined MDOT would pay for the dry wells and the associated pump testing, which totaled \$43,835.72. The extra cost for Well, Dry Wells was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar project work and work performed in the region.

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

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

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

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

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%.

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: 48430.

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

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of May 17, 2006.

Respectfully submitted,

Kirk T. Steudle
Director

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

Purpose/Business: This 2.61 mile segment of I-94 in Kalamazoo County is planned to be widened from a four-lane freeway to a six-lane freeway west of US-131 to east of Oakland Drive in the cities of Kalamazoo and Portage, Kalamazoo County. This project will correct capacity, operational and safety problems associated with traffic utilizing the existing corridor.

Benefit: With the construction of the additional lanes and the new interchange configuration, this project will provide safer and improved traffic flow. The initial maintenance costs will be reduced on I-94 and US-131 within the project limits. There should be a significant economic benefit to the area with improved access to the Kalamazoo metropolitan areas.

Funding Source:

86055A		
	Federal Highway Administration Funds	89.82 %
	City of Kalamazoo	0.03 %
	Village of Mattawan	0.20 %
	City of Portage	0.96 %
	State Restricted Trunkline Funds	8.99 %
86166A		
	Federal Highway Administration Funds	80.00 %
	City of Portage	2.25 %
	State Restricted Trunkline Funds	17.75 %
86174A		
	Federal Highway Administration Funds	90.00 %
	City of Portage	0.84 %
	State Restricted Trunkline Funds	9.16 %
86633A		
	Federal Highway Administration Funds	79.82 %
	City of Portage	2.28 %
	State Restricted Trunkline Funds	17.90 %
86634A		
	Federal Highway Administration Funds	90.00 %
	City of Kalamazoo	0.27 %
	City of Portage	0.81 %
	State Restricted Trunkline Funds	8.92 %

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

Risk Assessment: The relationships with the communities in the Kalamazoo area may be compromised. They are anticipating the completion of this project as announced. If this specific project is not completed, the Federal funds must be returned because the earlier phases of the project utilized Federal funds.

Cost Reduction: With the construction of this new facility, initial maintenance costs will be greatly reduced along this corridor. Our customers will benefit with greatly reduced user delay costs.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 49729, 49024.

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

The programs also allow cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects. The treatments applied in this project scope will reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

51495A		
City of Detroit	0.36	%
Federal Highway Administration Funds	79.57	%
State Restricted Trunkline Funds	20.07	%
59073A		
Federal Highway Administration Funds	100	%
80533A		
City of Detroit	8.47	%
Federal Highway Administration Funds	75.42	%
SBC Communications	0.07	%
State Restricted Trunkline Funds	16.04	%
87127A		
City of Detroit	0.92	%
Federal Highway Administration Funds	77.99	%
City of Ferndale	4.03	%
State Restricted Trunkline Funds	17.06	%

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

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

Cost Reduction: Reduce motorists operating costs with increased safety, efficiency, and capacity. Reduce maintenance costs of MDOT's safety assets. Wide-ranging due to the various enhancement activities allowed in the program. Reduce the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: Rehabilitation and reconstruction.

Zip Code: 48220.

6. LETTING OF AUGUST 04, 2006
 PROPOSAL 0608055
 PROJECT STE 56023-87001
 LOCAL AGRMT. 06-5291
 START DATE - SEPTEMBER 18, 2006
 COMPLETION DATE - SEPTEMBER 17, 2008

ENG. EST. \$ 639,312.07
 LOW BID \$ 530,165.77
 % OVER/UNDER EST. -17.07 %

2.05 mi of hot mix asphalt non-motorized path, minor drainage improvements, stamped and colored concrete, pavement markings, and landscaping on the US-10BR (M-20) from west of Washington Street easterly to east of Illinois Drive in the city of Midland, Midland County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 530,165.77	Same	1 **
Saginaw Asphalt Paving Company	\$ 552,286.26	Same	2
Fisher Contracting/Central Asphalt	\$ 599,777.00	Same	3
Porath Contractors, Inc.	\$ 614,798.40	\$ 614,768.40	4
Tri-Valley Landscaping, Inc.	\$ 666,400.50	Same	5
L.J. Construction, Inc.			
Pyramid Paving & Contracting Co.			
Lois Kay Contracting Co.			
Fisher Contracting Company			

5 Bidders

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

Purpose/Business Case: The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: Allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

87001A	
Federal Highway Administration Funds	40.00 %
City of Midland	43.00 %
State Restricted Trunkline Funds	17.00 %

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

Risk Assessment: Loss of federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: New Construction.

Zip Code: 48641.

18. LETTING OF AUGUST 04, 2006
 PROPOSAL 0608076
 PROJECT M 38103-M60638
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 16, 2006

ENG. EST.
 \$ 244,304.90

LOW BID
 \$ 194,597.27

% OVER/UNDER EST.
 -20.35 %

9.22 mi of concrete pavement repairs, resawing and resealing joints on I-94 eastbound from east of Sargent Road easterly to east of the Jackson/Washtenaw County line, Jackson County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kelcris Corporation	\$ 194,597.27	Same	1 **
Causie Contracting, Inc.	\$ 217,512.65	Same	2
Six-S, Inc.	\$ 231,507.18	Same	3
Florence Cement Company	\$ 244,683.52	Same	4
Snowden, Inc.			

4 Bidders

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

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

Funding Source:

M60638

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49240.

23. LETTING OF AUGUST 04, 2006
 PROPOSAL 0608007 \$ ENG. EST. 444,719.53 \$ LOW BID 452,011.95
 PROJECT EDDF 80555-76520
 LOCAL AGRMT. 06-5329 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 28, 2006 1.64 %

2.45 mi of hot mix asphalt resurfacing, replacing cross culverts and grade improvements on Red Arrow Highway from Hartford west city limits to the Berrien County line, Van Buren County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 452,011.95	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 484,988.65	Same	2
Aggregate Industries-Central Region	\$ 609,177.85	Same	3

3 Bidders

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

Purpose/Business Case: This project is for the resurfacing of a predetermined portion or entire Highway on the Federal-aid highway system, under Local jurisdiction. It was selected through a process outlined in *the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users*, by the applicable Metropolitan Planning Organization (Urban Areas) or Rural Task Force (Rural Areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

76520A	
Van Buren County	20.00 %
Federal Highway Administration Funds	50.00 %
State Restricted Economic Development Funds	30.00 %

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

Risk Assessment: If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates Federal Regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

Selection: Low bid.

New Project Identification: Road resurfacing and maintenance.

Zip Code: 49057.

24. LETTING OF AUGUST 04, 2006
 PROPOSAL 0608009
 PROJECT CM 41401-87914
 LOCAL AGRMT. 06-5321
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 28, 2006

ENG. EST.
 \$ 295,249.50

LOW BID
 \$ 308,272.79

% OVER/UNDER EST.
 4.41 %

0.15 mi of road reconstruction, including concrete pavement, concrete curb and gutter, storm sewer, hot mix asphalt paving, and pavement markings on 44th Street at Shaffer Avenue, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 308,272.79	Same	1 **
Diversco Construction Company Inc	\$ 350,780.00	Same	2
Northern Construction Services, Co.	\$ 405,420.00	Same	3
Milbocker and Sons, Inc.			

3 Bidders

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

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

Source of Funds:

87914A
 Kent County 20.00 %
 Federal Highway Administration Funds 80.00 %

Selection: Low bid.

Zip Code: 49518.

25. LETTING OF AUGUST 04, 2006
 PROPOSAL 0608010 \$ ENG. EST. 895,611.00 \$ LOW BID 786,376.78
 PROJECT STL 19403-74631, ETC
 LOCAL AGRMT. 06-5340 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 20, 2006 -12.20 %

4.37 mi of hot mix asphalt cold milling and resurfacing, and aggregate shoulders on South Chandler Road from State Road to I-69 south of Clark Road and on Chandler Road from Clark Road to Ballantine Road, Clinton County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 786,376.78	Same	1 **
L & L Construction Co., Inc.	\$ 829,675.48	Same	2
Michigan Paving & Materials Co.	\$ 839,337.08	Same	3
Nashville Construction Company	\$ 844,874.32	Same	4
C & D Hughes, Inc.	\$ 853,578.76	Same	5
Zito Construction Co.	\$ 892,223.08	Same	6
Cadwell Brothers Construction	\$ 913,041.45	Same	7
Rieth-Riley Construction Co., Inc.	\$ 958,681.43	Same	8
Milbocker and Sons, Inc.			

8 Bidders

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

Purpose/Business Case: This project is for the resurfacing of a predetermined portion or entire Highway on the Federal-aid highway system, under Local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (Urban Areas) or Rural Task Force (Rural Areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

74631A		
Clinton County		20.00 %
Federal Highway Administration Funds		80.00 %
82638A		
Clinton County		20.00 %
State Restricted Trunkline Funds		80.00 %

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

Risk Assessment: If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates Federal Regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

Selection: Low bid.

New Project Identification: Road Resurfacing

Zip Code: 48808.

26.	LETTING OF AUGUST 04, 2006	ENG. EST.	LOW BID
	PROPOSAL 0608034	\$ 756,846.50	\$ 609,795.42
	PROJECT STU 82457-87283		
	LOCAL AGRMT. 06-5353		% OVER/UNDER EST.
	START DATE - SEPTEMBER 05, 2006		
	COMPLETION DATE - NOVEMBER 03, 2006		-19.43 %

0.91 mi of pavement rehabilitation, including hot mix asphalt paving, storm drainage improvements, intersection improvements and pavement markings on Goddard Road from Middlebelt Road to Inkster Road in the city of Romulus, Wayne County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Barrett Paving Materials, Inc.	\$ 609,795.42	Same	1 **
Ajax Paving Industries, Inc.	\$ 673,080.64	Same	2
C & D Hughes, Inc.	\$ 680,532.87	Same	3
Cadillac Asphalt, LLC.	\$ 682,678.05	Same	4
Angelo Iafrate Construction Company			
Pro-Line Asphalt Paving Corp.			
ABC Paving Company			

4 Bidders

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

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

Source of Funds:

87283A

Federal Highway Administration Funds	81.59 %
City of Romulus	18.41 %

Selection: Low bid.

Zip Code: 48174.

27. LETTING OF AUGUST 04, 2006
 PROPOSAL 0608042
 PROJECT STUL 21423-78728
 LOCAL AGRMT. 06-5359
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 30, 2007

ENG. EST.
 \$ 249,382.00

LOW BID
 \$ **298,408.80**

% OVER/UNDER EST.
 19.66 %

0.30 mi of hot mix asphalt and crosswalk construction on Tenth Street from Minneapolis Avenue to Minnesota Avenue in the city of Gladstone, Delta County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 298,408.80	Same	1 **
Bacco Construction Company	\$ 325,407.37	Same	2
A. Lindberg & Sons, Inc.	\$ 338,806.80	Same	3
Hebert Construction Company			
Barley Trucking & Excavating, Inc.			
Oberstar, Inc.			

3 Bidders

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

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

Source of Funds:

78728A
 Federal Highway Administration Funds 70.53 %
 City of Gladstone 29.47 %

Selection: Low bid.

Zip Code: 49837.

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

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of May 17, 2006.

Respectfully submitted,

Kirk T. Steudle
Director