

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - September 27, 2006- 3:30 P.M.
State Administrative Board Meeting - October 3, 2006 - 11:00 A.M.

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

MINERAL LEASES

1. ONE DIRECT UNDERGROUND GAS STORAGE LEASE - NONDEVELOPMENT: ANR Pipeline Company of Houston, Texas, underground gas storage lease rights, 567.83 acres, more or less, Sections 6 and 7, T28N, R05W, Blue Lake Township and Sections 1 and 12, T28N, R06W, Cold Springs Township, Kalkaska County.

Terms: Seven (7) year primary term. Bonus of \$50.00 per acre (\$28,391.50). Annual rental of \$5.00 per acre, adjusted on each seven (7) year anniversary date, to be determined by the percent change in the Detroit Consumers Price Index for the previous seven-year period.

2. DIRECT OIL AND GAS LEASES (4) - NONDEVELOPMENT: ANR Pipeline Company, of Houston, Texas, oil and gas lease rights, 200.00 acres, more or less, Sections 1 and 12, T28N, R06W, Cold Springs Township, Kalkaska County.

Terms: Three-year term, no extensions, 3/16 royalty, \$5,000.00 bonus consideration (\$25.00 per acre) and \$2.00 per acre annual rental.

The Chief of the Forest Mineral and Fire Management approved these items on September 5, 2006. The form of legal documents involved in this transaction has previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:
Department of Natural Resources

By: _____
Thomas Wellman, Manager
Mineral and Land Management Section
Forest, Mineral and Fire Management

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: September 27, 2006 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 1:00 PM
State Administrative Board Meeting: October 3, 2006 – Lake Ontario Room,
3rd Floor, Michigan Library and Historical Center, 11:00 AM

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SUBCONTRACTS

1.	R & R Enterprise	Low Bid:	\$284,783.60
	12148 South Stone Road	Engineer's Estimate:	\$325,000.00
	Grant, MI 49327	Over / Under:	-12.4%

Description of Work: Rest Area Maintenance

Approval is requested to authorize the Muskegon County Road Commission to award a five year subcontract for rest area maintenance at the Whitehall rest area on US-31 in Muskegon County. The project was advertised, and four bids were received. The low bidder was awarded the contract. The contract will be in effect from the date of award through September 30, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for roadside park maintenance at the Whitehall rest area in Muskegon County.

Benefit: Will provide the most cost effective means of performing the janitorial functions for this facility.

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: If the work is not performed, the rest area will be closed due to unsafe and unsanitary conditions.

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: 49327.

2.	Central Michigan Contracting	Low Bid:	\$162,576.50
	1301 Commerce Drive	Engineer's Estimate:	\$170,000.00
	Farwell, MI 48622	Over/Under:	-4.4%

Description of Work: Installation of Left-Turn Lane

Approval is requested to authorize the Clare County Road Commission to award a subcontract for installation of a left-turn lane on M-115 at Surrey Road in Clare County. The project was advertised, and five bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through May 30, 2007. Because of the amount of traffic congestion in this area and the danger to the public, the Dollar General Store has requested that a turn lane be added and has agreed to participate in the cost to make it safer to access the store. Source of Funds: 67% State Restricted Trunkline Funds and 33% Dollar General Store Funds.

Purpose/Business Case: To provide for the installation of a left-turn lane on M-115 at Surrey Road in Clare County.

Benefit: Will provide for the installation of a left-turn lane that will make it safer to turn.

Funding Source: 67% State Restricted Trunkline Funds and 33% Dollar General Store 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 left-turn lane is needed to help eliminate accidents and to cut down on traffic congestion at Surrey Road.

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

Selection: Low bid.

New Project Identification: This is a new project.

Zip Code: 48622.

CONTRACTS

3. HIGHWAYS (Real Estate) – Resolution “A” (Sale to Abutting Owner)
 Tract 971, Control Section 41064, Parcel 800AP, Part A

The subject tract is located in the township of Byron, Kent County, Michigan, and contains approximately 3,543 square feet. The tract is landlocked, and there is one abutting owner. The tract was appraised by Dave Thomas, Grand Region Property Analyst, on October 21, 2005, at \$5,940 and approved for sale by Peter Loftis, Grand Region Real Estate Agent, on October 21, 2005, for the amount of \$5,940. The sole abutting owner, Saint Mary’s Health Care, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$5,940, 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.

\$5,940

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.

* Denotes a non-standard contract/amendment

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: 49315.

4. HIGHWAYS (Real Estate) – Resolution “B” (Relinquishment of Easement)
Tract 1066, Control Section 80011, Parcel 3, Part B

The subject tract is located in the township of South Haven, Van Buren County, Michigan, and contains approximately 0.82 acres. The easement rights previously granted to MDOT are no longer required for highway purposes. The relinquishment was requested by Stephen Neumer, the current underlying fee owner. The relinquishment processing fee of \$500 has been received by MDOT. The relinquishment was approved by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on September 5, 2006. The property was not offered to the local municipalities because MDOT does not own the underlying fee. The property has been declared excess by the Bureau of Highways – Development.

\$500

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

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

Funding Source: N/A - revenue generating.

Commitment Level: Releases of highway easements and releases of reversionary interests are processed for an established fee of \$500. The fee may be waived if it is in the best interest of MDOT.

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

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

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49090.

5. HIGHWAYS (Real Estate) – Resolution “C” (Excess Property Easement)
Tract 1029, Control Section 39014, Parcel 702, Part A, Parcel 713, Part A

The subject tract is located in the township of Oshtemo, Kalamazoo County, Michigan, and contains approximately 6,450 square feet. MDOT has requested that Consumers Energy provide the Kalamazoo Maintenance Garage site a separate transformer and meter to provide power to a new salt barn because the existing electrical services at the site are not adequate to handle the increased power demand. Consumers Energy agreed to provide the new services and construct the required poles, lines, transformer and meter, contingent upon MDOT providing an easement to Consumers Energy to construct and maintain the electrical equipment. MDOT has requested this service and has agreed to grant an easement to Consumers Energy for the construction and maintenance of the above described facility for mutual benefit. The transaction was approved for mutual benefit by Mark Barrone, Southwest Region Real Estate Agent, on September 5, 2006. The property was not offered to the local municipalities because it is an easement. The property has been declared excess by the Bureau of Highways – Development.

Mutual Benefit

Purpose/Business Case: The purpose of granting an easement on excess property is to allow state agencies, local units of government, or private parties the use of MDOT property while MDOT maintains the integrity of its infrastructure.

Benefit: MDOT benefits by allowing the use of a portion of its excess property without affecting the functionality of its infrastructure.

Funding Source: N/A.

Commitment Level: The easement is being granted at the request of and for the benefit of MDOT.

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

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49009.

6. HIGHWAYS (Real Estate) – Resolution “D” (Railroad Sale)
Sale RR-024-F, Item 1, Control Section 101305, Parcel 279, Part C

The subject property is located in the village of Elberta, Benzie County, Michigan, and contains approximately 5.74 acres. The purchasers have a leasehold interest in the property, which, by law, gives them a first right of refusal to purchase the property. The property was appraised by William Huha, Northern Michigan Real Estate Consultants, an independent fee appraiser, on April 14, 2006, at \$479,000 and reviewed by Ron Adams, Property Analyst, Excess Property Unit, on July 18, 2006, at the amount of \$479,000. The property was approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Division, on August 9, 2006, for the amount of \$479,000. The purchaser, Elberta Land Holding Company, LLC, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$95,800, which represents a 20 percent bid deposit. The property was not offered to the local municipalities. The property was determined to be excess by the Bureau of Aeronautics and Freight Services.

\$479,000

Purpose/Business Case: The purpose of railroad property sale or exchange contracts is to dispose of state-owned railroad property by sale to state agencies, local units of government, or private parties. The sale or exchange of railroad property 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: Railroad property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If railroad 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: 49628.

7. *AERONAUTICS AND FREIGHT (Aeronautics) - Increase Amount

Amendatory Contract (2004-0438/A1) between MDOT and the Emmet County Board of Commissioners will increase the contract amount by \$31,542 due to higher than anticipated costs associated with the construction of the apron, fencing, and parking lot. The original contract provides for the expansion and reconstruction of the terminal apron, the rehabilitation and expansion of the parking lot, the replacement of animal control and security fencing, and the replacement of snow removal equipment (plow truck) at the Pellston Regional Airport in Pellston, Michigan. The contract term remains unchanged, August 24, 2004, through August 23, 2024. The revised contract amount will be \$4,195,542. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$3,955,800	\$29,966	\$3,985,766
State Restricted Aeronautics Funds	\$ 104,100	\$ 788	\$ 104,888
Emmet County Funds	<u>\$ 104,100</u>	<u>\$ 788</u>	<u>\$ 104,888</u>
Total	<u>\$4,164,000</u>	<u>\$31,542</u>	<u>\$4,195,542</u>

Purpose/Business Case: To increase the contract amount by \$31,542 to cover higher than anticipated costs associated with the construction of the apron, fencing, and parking lot. The original costs were based on estimates.

Benefit: Will adjust the final project budget to the actual construction costs and allow for project closure.

Funding Source: Federal Aviation Administration Funds - \$3,985,766; State Restricted Aeronautics Funds - \$104,888; Emmet County Funds - \$104,888; Contract Total - \$4,195,542.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not awarding the amendment is that the additional costs would become the responsibility of Emmet County. The county cannot afford the additional cost at this time without federal and state assistance.

Cost Reduction: All construction contracts are procured through federal procurement guidelines and awarded to the lowest bidder.

Selection: N/A.

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

Zip Code: 49769.

* Denotes a non-standard contract/amendment

8. *AERONAUTICS AND FREIGHT (Aeronautics) - Increase Services and Amount
 Amendatory Contract (2005-0097/A1) between MDOT and the Otsego County Board of Commissioners will add design engineering services for the rehabilitation and widening of the existing taxiway west of the apron and a cost/benefit analysis of the pavement alternatives for runway 18/36 to the project and will increase the contract amount by \$6,895. The original contract provides for the design of the rehabilitation and extension of runway 18/36, grading of the runway safety area, relocation of navigational aids, widening of taxiways A and A3, installation of a gate, replacement of the medium intensity taxiway lights, and the performance of an environmental assessment for runway 18/36 at the Gaylord Regional Airport (formerly Otsego County Airport) in Gaylord, Michigan. The contract term remains unchanged, March 3, 2005, through March 2, 2025. The revised contract amount will be \$142,895. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$108,800	\$21,325	\$130,125
State Restricted Aeronautics Funds	\$ 23,800	(\$14,602)	\$ 9,198
Otsego County Funds	\$ 3,400	\$ 172	\$ 3,572
Total	<u>\$136,000</u>	<u>\$ 6,895</u>	<u>\$142,895</u>

Purpose/Business Case: To provide for the addition of design engineering services for the rehabilitation and widening of the existing taxiway west of the apron and a cost/benefit analysis of the pavement alternatives for runway 18/36 and to increase the contract amount by \$6,895. The additional work will allow all of taxiway A and the associated connectors to be widened to C-III design criteria. The reduction in state funds is due to a change in the funding split for this project.

Benefit: Will provide the additional funding needed to complete the work and close the project.

Funding Source: Federal Aviation Administration Funds - \$130,125; State Restricted Aeronautics Funds - \$9,198; Otsego County Funds - \$3,572; Contract Total - \$142,895.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

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

Zip Code: 49734.

9. *AERONAUTICS AND FREIGHT (Aeronautics) - Increase Services and Amount
 Amendatory Contract (2006-0377/A1) between MDOT and the Livingston County Board of Commissioners will add court-awarded condemnation expenses and attorney fees to the project and will increase the contract amount by \$16,750. The original contract provides for the land acquisition costs for parcels E24 and 35 at the Livingston County-Spencer J. Hardy Airport in Howell, Michigan. The contract term remains unchanged, June 21, 2006, through June 20, 2026. The revised contract amount will be \$716,750. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$560,000	\$13,400	\$573,400
State Restricted Aeronautics Funds	\$122,500	\$ 2,931	\$125,431
Livingston County Funds	\$ 17,500	\$ 419	\$ 17,919
Total	<u>\$700,000</u>	<u>\$16,750</u>	<u>\$716,750</u>

Purpose/Business Case: To increase the contract amount by \$16,750 to cover additional court-awarded condemnation expenses and attorney fees.

Benefit: Will comply with a settlement award issued by the Livingston County Circuit Court. The settlement will enable the land to be acquired for the runway extension project.

Funding Source: Federal Aviation Administration Funds - \$573,400; State Restricted Aeronautics Funds - \$125,431; Livingston County Funds - \$17,919; Contract Total - \$716,750.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the amendment is not awarded, the additional condemnation expenses would become the responsibility of Livingston County. The county cannot afford the additional cost at this time without federal and state participation.

Cost Reduction: The court-ordered settlement is not negotiable.

Selection: N/A.

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

Zip Code: 48855.

10. *AERONAUTICS AND FREIGHT (Aeronautics) - Installation and Operation of a Weather Briefing System

Contract (2006-0624) between MDOT and the City of Grand Ledge will provide for the installation and operation of a weather briefing system at the Abrams Municipal Airport in Grand Ledge, Michigan. The contract will be in effect from the date of award through fifteen years. The City of Grand Ledge will pay MDOT 10 percent of the cost to install the system and 50 percent of the cost to operate the system upon being invoiced by MDOT. The cost to install the weather briefing system is estimated at \$1,500. The annual cost to operate the system is estimated at \$1,500. Source of Funds: 90% State Restricted Aeronautics Funds and 10% City of Grand Ledge Funds for the cost of the installation of the weather briefing system; 50% State Restricted Aeronautics Funds and 50% City of Grand Ledge Funds for the operating costs.

Purpose/Business Case: To provide for the installation and operation of a weather briefing system, which will enhance the safety and efficiency of flights in the Grand Ledge area. The contract establishes the responsibilities for cost sharing and operation of the system.

Benefit: The weather briefing system provides pilots with direct access to the latest weather information from any reporting station in the country. It provides accurate text and graphical weather information so pilots can make informed decisions on flight routing, timing, and whether or not it is safe to make the flight.

Funding Source: 90% State Restricted Aeronautics Funds and 10% City of Grand Ledge Funds for the cost of the installation of the weather briefing system; 50% State Restricted Aeronautics Funds and 50% City of Grand Ledge Funds for the operating costs.

Commitment Level: Local costs for the operation are based on current established contract pricing from outside vendors who provide weather data dissemination services. Local costs for the installation of the weather briefing system are based on our experience with installing these systems at several other airports.

Risk Assessment: The risks of not awarding the contract are reduced safety to pilots, reduced efficiency of flights in the Grand Ledge area, and reduced economic benefits to the community.

Cost Reduction: The operating cost is established by outside vendors for services they provide in association with the system in this community and throughout the state. Any cost reduction or increase by these vendors is passed on to the City of Grand Ledge without negotiations. The contract allows for these changes to the contract costs.

Selection: N/A.

New Project Identification: This is for the installation and operation of a new weather briefing system.

Zip Code: 48837.

11. AERONAUTICS AND FREIGHT (Aeronautics) - Design and Construction of Fencing
Contract (2006-0640) between MDOT and the City of Battle Creek will provide federal and state grant funds for the design and construction of security and perimeter fencing at the W. K. Kellogg Airport in Battle Creek, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$255,000. Source of Funds: FAA Funds (via block grant) - \$192,000; State Restricted Aeronautics Funds - \$42,000; City of Battle Creek Funds - \$21,000.

Purpose/Business Case: To provide for the development of engineering plans and the installation of security and perimeter fencing. The fencing will replace the existing fence, which is old and in need of replacement.

Benefit: Will provide a design that will meet all federal and state safety and airport design standards. The perimeter fencing will provide security for the airport and will keep people off the airport property who should not be on it.

Funding Source: FAA Funds (via block grant) - \$192,000; State Restricted Aeronautics Funds - \$42,000; City of Battle Creek Funds - \$21,000; Contract Total - \$255,000.

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 project was bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is for the replacement of existing fencing.

Zip Code: 49015.

12. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition
Contract (2006-0642) between MDOT and the Bishop International Airport Authority (BIAA) will provide state grant funds for land acquisition costs at the Bishop International Airport in Flint, 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 \$4,444,444. Source of Funds: State Restricted Aeronautics Funds - \$4,000,000; BIAA Funds - \$444,444.

Purpose/Business Case: To provide for land acquisition costs. The land is needed for the future construction of an intermodal cargo apron.

Benefit: The new cargo apron will help the Flint area to consolidate its intermodal transportation services by merging the air and truck cargo connections.

Funding Source: State Restricted Aeronautics Funds - \$4,000,000; BIAA Funds - \$444,444; Contract Total - \$4,444,444.

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 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.

Zip Code: 48507.

13. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2006-0644) between MDOT and the City of Battle Creek will provide federal and state grant funds for the land acquisition costs of parcel 150 (phase 2) at the W. K. Kellogg Airport in Battle Creek, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$48,000. Source of Funds: FAA Funds (via block grant) - \$38,400; State Restricted Aeronautics Funds - \$8,400; City of Battle Creek Funds - \$1,200.

Purpose/Business Case: To provide for the land acquisition costs of parcel 150 (phase 2), including appraisal and appraisal review, negotiations, environmental site assessment (phase 2), and relocation plan.

Benefit: Will allow the airport and MDOT to accurately identify the resources and funding requirements necessary to acquire and relocate the owners and tenants of parcel 150 (commonly known as the Kellogg hangar).

Funding Source: FAA Funds (via block grant) - \$38,400; State Restricted Aeronautics Funds - \$8,400; City of Battle Creek Funds - \$1,200; Contract Total - \$48,000.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

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

Zip Code: 49015.

14. AERONAUTICS AND FREIGHT (Aeronautics) - Design Engineering

Contract (2006-0645) between MDOT and the Kent County Aeronautics Board (KCAB) will provide federal and state grant funds for the design of a perimeter road (phase 1B and phase 2) and the conduct of a pavement management analysis at the Gerald R. Ford International Airport in Grand Rapids, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$260,000. Source of Funds: FAA Funds - \$247,000; State Restricted Aeronautics Funds - \$6,500; KCAB Funds - \$6,500.

Purpose/Business Case: To provide for the development of engineering plans for a perimeter road (phase 1B and phase 2) and for the conduct of a pavement management analysis.

Benefit: The perimeter road design will provide the engineering plans and estimates needed for construction next year. The pavement management analysis will provide for a study of the condition of the airport pavements and provide assistance with scheduling maintenance and rehabilitation programs.

Funding Source: FAA Funds - \$247,000; State Restricted Aeronautics Funds - \$6,500; KCAB Funds - \$6,500; Contract Total - \$260,000.

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

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49512.

15. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (77020-88597) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad (GTW) will provide funding for the realignment of the existing track facilities to effect the elimination of two GTW grade crossings of Griswold Road and Michigan Road in Port Huron Township, St. Clair County, Michigan. This work, to be undertaken as part of MDOT's crossing elimination program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the St. Clair County Road Commission and approved on August 29, 2006. The project cost is estimated at \$557,160. Source of Funds: FY 2006 Federal Highway Administration Funds - \$557,160.

Purpose/Business Case: The project will provide for the realignment of railroad track facilities to eliminate two existing grade crossings of GTW with Griswold Road and Michigan Road in St. Clair County, Michigan.

Benefit: Eliminating crossings enhances safety and mobility. The decision to proceed with this project was made by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from federal dedicated grade crossing safety funds appropriated under the provisions of US Code Title 23, Section 130. FY 2006 Federal Highway Administration Funds - \$557,160.

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

Risk Assessment: The realignment of the tracks to eliminate the crossings altogether is a significant public safety enhancement that eliminates highway-railroad related risk at these two locations.

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

Selection: N/A.

New Project Identification: This will allow for the elimination of two existing crossings.

Zip Code: 48060.

16. *AERONAUTICS AND FREIGHT (Freight) - Increase Services and Amount, Extend Term
Amendatory Contract (95-0793/A10) between MDOT and the National Railroad Passenger Corporation (Amtrak) will provide for the installation of a 220 MHz radio system and the performance of additional services for the completion of activities required to support the Incremental Train Control System (ITCS) implementation, including the verification and validation (V & V) of the project needed to reduce anomalies and meet Federal Railroad Administration (FRA) standards, will increase the grant amount by \$1,176,204, and will extend the contract term by 15 months. The networked radio system is necessary to improve communications, eliminate outside radio interference, and reduce anomalies occurring within the current radio frequency system. The networked radios will allow the ITCS to reduce the percentage of anomalies to a level acceptable by the FRA, whose approval is needed to increase train speeds to 110 miles per hour (mph) in 2007. The original contract provides funding for the demonstration of a high speed positive train control project on a segment of the federally-designated Detroit-Chicago High-Speed Corridor. This project is undertaken in an effort to increase safety and decrease travel times on the High-Speed Rail Corridor. The revised contract term will be June 9, 1995, through December 31, 2007. The revised contract amount will be \$39,758,349. Source of Funds: FRA Funds - \$19,430,012; State Restricted Comprehensive Transportation Funds - \$10,950,768; Amtrak Funds -\$4,461,000; and General Electric Transportation Systems Global Signaling (General Electric) Funds - \$4,916,569.

Purpose/Business Case: To extend the contract term and provide additional funding in order to pursue increased train speeds of 110 mph, and create a viable rail transportation option for travelers.

Benefit: Amtrak received approval from the FRA in November of 2005 to increase trains speeds to 95 mph in select areas. However, due to outside radio interference and topographical limitations (hills), Amtrak is still experiencing a percentage of anomalies that are unacceptable to the FRA. The networked radio system will eliminate these problems and allow the ITCS to operate at its maximum capacity with equipment having a 20-year life span. The completion of the ITCS implementation, partnered by MDOT, Amtrak, General Electric, and the FRA, will provide Michigan with the second fastest rail corridor in the United States. Upon certification by the FRA, MDOT and Amtrak will be able to expand the ITCS boundaries on other segments of the corridor. This is a first of its kind system with the potential to revolutionize high-speed rail travel.

Funding Source: FRA Funds - \$19,430,012; State Restricted Comprehensive Transportation Funds - \$10,950,768; Amtrak Funds - \$4,461,000; and General Electric Funds - \$4,916,569.

Commitment Level: The grant amount will be increased by \$1,176,204 and the contract term extended by 15 months under this amendment.

Risk Assessment: If this amendment is not approved, the ITCS project will not be completed and implemented. The V & V segment must be completed to obtain FRA approval for train speeds of 110 mph.

Cost Reduction: A completed, validated, and FRA-approved ITCS system will dramatically reduce the per-mile cost for future installations of the positive control train system that will be required for train speeds in excess of 79 mph in other areas of Michigan and the country.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

17. *AERONAUTICS AND FREIGHT (Freight) – Reduction of Loan Amount

Amendatory Contract (2004-0236/A3) between MDOT and Lake State Railway Company (LSRC) will decrease the amount of loan funding provided by MDOT by \$500,000 and will increase the amount of funding provided by LSRC by \$351,617, due to a restructuring of project funding. This will align the project funding with the railroad's revised business strategy. The original contract provides financial assistance in the form of a loan under the Michigan Rail Loan Assistance Program (MiRLAP) for the construction of a portion of 14,694 feet of new rail for a rail spur and a portion of 1,358 feet of runaround track for the establishment of rail service to A&L Iron & Metal Company, Inc., to support the company's expansion. The contract term remains unchanged, from September 17, 2004, until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The revised estimated project amount will be \$1,028,362. Source of Funds: FY 2004 and FY 2005 State Restricted Comprehensive Transportation Funds - \$500,000; LSRC Funds - \$528,362.

Purpose/Business Case: To decrease MiRLAP loan funding by \$500,000 and increase LSRC funding by \$351,617.

Benefit: This amendment will allow the railroad to restructure project funding to better align it with the railroad's revised business strategy. In addition, funds will be returned to the revolving rail infrastructure loan fund sooner, making the funding available for other rail infrastructure improvement projects.

Funding Source: FY 2004 and FY 2005 State Restricted Comprehensive Transportation Funds - \$500,000; LSRC Funds - \$528,362.

Commitment Level: The contract cost is fixed, not to exceed \$500,000.

Risk Assessment: Not performing this activity could result in A&L Iron & Metal Co., Inc., relocating its Gaylord operation to another area with rail service, which could result in the loss of 45 existing jobs and 25 possible new jobs in the Otsego County area.

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

Selection: N/A.

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

Zip Code: 49730.

18. HIGHWAYS - Time Extension

Amendatory Contract (2004-0368/A1) between MDOT and URS Corporation Great Lakes will extend the contract term by three months to provide sufficient time for the consultant to complete the services. The additional time is needed because design changes for an adjacent project resulted in delays in the original plan completion and letting dates. The original contract provides for the design of the reconstruction of M-10 for 2.8 miles from north of M-39 to Lahser Road in the city of Southfield, Oakland County (CS 63081 – JN 72402C). The revised contract term will be December 8, 2004, through March 1, 2007. The contract amount remains unchanged at \$2,137,518.37. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the contract term by three months. The additional time is needed due to delays in the original plan completion and letting dates because of design changes to an adjacent project. The original contract provides for the design of the reconstruction of M-10 for 2.8 miles from north of M-39 to Lahser Road in the city of Southfield, Oakland County.

Benefit: Will provide the additional time needed for the consultant to complete the design services for the reconstruction. The reconstruction work will improve the condition and safety of the roadway and reduce the long-term maintenance costs.

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: Failure to extend this amendment could result in this project not being completed prior to the contract expiration and the possible loss of federal participation on this highway project.

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 project is a reconstruction project.

Zip Code: 48075.

19. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z12/R1) under Contract (2005-0070) between MDOT and DLZ Michigan, Inc., will add operational improvement studies to the project and will increase the contract amount by \$27,094.40. The additional services will include the conduct of an in-depth study of the roundabout option for the Bluegrass Road/US-127 business route (BR) (Mission Street) intersection and attendance at and participation in the public meeting presentation of the draft US-127 Business Route Operational Improvement Study. The original authorization provides for the development of various alternatives for five intersections located in the southern portion of the city of Mt. Pleasant. The project is intended to help alleviate congestion and increase safety along the US-127 BR (Mission Street) in Union Township, Isabella County. The authorization term remains unchanged, December 13, 2005, through February 16, 2008. The revised authorization amount will be \$150,450.22. The contract term is February 16, 2005, through February 16, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the preparation of additional operational improvement studies. The additional services will include the conduct of a more in-depth study of the roundabout option for the Bluegrass Road/US-127 BR (Mission Street) intersection and attendance at and participation in the public meeting presentation of the draft US-127 Business Route Operational Improvement Study.

Benefit: Will provide MDOT with potential traffic congestion solutions and justification of various alternatives for operational and safety improvements of intersections in the southern portion of Mt. Pleasant.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: Without this project, no potential solutions will be developed. Traffic congestion and crashes along Mission Street as a result of the increased growth and development will continue to increase.

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

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

New Project Identification: This is not a new study/project.

Zip Code: 48858.

20. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z3/R1) under Contract (2005-0154) between MDOT and Spalding DeDecker Associates, Inc., will provide for the performance of additional road design services and will increase the authorization amount by \$25,853.44. The additional services will include the survey and design of the North River Road intersection reconfiguration and reconstruction and the packaging of the Michigan Transit Museum railroad crossing plans as a separate project. The original authorization provides for road design services for the rehabilitation of M-3 northbound for 3.23 miles, from Remick Street to Sandpiper Street, in the city of Mount Clemens and in Clinton Township, Macomb County (CS 50051 - JN 60445C). The authorization term remains unchanged, August 23, 2005, through April 5, 2008. The revised authorization amount will be \$224,647.19. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional road design services to include the survey and design of the North River Road intersection reconfiguration and reconstruction and the packaging of the Michigan Transit Museum railroad crossing plans as a separate project. The North River Road intersection is within the original project limits. The safety analysis performed during the original design services identified the North River Road intersection as a high crash location. Improving the geometrics of this intersection will reduce accidents and injuries. Separating the design to allow the Michigan Transit Museum railroad crossing to be constructed separately will give MDOT the ability to use federal funds for the railroad crossing in 2007, while the road rehabilitation portion is not planned for construction until 2009. The crossings are critically deteriorated, with outdated signals and no gates at all. Packaging this project separately will allow the safety issues of the crossings to be addressed two years earlier.

Benefit: Will increase safety by including geometric improvements at the North River Road intersection and will increase safety and permit federal funding for construction of the Michigan Transit Museum railroad crossing to be utilized by allowing that portion to be packaged separately.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the additional design services are not performed, the needed geometric improvements may not be made and federal funding for the construction of the Michigan Transit Museum may be lost.

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 a not a new project.

Zip Code: 48043.

21. HIGHWAYS - IDS Engineering Services

Authorization (Z17) under Contract (2005-0218) between MDOT and Rowe, Inc., will provide for the performance of design services for the trail design of the Southern Links Trailway along the abandoned Penn Central railroad from the village of Columbiaville to the village of Millington in Lapeer, Genesee, and Tuscola Counties (CS 84914 - JN 86858C). The project length is 10.11 miles. The work items include design surveys and design services for hot mix asphalt (HMA) paved trail construction for pedestrian and bicycle traffic, unpaved trail construction for equestrian traffic, bridge construction and rehabilitation, interpretive signing, landscaping, trailhead construction, and a drainage study. The authorization will be in effect from the date of award through May 4, 2008. The authorization amount will be \$289,054.39. The contract term is May 4, 2005, through May 4, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of design services for the trail design of the Southern Links Trailway along the abandoned Penn Central railroad from the village of Columbiaville to the village of Millington in Lapeer, Genesee, and Tuscola Counties. The project length is 10.11 miles. The work items include design surveys and design services for HMA paved trail construction for pedestrian and bicycle traffic, unpaved trail construction for equestrian traffic, bridge construction and rehabilitation, interpretive signing, landscaping, trailhead construction, and a drainage study. The trailhead construction will include restrooms, drinking fountains, picnic tables, and a parking lot. The Southern Links Trailway Management Council worked with MDOT to obtain a transportation enhancement grant for the work.

Benefit: Will provide a safe, scenic, and educational pathway for bicyclists, pedestrians, and equestrians. The trail promotes physical activity.

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: Without this project, MDOT may lose the transportation enhancement grant and may lose the opportunity to provide a safe, scenic, and educational pathway for bicyclists, pedestrians, and equestrians. The project is scheduled for construction to begin in the fall of 2007. Design must begin as soon as possible in order to meet the schedule. If the letting is delayed, construction will not be able to begin until 2008.

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

Selection: Qualifications-based.

New Project Identification: This is a new project. The railroad has been abandoned for several years.

Zip Code: 48746.

22. HIGHWAYS - IDS Engineering Services

Authorization (Z5) under Contract (2005-0453) between MDOT and Parsons Transportation Group, Inc., of Michigan will provide for traffic signal optimization for 137 signalized intersections in Ingham County (CSs various - JN 88119C). The project includes adjusting traffic signal timing by updating corridor traffic signal progression plans and conducting a safety analysis for each area. The authorization will be in effect from the date of award through September 27, 2008. The authorization amount will be \$399,216.82. The contract term is September 27, 2005, through September 27, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for traffic signal optimization for 137 signalized intersections in Ingham County. The project includes adjusting traffic signal timing by updating corridor traffic signal progression plans and conducting a safety analysis for each area. The safety analysis includes crash data analysis and identifying any traffic signal hardware or intersection geometric design improvements needed. Traffic signal optimization is done to maximize the existing roadway system on various corridors and isolated intersections to move traffic more efficiently. MDOT timing permits will be produced from the optimization. The consultant will perform follow-up analysis of the network and recommend adjustments to the system after implementation to ensure that the system is working correctly. A before and after study of the effectiveness is included and will be performed to provide a measurement tool for improvement.

Benefit: Will provide a safer driving environment for the motoring public by reducing crashes. Traffic in corridors will flow more effectively and efficiently, reducing user delays and associated costs (more travel time, fuel consumption, and pollution).

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: Without signal optimization, traffic delays and congestion will continue to increase, which will increase public safety risks and have an overall negative economic impact.

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

Selection: Qualifications-based.

New Project Identification: This is a new safety project.

Zip Code: 49017.

23. HIGHWAYS - IDS Engineering Services

Authorization (Z18) under Contract (2005-0483) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for traffic signal optimization for 51 signalized intersections in Eaton and Clinton Counties (CSs various - JN 88119C). The project includes adjusting traffic signal timing by updating corridor traffic signal progression plans and conducting a safety analysis for each area. The authorization will be in effect from the date of award through October 4, 2008. The authorization amount will be \$219,321.69. The contract term is October 4, 2005, through October 4, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To provide for traffic signal optimization for 51 signalized intersections in Eaton and Clinton Counties. The project includes adjusting traffic signal timing by updating corridor traffic signal progression plans and conducting a safety analysis for each area. The safety analysis includes crash data analysis and identifying any traffic signal hardware or intersection geometric design improvements needed. Traffic signal optimization is done to maximize the existing roadway system on various corridors and isolated intersections to move traffic more efficiently. MDOT timing permits will be produced from the optimization. The consultant will perform follow-up analysis of the network and recommend adjustments to the system after implementation to ensure that the system is working correctly. A before and after study of the effectiveness is included and will be performed to provide a measurement tool for improvement.

Benefit: Will provide a safer driving environment for the motoring public by reducing crashes. Traffic in corridors will flow more effectively and efficiently, reducing user delays and associated costs (more travel time, fuel consumption, and pollution).

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: Without signal optimization, traffic delays and congestion will continue to increase, which will increase public safety risks and have an overall negative economic impact.

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

Selection: Qualifications-based.

New Project Identification: This is a new safety project.

Zip Code: 48906.

24. HIGHWAYS - Cost Participation for Corridor Study

Retroactive Contract (2005-5381) between MDOT and the Road Commission for Oakland County will provide for participation in the following activities:

Intelligent Transportation System (ITS) integration along the Highway I-75 corridor from Square Lake Road to Lapeer Road.

The purpose of this agreement is to allow MDOT to pay Oakland County for work that was authorized in 2005. The funds for the project were obligated in 2001. No cost agreement was requested at that time.

Estimated Funds:

Federal Highway Administration Funds	\$239,450
State Restricted Trunkline Funds	\$ 0
Road Commission for Oakland County Funds	<u>\$239,450</u>
Total Funds	<u>\$478,900</u>

ITS 63172 - 58096

No Letting

Purpose/Business Case: To study alternate signal timing plans to enhance traffic operations and safety.

Benefit: Will coordinate signal timing with traffic flow and improve operations along the Highway I-75 corridor.

Funding Source: Federal Highway Administration Funds and Road Commission for Oakland County Funds.

Commitment Level: 50% federal up to \$239,450 and balance by Road Commission for Oakland County.

Risk Assessment: Loss of federal funding for the project activities.

Cost Reduction: Costs capped at \$478,900.

Selection: Selection of consultant hired by Road Commission for Oakland County to perform design work to be quality based.

New Project Identification: New study to improve traffic conditions.

Zip Code: 48326.

* Denotes a non-standard contract/amendment

25. HIGHWAYS - IDS Engineering Services

Authorization (Z3) under Contract (2006-0135) between MDOT and NTH Consultants, Ltd., will provide for design services to be performed for subsurface utility engineering and enhancement work related to the roadway reconstruction of M-49 from Lilac Road to the north city limits of Reading, Hillsdale County (CS 30011 - JN 79838C). The work items include preparing required plans and typical cross-sections and performing surveys. The authorization will be in effect from the date of award through February 8, 2009. The authorization amount will be \$162,412.06. The contract term is February 9, 2006, through February 8, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services to be performed for subsurface utility engineering and enhancement work related to the roadway reconstruction of M-49 from Lilac Road to the north city limits of Reading, Hillsdale County.

Benefit: Will allow underground utilities to be located and mapped electronically, which will allow MDOT staff to add that utility information to road design plans and avoid costly utility conflicts during construction. This service will also provide for the design of the enhancement work to be let with the MDOT road project.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: Not authorizing this service could result in significant cost increases due to utility conflicts and possible contractor delays.

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: 49274.

26. HIGHWAYS - IDS Engineering Services

Authorization (Z5) under Contract (2006-0181) between MDOT and Soil and Materials Engineers, Inc., will provide for as-needed geotechnical and pavement investigation services to be performed for various projects in the Southwest Region. The work items include soil borings, geotechnical investigation, soil classification, gradation analysis, permeability testing, and preparation of test reports. The authorization will be in effect from the date of award through March 7, 2009. The authorization amount will be \$249,930.73. The contract term is March 8, 2006, through March 7, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for as-needed geotechnical and pavement investigation services to be performed for various projects in the Southwest Region.

Benefit: Will provide for testing services that are required by federal law to be performed on construction contract work, which will result in a high quality product. The inspection and testing will ensure that all parts of the construction are up to current MDOT standards.

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: Not authorizing this project could result in the project not having adequate inspection and testing. This could result in substandard work. Also, failure to provide the services outlined could result in the loss of federal participation on these highway construction projects.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49001.

27. HIGHWAYS - IDS Engineering Services

Authorization (Z6) under Contract (2006-0181) between MDOT and Soil and Materials Engineers, Inc., will provide for as-needed inspection and testing services to be performed for the Southwest Region service area. The work items include project administration, hot mix asphalt (HMA) inspection, quality assurance testing, and the preparation and documentation of project records. The authorization will be in effect from the date of award through March 7, 2009. The authorization amount will be \$249,949.45. The contract term is March 8, 2006, through March 7, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for the Southwest Region service area.

Benefit: Will provide for project administration, inspection, and testing services, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

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

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

Risk Assessment: Not authorizing this project could result in the project not having adequate construction engineering oversight, including inspection and testing. This could result in substandard work. Also, failure to provide the services outlined could result in the loss of federal participation on these highway construction projects.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49001.

28. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2006-0410) between MDOT and Williams & Works, Inc., will provide for road design surveys to be performed on US-131 from 500 feet south of M-11 to 500 feet north of Wealthy Street in the city of Grand Rapids, Kent County (CS 41131 - JN 79462C). The services will include pavement reconstruction, drainage and safety improvements, widening and replacement of shoulders, and guardrail work. The authorization will be in effect from the date of award through June 20, 2009. The authorization amount will be \$121,699.71. The contract term is June 21, 2006, through June 20, 2009. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for road design surveys to be performed on US-131 from 500 feet south of M-11 to 500 feet north of Wealthy Street in the city of Grand Rapids, Kent County. The services will include pavement reconstruction, drainage and safety improvements, widening and replacement of shoulders, and guardrail work.

Benefit: Will provide an accurate representation of the existing conditions (locations and grades on the existing roadway) needed to facilitate the design work.

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.

* Denotes a non-standard contract/amendment

Risk Assessment: If the surveys are not completed at this time, the plan completion and letting may be delayed.
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: 49507.

29. *HIGHWAYS - Design Services

Contract (2006-0530) between MDOT and Bergmann Associates, Inc., will provide for the design of the Farm Lane underpass and bridge construction project on the Michigan State University (MSU) campus in East Lansing from Mt. Hope Road to Wilson Road (CS 33010 – JN 87316C). The work items include the design of two railroad underpass structures; the realignment and widening of Farm Lane, including bike lane and pedestrian facilities; the work required to tie in intersecting streets; parking lot entrance reconstruction; and storm sewer design, including a pump station. The contract will be in effect from the date of award through December 30, 2009. The contract amount will be \$2,146,546.34. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the design of the Farm Lane underpass and bridge construction project on the MSU campus in East Lansing from Mt. Hope Road to Wilson Road. The work items include the design of two railroad underpass structures; the realignment and widening of Farm Lane, including bike lane and pedestrian facilities; the work required to tie in intersecting streets; parking lot entrance reconstruction; and storm sewer design, including a pump station. Each of the two railroad underpass structures will carry two mainline tracks over Farm Lane. The design work will include plans for maintaining vehicular and railroad traffic during the life of the project.

Benefit: Will reduce the traffic backups associated with the at-grade railroad crossings, improve safety, and create a south gateway into MSU.

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: Failure to provide the services outlined would increase the safety risks at the two at-grade railroad crossings.

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

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48842.

30. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2006-0603) between MDOT and Rowe, Inc., will provide for the performance of a road design survey for a road reconstruction project on I-96 from US-127 east to Meridian Road in Ingham County (CS 33084 - JN 84130C). The project length is approximately 6.3 miles. This survey is needed to supplement a photogrammetric project. The work items include hard surface observations at the beginning and ending points of the project, utility inventories, and specific topographic mapping. The authorization will be in effect from the date of award through September 5, 2009. The authorization amount will be \$165,459.66. The contract term is September 6, 2006, through September 5, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of a road design survey for a road reconstruction project on I-96 from US-127 east to Meridian Road in Ingham County. The project length is approximately 6.3 miles. This survey is needed to supplement a photogrammetric project.

Benefit: Will improve the pavement ride and the condition and the safety of the roadway.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: Failure to provide the design survey could result in continued deterioration, delay in availability of a survey, delay in starting the design, and delay in the preparation of the final plans for advertisement.

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: 48864.

31. HIGHWAYS - Cost Participation for Construction and Construction Engineering (CE)

Contract (2006-5299) between MDOT and the City of Battle Creek will provide for funding participation in the following:

Construction of 3.7 miles of non-motorized trail along the Highway I-94 business loop from the park and ride lot near Highway I-94 to Dickman Road; and construction of 2.1 miles of non-motorized trail along Highway M-66 from J. Bartlett Drive to Pennfield Road, including shoulder widening, placement of pavement markings, and signing.

Estimated Funds:

	<u>Construction</u>	<u>CE</u>	<u>Total</u>
Federal Highway Administration Funds	\$268,800	\$16,000	\$284,800
State Restricted Trunkline Funds	\$ 58,800	\$ 3,500	\$ 62,300
City of Battle Creek Funds	\$ 8,400	\$ 500	\$ 8,900
Total Funds	<u>\$336,000</u>	<u>\$20,000</u>	<u>\$356,000</u>

CM 13032 – 87642; Calhoun County

Letting of 9/9/06; Local Construction Engineering (CE)

Purpose/Business Case: The City of Battle Creek will perform CE work for MDOT'S non-motorized path upgrading.

Benefit: The City is performing construction engineering work at other non-motorized path locations adjacent to the project area. By having the City perform this work, local agency and MDOT construction can occur at the same time, resulting in less interruption to traffic.

Funding Source: Federal Highway Administration Funds, State Trunkline and Bridge Construction Funds, City of Battle Creek Funds.

Commitment Level: 80% federal, 17.5% state, 2.5% city; construction engineering not to exceed \$20,000.

Risk Assessment: Additional disruption of traffic at same locations within a short period of time.

Cost Reduction: CE costs not to exceed \$20,000.

Selection: Low bid for construction; N/A for CE.

New Project Identification: Improvement of existing non-motorized paths along MDOT shoulders.

Zip Code: 49015.

32. HIGHWAYS - Cost Participation for Local Agency Construction Contract Contract (2006-5343) between MDOT and the City of Lansing will provide for funding participation in the following Transportation Enhancement improvements:

PART A

Streetscaping work along the Capitol Loop (Martin Luther King Jr. Boulevard) from St. Joseph Street northerly to Ottawa Street, including the construction of brick paver sidewalk ramps and landscaping work.

PART B

Installation of decorative lighting and relocation of one pedestrian signal within the limits of the Part A portion of the project.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$219,400	\$510,900	\$730,300
State Restricted Trunkline Funds	\$ 54,150	\$126,100	\$180,250
City of Lansing Funds	<u>\$ 7,750</u>	<u>\$ 18,000</u>	<u>\$ 25,750</u>
Total Funds	<u>\$281,300</u>	<u>\$655,000</u>	<u>\$936,300</u>

STE 33011 – 84332; Ingham County

Letting of 8/4/2006 for Part A; Local Force Account for Part B

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

Benefit: Beautification of transportation system.

Funding Source: Federal Transportation Enhancement Activities Funds, State Trunkline and Bridge Construction Funds, and City of Lansing Funds.

Commitment Level: 78% federal, 19.25% state, and 2.75% city for Parts A and B; based on estimate.

Risk Assessment: For Parts A and B, a contract is required in order for the City to receive these federal funds and to enable the state to pay for its share.

Cost Reduction: Low bid for Part A; the improvements are on City property, and the Board of Water and Light, a city owned utility, is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

Selection: Low Bid for Part A; N/A for Part B.

New Project Identification: New beautification of existing roadway.

Zip Code: 48915.

33. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2006-5402) between MDOT and the Mackinac County Road Commission will provide for participation in the following improvements:

Vertical curve work to improve sight distance along McGahn Road near Curtis Road.

Estimated Funds:

Federal Highway Administration Funds	\$29,400
Mackinac County Road Commission Funds	<u>\$ 7,300</u>
Total Funds	<u>\$36,700</u>

STH 49609 - 80603
 Local Force Account

Purpose/Business Case: To flatten vertical curves to improve sight distance.

Benefit: Increased safety.

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

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

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49820.

34. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2006-5419) between MDOT and the Osceola County Road Commission will provide for participation in the following improvements:

Guardrail installation, slope flattening, and slope restoration work along 200th Avenue at six locations between 21 Mile Road and the north county line.

Estimated Funds:

Federal Highway Administration Funds	\$75,100
Osceola County Road Commission Funds	<u>\$18,800</u>
Total Funds	<u>\$93,900</u>

STH 67609 - 80620
 Local Force Account

Purpose/Business Case: To install guardrail and flatten side slopes to improve roadside safety.

Benefit: Increased safety.

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

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

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadside.

Zip Code: 49688.

* Denotes a non-standard contract/amendment

35. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2006-5421) between MDOT and the Lenawee County Road Commission will provide for participation in the following improvements:

Horizontal curve realignment work along North Raisin Center Highway from Academy Road northerly to Laberde Road, including roadway obliteration, hot mix asphalt resurfacing, ditching, and grade crossing removal work.

Estimated Funds:

Federal Highway Administration Funds	\$75,200
Lenawee County Road Commission Funds	<u>\$18,800</u>
Total Funds	<u>\$94,000</u>

STH 46609 - 84971
 Local Force Account

Purpose/Business Case: To realign roadway to reduce horizontal curve.

Benefit: Increased safety.

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

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

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49286.

36. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2006-5423) between MDOT and the Road Commission for Oakland County will provide for participation in the following improvements:

Traffic Operations Center work, including general operation, communications, equipment management, and "Fast-Trac" traffic system management work.

Estimated Funds:

Federal Highway Administration Funds	\$1,500,000
Road Commission for Oakland County Funds	<u>\$ 375,000</u>
Total Funds	<u>\$1,875,000</u>

CM 63400 - 88002
 Local Force Account

Purpose/Business Case: To provide for the operation and maintenance of a traffic system management center.

Benefit: Continued maintenance of a system whose intent is to maximize the efficiency of traffic operations and increase safety.

Funding Source: Federal Congestion Mitigation and Air Quality Funds and Road Commission for Oakland County Funds.

Commitment Level: 80% federal up to \$1,500,000 and balance by the Road Commission for Oakland County.

* Denotes a non-standard contract/amendment

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

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

Selection: N/A.

New Project Identification: Continued maintenance of existing traffic management system.

Zip Code: 48025.

37. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2006-5424) between MDOT and the Road Commission for Macomb County will provide for participation in the following improvements:

Traffic Operations Center work, including general operation, communications, equipment management, and system management work.

Estimated Funds:

Federal Highway Administration Funds	\$250,000
Road Commission for Macomb County Funds	\$ 62,500
Total Funds	<u>\$312,500</u>

CM 50400 - 88000

Local Force Account

Purpose/Business Case: To provide for the operation and maintenance of a traffic system management center.

Benefit: Continued maintenance of a system whose intent is to maximize the efficiency of traffic operations and increase safety.

Funding Source: Federal Congestion Mitigation and Air Quality Funds and Road Commission for Macomb County Funds.

Commitment Level: 80% federal up to \$250,000 and balance by the Road Commission for Macomb County.

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

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

Selection: N/A.

New Project Identification: Continued maintenance of existing traffic management system.

Zip Code: 48043.

38. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2006-5425) between MDOT and the City of Pontiac will provide for participation in the following improvements:

Traffic signal upgrading and interconnection work at the intersection of Columbia Avenue and Baldwin Avenue.

Estimated Funds:

Federal Highway Administration Funds	\$40,000
City of Pontiac Funds	\$ 8,500
Total Funds	<u>\$48,500</u>

CMG 63400 - 88005

Local Force Account

* Denotes a non-standard contract/amendment

Purpose/Business Case: To provide for traffic signal upgrading and the improvement of intersection operations.
Benefit: Increased safety and operational efficiency.
Funding Source: Federal Congestion Mitigation and Air Quality Funds and City of Pontiac Funds.
Commitment Level: 100% federal up to \$40,000 and balance by the City of Pontiac.
Risk Assessment: Contract required in order for the City to receive these federal funds.
Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.
Selection: N/A.
New Project Identification: Improvement of operation at existing intersection.
Zip Code: 48340.

39. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2006-5431) between MDOT and the Dickinson County Road Commission will provide for participation in the following improvements:

Culvert replacement work at three locations along Leeman Road from County Road 581 West westerly to Highway M-95.

Estimated Funds:

Federal Highway Administration Funds	\$70,000
Dickinson County Road Commission Funds	<u>\$17,500</u>
Total Funds	<u>\$87,500</u>

STL 22062 - 83412
 Local Force Account

Purpose/Business Case: To improve drainage.
Benefit: Will improve drainage and preserve the roadway.
Funding Source: Federal Surface Transportation Program Funds and Dickinson County Road Commission Funds.
Commitment Level: 80% federal, 20% Dickinson County Road Commission.
Risk Assessment: Contract required in order for the County to receive these federal funds.
Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.
Selection: N/A.
New Project Identification: Improvement of existing roadway.
Zip Code: 49831.

40. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2006-5438) between MDOT and the Mackinac County Road Commission will provide for participation in the following improvements:

Culvert replacement, culvert extension, slope flattening, and guardrail elimination work along Townline Road approximately 300 feet east of Fish Road (County Road 232).

Estimated Funds:

Federal Highway Administration Funds	\$18,700
Mackinac County Road Commission Funds	<u>\$ 4,700</u>
Total Funds	<u>\$23,400</u>

STH 49609 - 80601
 Local Force Account

Purpose/Business Case: To flatten side slopes to improve roadside safety.

Benefit: Increased safety.

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

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

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway and roadside.

Zip Code: 49774.

41.-44. HIGHWAYS – Local Jobs Today Program Loans

The Local Jobs Today (LJT) Program provides state loans to assist county road commissions (CRC), cities, and villages in financing transportation infrastructure improvements for projects approved for LJT matching grant funds. The LJT Program loan amount for a project is equivalent to the estimated applicable federal funding that is not currently available. When such federal funding is converted from “advance construction” to regular federal aid, the federal funding will be applied to any outstanding principal balance of the LJT loan. The loans will allow the local agencies to proceed with the construction of their LJT-approved projects. The interest rate on each loan is 4 percent annually. Each loan contract will be in effect from the date of award through September 30, 2009. The projects listed below were scheduled for fiscal year 2007 or later and are being advanced to fiscal year 2006.

	<u>Contract</u>	<u>Job #</u>	<u>Agency</u>	<u>Description</u>	<u>LJT Loan</u>
41.	2006-6409	85832	Calhoun CRC	Verona Road from Raymond Road to 500 feet east of 11 Mile Road	\$448,388
42.	2006-6432	88237	Emmet CRC	Mitchell Road from the east city limits of Petoskey to Division Road	\$25,056
43.	2006-6440	82695	Kalamazoo CRC	North Westnedge Avenue from Mosel Avenue to D Avenue	\$736,650
44.	2006-6442	75514	Monroe CRC	Sterns Road from Memorial Highway to the east junction of Sylvania Petersburg Road	\$440,000

* Denotes a non-standard contract/amendment

Purpose/Business Case: To financially assist in roadway improvements under the Local Jobs Today program.
Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.
Funding Source: State LJT loan funds.
Commitment Level: Draws from each loan are limited to a maximum amount based on the estimated amount of federal funding applicable to the project, which is not currently available.
Risk Assessment: Projects approved for LJT matching grant funds may not be able to be built without the LJT loan.
Cost Reduction: Each loan will cover only costs for which the current estimated federal funding applicable to the project is not available.
Selection: N/A.
New Project Identification: Improvement of existing roadways.
Zip Code: 48909.

45. HIGHWAYS - IDS Engineering Services

Contract (2007-0303) between MDOT and Spalding DeDecker 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.

46. HIGHWAYS - IDS Engineering Services

Contract (2007-0304) between MDOT and DLZ Michigan, 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.

47. HIGHWAYS (Real Estate) - IDS Real Estate Services

Contract (2006-0639) between MDOT and Greenstar & Associates, LLC, will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division 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 \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

48. PASSENGER TRANSPORTATION - Section 5311 Capital Program

Project Authorization Revision (Z10/R2) under Master Agreement (2002-0029) between MDOT and the Clare County Board of Commissioners will add a line item for facility equipment, move \$2,910 from the building improvement line item to the new line item, and adjust line item totals. This revision is being requested to allow the purchase of needed fire and safety equipment and has been approved by the Rural Task Force. The original authorization provides state matching funds for the County's FY 2004 Section 5311 Nonurbanized Area Formula Capital Program grant. The authorization term remains unchanged, September 14, 2004, through September 13, 2007. The authorization amount remains unchanged at \$31,200. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$24,960; FY 2004 State Restricted Comprehensive Transportation Funds - \$6,240.

Purpose/Business Case: To provide for the addition of a line item for facility equipment, to move \$2,910 from the building improvement line item to the new line item, and to adjust line item totals.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$24,960; FY 2004 State Restricted Comprehensive Transportation Funds - \$6,240.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48625.

49. PASSENGER TRANSPORTATION - Section 3037 JARC Program

Project Authorization Revision (Z16/R1) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership (ITP), in Grand Rapids, will extend the authorization term by two years to provide sufficient time for ITP to complete the project. The original authorization provides funds for home to work transportation, but because of unanticipated start-up delays in the program, additional time is needed to utilize the unexpended project funding for transportation to work services. The original authorization provides state matching funds for ITP's FY 2003 Federal Section 3037 Job Access and Reverse Commute (JARC) Program grant. The revised authorization term will be December 8, 2003, through December 7, 2008. The authorization amount remains unchanged at \$1,858,498. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$929,249; FY 2004 State Restricted Comprehensive Transportation Funds - \$929,249.

Purpose/Business Case: To extend the authorization term by two years to provide sufficient time for ITP to utilize the unexpended FY 2003 Federal Section 3037 JARC Program grant funds and state matching funds for home to work transportation services.

Benefit: Increased public safety through improved transportation services.

Funding Source: FTA Funds - \$929,249; FY 2004 State Restricted Comprehensive Transportation Funds - \$929,249.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49503.

* Denotes a non-standard contract/amendment

50. PASSENGER TRANSPORTATION- Section 5307 Program

Project Authorization Revision (Z7/R1) under Master Agreement (2002-0074) between MDOT and the City of Niles will reduce the state match by \$94 and increase the local match by \$94. The City of Niles has requested a transfer of funds from the purchasing bicycle racks line item to the purchasing landscaping and scenic beautification line item. This change is requested because the City has determined that additional funding will be needed to complete the landscaping project. A funding source adjustment is needed because the landscaping line item requires a local match. The original authorization provides state matching funds for the City's FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program grant. The authorization term remains unchanged, March 15, 2005, through March 14, 2008. The authorization amount remains unchanged at \$222,993. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$178,394; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$44,349; City of Niles Funds - \$250.

Purpose/Business Case: To transfer funds between line items and provide for a state match reduction of \$94 and for a local match increase of \$94.

Benefit: This adjustment will adjust the state and local matches and allow the City to utilize the available funding for the landscaping project.

Funding Source: FTA Funds - \$178,394; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$44,349; City of Niles Funds - \$250.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is that available funds will not be used for the landscaping project and the state and local matches will not be adjusted.

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49120.

51. *PASSENGER TRANSPORTATION - Section 5310 Revenue Grant

Contract (2006-0549) between MDOT and the Federal Transit Administration (FTA) will provide for a grant of \$3,733,214 in Section 5310 funds to serve the transportation needs of the elderly and persons with disabilities, including \$133,812 in transferred Transportation Equity Act for the 21st Century Flexible Funds. The funds will be used to purchase transportation vehicles and vehicle-related equipment for 32 private, nonprofit organizations and two public transit agencies that are eligible for FY 2006 Federal Section 5310 Elderly and Persons with Disabilities Program grant funds. State matching funds in the amount of \$861,691 will be provided, for a total contract amount of \$4,594,905. The contract will be in effect from September 12, 2006, through three years. 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. Source of Funds: FTA Funds - \$3,733,214; FY 2006 State Restricted Comprehensive Transportation Funds - \$861,691.

Purpose/Business Case: To provide federal funding for the purchase of transit vehicles and vehicle related equipment and for the construction and/or renovation of transit facilities for 34 eligible agencies under the FY 2006 Section 5310 Program.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$3,733,214 (includes \$133,812 in Economic Development Fund - Category D Program funds and Surface Transportation Program funds); FY 2002 State Restricted Comprehensive Transportation Funds - \$861,691.

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 grant.

Zip Code: 48909.

52.-60. PASSENGER TRANSPORTATION - Specialized Services

The following project authorizations issued under master agreements between MDOT and the following agencies will provide 100 percent state funding for the FY 2007 Specialized Services Program, which furnishes operating assistance for transportation services for elderly individuals and individuals with disabilities. The funds will be used for eligible specialized services providers or public transit systems. Reimbursement is based on \$1.20 per vehicle mile, \$4.07 per one-way passenger trip, or \$.29 per vehicle mile for the volunteer driver portion. The authorizations will be in effect from October 1, 2006, through September 30, 2007. The total amount of the authorizations will be \$333,877. The terms of the master agreements are from October 1, 2006, until the last obligations between the parties have been fulfilled. These master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: FY 2007 State Restricted Comprehensive Transportation Funds - \$333,877.

	<u>Agreement</u>		
	<u>Number</u>	<u>Agency</u>	<u>Total</u>
52.	2007-0155/Z1	Mecosta County Board of Commissioners	\$34,431
53.	2007-0179/Z1	Branch Area Transit Authority (Branch County)	\$31,701
54.	2007-0200/Z1	Delta County Board of Commissioners	\$44,290
55.	2007-0220/Z1	Handicappers Information Council and Patient Equipment Locker, Inc. (Gratiot County)	\$41,213
56.	2007-0248/Z1	Mackinac County Board of Commissioners	\$28,842
57.	2007-0266/Z1	Newaygo County Board of Commissioners	\$32,410
58.	2007-0271/Z1	Oceana County Board of Commissioners	\$27,828
59.	2007-0275/Z1	Oscoda County Area Transit Specialists	\$49,751
60.	2007-0279/Z1	Presque Isle County Board of Commissioners	\$43,411

Purpose/Business Case: To provide operating assistance for transportation services for elderly individuals and individuals with disabilities.

Benefit: Increased public transportation services.

Funding Source: FY 2007 State Restricted Comprehensive Transportation Funds - \$333,877.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not approving these authorizations is the loss of services for the elderly and disabled.

Cost Reduction: Reimbursement is based on the cost of services provided.

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 49855.

61.-81. PASSENGER TRANSPORTATION - Specialized Services

The following project authorizations issued under master agreements between MDOT and the following agencies will provide 100 percent state funding for the FY 2007 Specialized Services Program, which furnishes operating assistance for transportation services for elderly individuals and individuals with disabilities. The funds will be used for eligible specialized services providers or public transit systems. Reimbursement is based on \$1.20 per vehicle mile, \$4.07 per one-way passenger trip, or \$.29 per vehicle mile for the volunteer driver portion. The authorizations will be in effect from October 1, 2006, through September 30, 2007. The total amount of the authorizations will be \$3,568,414. The terms of the master agreements are from October 1, 2006, until the last obligations between the parties have been fulfilled. These master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: FY 2007 State Restricted Comprehensive Transportation Funds - \$3,568,414.

	<u>Agreement</u> <u>Number</u>	<u>Agency</u>	<u>Total</u>
61.	2007-0157/Z1	Allegan County Board of Commissioners	\$106,704
62.	2007-0162/Z1	Ann Arbor Transportation Authority (Washtenaw County)	\$176,840
63.	2007-0169/Z1	Battle Creek, City of (Calhoun County)	\$ 92,624
64.	2007-0171/Z1	Bay Metropolitan Transportation Authority (Bay County)	\$138,434
65.	2007-0185/Z1	Capital Area Transportation Authority (Ingham County)	\$ 82,189
66.	2007-0191/Z1	Cheboygan County Board of Commissioners	\$ 57,382
67.	2007-0201/Z1	Detroit, City of (Wayne County)	\$377,758
68.	2007-0208/Z1	Friendship Centers of Emmet County	\$ 93,214
69.	2007-0226/Z1	Houghton, City of	\$ 58,172
70.	2007-0230/Z1	Interurban Transit Partnership (Kent County)	\$463,289
71.	2007-0239/Z1	Kalamazoo, City of	\$122,584
72.	2007-0241/Z1	Key Opportunities, Inc. (Hillsdale County)	\$ 56,999
73.	2007-0245/Z1	Livingston County Board of Commissioners	\$ 59,862
74.	2007-0252/Z1	Marquette County Transit Authority	\$ 58,961
75.	2007-0254/Z1	Mass Transportation Authority (Genesee County)	\$306,772
76.	2007-0264/Z1	Muskegon County Board of Commissioners	\$ 65,499
77.	2007-0277/Z1	Ottawa County Board of Commissioners	\$157,569
78.	2007-0284/Z1	Saginaw Transit Authority Regional Services	\$ 98,924
79.	2007-0290/Z1	Shiawassee Area Transportation Agency	\$ 78,374
80.	2007-0294/Z1	Suburban Mobility Authority for Regional Transportation (Southeast Michigan)	\$787,819
81.	2007-0298/Z1	Upper Peninsula Community Services, Inc. (Dickinson County)	\$128,445

Purpose/Business Case: To provide for operating assistance for coordinated transportation services for elderly individuals and individuals with disabilities.

Benefit: Increased public transportation services.

Funding Source: FY 2007 State Restricted Comprehensive Transportation Funds - \$3,568,414.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not approving these authorizations is the loss of services for the elderly and disabled.

Cost Reduction: Reimbursement is based on the cost of services provided.

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48226.

* Denotes a non-standard contract/amendment

82.-96. PASSENGER TRANSPORTATION - Section 5316

The following project authorizations issued under master agreements between MDOT and the following agencies will provide federal and state matching funds under the FY 2006 Federal Section 5316 Job Access/Reverse Commute Program. These funds will be used to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment. The total amount of the authorizations will be \$786,284. The authorizations will be in effect from October 1, 2006, through September 30, 2007. The authorizations are retroactive due to the terms 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 are from October 1, 2006, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$393,142; FY 2007 State Restricted Comprehensive Transportation Funds - \$393,142.

	<u>Agreement/Auth.</u>	<u>Agency</u>	<u>Total</u>
82.	2007-0157/Z2	Allegan County Board of Commissioners	\$79,900
83.	2007-0179/Z2	Branch Area Transit Authority	\$25,000
84.	2007-0195/Z1	Clinton Area Transit System	\$30,500
85.	2007-0235/Z1	Isabella County Transportation Commission	\$31,200
86.	2007-0236/Z1	Jackson Transportation Authority, City of	\$35,000
87.	2007-0239/Z2	Kalamazoo, City of	\$25,000
88.	2007-0243/Z2	Lenawee County Board of Commissioners	\$28,840
89.	2007-0246/Z1	Ludington Mass Transportation Authority	\$75,000
90.	2007-0257/Z1	Mecosta Osceola Transit Authority	\$33,336
91.	2007-0260/Z1	Midland County Board of Commissioners	\$75,000
92.	2007-0277/Z2	Ottawa County Board of Commissioners	\$70,000
93.	2007-0284/Z2	Saginaw Transit Authority Regional Services	\$98,752
94.	2007-0287/Z1	Sault Ste. Marie, City of	\$39,232
95.	2007-0299/Z1	Van Buren County Board of Commissioners	\$75,000
96.	2007-0231/Z2	Ionia, City of	\$64,524

Purpose/Business Case: To provide state matching funds and FY 2007 Federal Section 5316 Job Access/Reverse Commute Program funds for transportation to work services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment.

Benefit: Increased public transportation services.

Funding Source: FTA Funds - \$393,142; FY 2007 State Restricted Comprehensive Transportation Funds - \$393,142.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: If these authorizations are not approved, federal funds may be lost and the needed transportation to work services may not be provided.

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 48909.

97.-98. PASSENGER TRANSPORTATION - Section 5316

The following project authorizations issued under master agreements between MDOT and the following agencies will provide state matching funds for the FY 2006 Federal Section 5316 Job Access/Reverse Commute Program grant. These funds are used to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment. The authorizations will be in effect from October 1, 2006, through September 30, 2007. The authorizations are retroactive due to the terms 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 are from October 1, 2006, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$111,714; FY 2007 State Restricted Comprehensive Transportation Funds - \$111,714.

	<u>Agreement/Auth.</u>	<u>Agency</u>	<u>Total</u>
97.	2007-0159/Z2	ALTRAN Transit Authority (Alger County)	\$108,428
98.	2007-0176/Z1	Berrien County Board of Commissioners	\$115,000

Purpose/Business Case: To provide state matching funds for the FY 2007 Federal Section 5316 Job Access/Reverse Commute Program grant for transportation to work services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment.

Benefit: Increased public transportation services.

Funding Source: FTA Funds - \$111,714; FY 2007 State Restricted Comprehensive Transportation Funds - \$111,714.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: If these authorizations are not approved, federal funds may be lost and the needed transportation to work services may not be provided.

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 48909.

99. TRANSPORTATION PLANNING – Pavement Management Activities

Project Authorization (Z12) under Master Agreement (2006-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide for the local units of government to gather pavement condition data and develop pavement maintenance strategies. The authorization will be in effect from the date of award through September 30, 2007. The authorization amount will be \$200,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

Purpose/Business Case: To provide for the local units of government to gather condition data using the Pavement Management System and develop pavement maintenance strategies.

Benefit: The development of pavement maintenance strategies.

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

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

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

* Denotes a non-standard contract/amendment

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

Selection: N/A.

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

Zip Code: 49503.

100. TRANSPORTATION PLANNING - Update of Congestion Management System

Project Authorization (Z13) issued under Master Agreement (2006-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide for the update and maintenance of the Congestion Management System for GVMC member agencies using information collected by Metropolitan Planning Organization (MPO) staff. The plan will allow the local units of government to develop congestion mitigation strategies and priorities for improvements to the federal aid system. The authorization will be in effect from the date of award through September 30, 2007. The authorization amount will be \$70,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

Purpose/Business Case: Will provide for the update and maintenance of the Congestion Management System.

Benefit: Will allow the local units of government to develop congestion mitigation strategies and priorities for improvements to the federal aid system.

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

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

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

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

Selection: N/A.

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

Zip Code: 49503.

101. TRANSPORTATION PLANNING – Update and Maintenance of GIS

Project Authorization (Z14) issued under Master Agreement (2006-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide for the update and maintenance of the regional Geographic Information System (GIS) for the Grand Rapids Metropolitan Planning Organization. The authorization will be in effect from the date of award through September 30, 2007. The authorization amount will be \$35,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

Purpose/Business Case: To maintain and update the regional GIS for the Grand Rapids Metropolitan Planning Organization.

Benefit: Will provide the update and maintenance of the regional GIS for the Grand Rapids Metropolitan Planning Organization.

Funding Source: 81.85% Federal Highway Administration Funds (STPU) and 18.15% GVMC Funds.

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

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

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

Selection: N/A.

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

Zip Code: 49503.

102. TRANSPORTATION PLANNING – Long Range Plan

Project Authorization (Z12) issued under Master Agreement (2006-0006) between MDOT and the Macatawa Area Coordinating Council (MACC) will provide for the testing of various development scenarios for impacts on the transportation network. This work will be conducted by the Metropolitan Planning Organization (MPO) staff within the Metro Area and is described and funded in the FY 2006 Unified Work Program for Holland and the FY 2006-2008 Transportation Improvement Program. This authorization will use unspent FY 2006 funds. The authorization will be in effect from the date of award through September 30, 2007. The authorization amount will be \$40,318. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% MACC Funds.

Purpose/Business Case: To provide for the testing of various development scenarios for impacts on the transportation network.

Benefit: Will provide for the testing of various development scenarios for impacts on the transportation network.

Funding Source: Dedicated federal funds that must be passed through per the federal regulations cited above to MPOs. 81.85% Federal Highway Administration Funds (STPU) and 18.15% MACC Funds.

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

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

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

Selection: N/A.

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

Zip Code: 49424.

103. TRANSPORTATION PLANNING – Highway Performance Monitoring System
Project Authorization (Z13) issued under Master Planning Agreement (2006-0006) between MDOT and the Macatawa Area Coordinating Council (MACC) will provide for the undertaking of traffic counts and other necessary items for the Highway Performance Monitoring System (HPMS), including retaining a consultant to assist in acquiring traffic counts, on an as-needed basis. The authorization will be in effect from the date of award through September 30, 2007. The authorization amount will be \$25,657. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% MACC Funds.

Purpose/Business Case: Will provide for the undertaking of traffic counts and other necessary items for the HPMS.

Benefit: Will provide traffic counts and other necessary items for the HPMS.

Funding Source: Dedicated federal funds that must be passed through per the federal regulations cited above to MPOs. 81.85% Federal Highway Administration Funds (STPU) and 18.15% MACC Funds.

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

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

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

Selection: N/A.

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

Zip Code: 49424.

104. TRANSPORTATION PLANNING – Higher Education Area Access Study
Project Authorization (Z8) issued under Master Planning Agreement (2006-0012) between MDOT and the West Michigan Shoreline Regional Development Commission (WMSRD) will provide for the undertaking of the Higher Education Area Access Study. The project will analyze land use and travel patterns, expanding upon social, economic, and transportation data within the study area to identify transportation access issues for the major transportation corridors that affect the area, determine the causes of those issues, identify multi-modal needs, and develop a long-term vision for the area. The authorization will be in effect from the date of award through September 30, 2007. The authorization amount will be \$70,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Transit Administration Funds and 20% WMSRD Funds.

Purpose/Business Case: Will provide for the undertaking of the Higher Education Area Access Study and will analyze land use and travel patterns.

Benefit: Will identify transportation access issues for the major transportation corridors that affect this area, determine the causes of those issues, identify multi-modal needs, and develop a long-term vision for the area.

Funding Source: 80% Federal Highway Transit Funds and 20% WMSRD Funds.

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

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

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

Selection: N/A.

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

Zip Code: 49443.

105. TRANSPORTATION PLANNING – Heritage Route Corridor Management Plan

Project Authorization (Z12) issued under Master Agreement (2006-0017) between MDOT and the Northeast Michigan Council of Governments will provide for implementation of the Heritage Route Corridor Management Plan for M-22. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activities, and new businesses and will include a study of effective signage placement on M-22 in Leelanau. The authorization will be in effect from the date of award through September 30, 2007. The authorization amount will be \$47,500. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide a study of effective signage placement on M-22 in Leelanau and to promote greater awareness of and appreciation for the natural and cultural resources of the area.

Benefit: Will attract visitors, economic activities, and new businesses.

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

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

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

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

Selection: N/A.

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

Zip Code: 49735.

106. *TRANSPORTATION PLANNING - Jurisdictional Transfer MOU

Memorandum of Understanding (MOU) (2007-0149) between MDOT and the Village of South Range will transfer jurisdiction of Old M-26 from the west village limits to Baltic Avenue from MDOT to the Village of South Range and will transfer jurisdiction of Baltic Avenue from Old M-26/Trimountain Avenue to the south village limits from the Village of South Range to MDOT. Jurisdiction will transfer upon the date of award. This is a zero dollar MOU.

Purpose/Business Case: To transfer jurisdiction of roadway segments.

Benefit: PA 51 of 1951 and other acts provide for MDOT to build new state trunklines or to realign existing ones; when this occurs, old state trunklines may no longer serve state trunkline purposes. Jurisdictional transfers of old state trunklines to a village (1) place the roadways at the correct levels of responsibility in terms of how the roadways function for the local communities; and (2) free up future MDOT maintenance and improvement resources for state trunklines that serve statewide purposes.

Funding Source: There are no funds associated with this MOU.

Commitment Level: This is a zero dollar MOU.

Risk Assessment: If the jurisdictional transfer does not occur, MDOT will retain a low-functioning/low-priority roadway on its inventory of state roads. Over time, the costs of retaining old unsigned trunklines will far outweigh the contract costs of performing the jurisdictional transfers in the future.

Cost Reduction: The current transfer is without cost, but if the transfer does not occur soon, the village may request renegotiation of terms and costs may accrue.

Selection: N/A.

New Project Identification: The contract is for the as-is transfer of existing roadways - no new construction or project is included in the contract.

Zip Code: 49963.

107. *TRANSPORTATION PLANNING - Jurisdictional Transfer MOU

Memorandum of Understanding (MOU) (2007-0150) between MDOT and the City of Fenton will transfer jurisdiction of portions of the US-23 business route (BR) and the Old US-23 BR from MDOT to the City of Fenton. MDOT will also provide the City with \$1,500,595 in state funding for the design and construction of improvements to the roadway. Jurisdiction will transfer upon the date of award. Source of Funds: FY 2007 State Restricted Trunkline Funds - \$1,500,595.

Purpose/Business Case: To transfer jurisdiction of roadway segments from MDOT to the City of Fenton. Jurisdictional transfers of old unsigned state trunklines are made under the authority of PA 296 of 1969 and PA 51 of 1951.

Benefit: PA 51 of 1951 and other acts provide for MDOT to build new state trunklines or to realign existing ones; when this occurs, old state trunklines may no longer serve state trunkline purposes. Jurisdictional transfers of such state trunklines to a city (1) place the roadway at the correct level of responsibility in terms of how the roadways function for the local communities; and (2) free up future MDOT maintenance and improvement resources for signed state trunklines that serve statewide purposes.

Funding Source: State Restricted Trunkline Funds.

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

Risk Assessment: If the jurisdictional transfer does not occur, MDOT will retain portions of low-functioning/low-priority roadway on its inventory of state roads. Over time, the costs of retaining old, unsigned roadways will outweigh the contract costs of jurisdictional transfers.

Cost Reduction: Once the contract is effective, MDOT will no longer have maintenance responsibility for the roadway segments.

Selection: N/A.

New Project Identification: The contract is for the transfer of existing roadway segments.

Zip Code: 48430.

108. *TRANSPORTATION PLANNING - Jurisdictional Transfer MOU

Memorandum of Understanding (MOU) (2007-0151) between MDOT and the City of Monroe will transfer jurisdiction of two portions of M-50 from US-24 to M-125 from MDOT to the City of Monroe. Jurisdiction will transfer upon the date of award. This is a zero dollar MOU.

Purpose/Business Case: To transfer jurisdiction of roadway segments from MDOT to the City of Monroe. Jurisdictional transfers of old unsigned state trunklines are made under the authority of PA 296 of 1969 and PA 51 of 1951.

Benefit: PA 51 of 1951 and other acts provide for MDOT to build new state trunklines or to realign existing ones; when this occurs, old state trunklines may no longer serve state trunkline purposes. Jurisdictional transfers of such state trunklines to a city (1) place the roadways at the correct level of responsibility in terms of how the roadways function for the local communities; and (2) free up future MDOT maintenance and improvement resources for signed state trunklines that serve statewide purposes.

Funding Source: There are no funds associated with this MOU.

Commitment Level: This is a zero dollar MOU.

Risk Assessment: If the jurisdictional transfer does not occur, MDOT will retain portions of low-functioning/low-priority roadway on its inventory of state roads. Over time, the costs of retaining old unsigned roadways will far outweigh the contract costs of jurisdictional transfers. The current transfer is without cost, but if the transfer does not occur soon, the city may request renegotiation of terms and costs may accrue.

Cost Reduction: Once the contract is effective, MDOT will no longer have maintenance responsibility for the roadway.

Selection: N/A.

New Project Identification: This contract is for the as-is transfer of existing roadway segments - no new construction or project is included in the contract.

Zip Code: 48161.

112. LETTING OF SEPTEMBER 01, 2006
 PROPOSAL 0609017
 PROJECT BHT 58071-60137, ETC
 LOCAL AGRMT.
 START DATE - OCTOBER 01, 2006
 COMPLETION DATE - NOVEMBER 15, 2007

ENG. EST. LOW BID
 \$ 4,830,542.81 \$ 5,693,800.97

% OVER/UNDER EST.
 17.87 %

8.77 mi of hot mix asphalt cold milling and resurfacing, culvert extensions and replacements, bridge approaches, storm sewer improvements, guardrail replacement on M-125 from I-75/M-125 connector to Monroe city limits and deep overlay, joint replacement and substructure repair on M-125 over Otter Creek in the city of Monroe, Monroe County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Gerken Paving, Inc.	\$ 5,693,800.97	Same	1 **
Ajax Paving Industries, Inc.	\$ 6,093,254.08	Same	2
Cadillac Asphalt, LLC.	\$ 6,368,690.46	Same	3
Angelo Iafrate Construction Company			
ABC Paving Company			
Barrett Paving Materials, Inc.			

3 Bidders

Purpose/Business Case: This project is a combination of bridge and road preservation. The Road and Bridge Program goal is to have 95% of bridges and freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition.

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.

Funding Source:

60137A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %
60156A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48161.

115. LETTING OF SEPTEMBER 01, 2006
 PROPOSAL 0609047
 PROJECT BRT 58052-60119, ETC
 LOCAL AGRMT.
 START DATE - APRIL 15, 2007
 COMPLETION DATE - AUGUST 15, 2007

ENG. EST.
 \$ 2,245,944.24

LOW BID
 \$ 2,781,856.72

% OVER/UNDER EST.
 23.86 %

3.50 mi hot mix asphalt cold milling and overlay, construction of left and right turn lanes, bridge replacement over Sandy Creek and bridge rehabilitation over CSX Railroad on US-24 from M-50 northerly to south of Heiss Road, in the city of Monroe, Monroe County. This project includes a 3 year pavement performance warranty.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 2,781,856.72	Same	1 **
Ajax Paving Industries, Inc.	\$ 2,790,459.18	Same	2
Posen Construction, Inc.	\$ 2,887,764.82	Same	3
J. Slagter & Son Construction Co.	\$ 2,905,597.40	Same	4
Anlaan Corporation	\$ 3,296,663.75	Same	5
C.A. Hull Co., Inc.			
E. C. Korneffel Co.			
Barrett Paving Materials, Inc.			
E.T. MacKenzie Company			
C & D Hughes, Inc.			
Walter Toebe Construction Co.			
Angelo Iafrate Construction Company			
Peter A. Basile Sons, Inc.			

5 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program, the Capital Preventive Maintenance Program, and The Traffic and Safety Program support this project. The goal of MDOT's Bridge Preservation Program is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. This Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition. The Capital Preventive Maintenance Program's intent is to preserve the structural integrity and extend the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system. The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy to develop programs that prioritize projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges. The treatments will delay future deterioration and maintain, or improve, the functional condition of the system resulting in longer pavement surface life; delaying the need for more expensive rehabilitation, or reconstruction treatments. Treatments 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:

60119A		
	Federal Highway Administration Funds	80.00 %
	State Restricted Trunkline Funds	20.00 %
60120A		
	Federal Highway Administration Funds	81.85 %
	State Restricted Trunkline Funds	18.15 %
79824A		
	Federal Highway Administration Funds	80.00 %
	State Restricted Trunkline Funds	20.00 %
83853A		
	Federal Highway Administration Funds	81.85 %
	State Restricted Trunkline Funds	18.15 %

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

Risk Assessment: Deterioration of the existing State trunkline bridges causing increased risk of injury/accidents to the motoring public. Increased vehicle and road construction maintenance. There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced roadway and vehicle maintenance costs. Increased safety, efficiency, and capacity.

Selection: Low bid.

New Project Identification: Maintenance, rehabilitation, reconstruction.

Zip Code: 48162.

117. LETTING OF SEPTEMBER 01, 2006
 PROPOSAL 0609006 \$ ENG. EST. 584,739.00 \$ LOW BID 565,902.10
 PROJECT CMG 39405-87567
 LOCAL AGRMT. 06-5386 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 31, 2007 -3.22 %

Traffic signal upgrading on Oakland Drive at Kilgore Road, Angling Road, Parkview Avenue, Winchell Avenue and Howard Street and on Whites Road at Bronson Boulevard, Parkview Avenue and Greenleaf Boulevard in the city of Kalamazoo, Kalamazoo County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Severance Electric Co., Inc.	\$ 544,076.90	cannot total	REJ
J. Ranck Electric, Inc.	\$ 565,902.10	Same	1 **
DVT Electric, Inc	\$ 566,671.00	Same	2
Strain Electric Company	\$ 576,677.74	Same	3
Trans Tech Electric Limited Partner	\$ 586,539.25	Same	4
Windemuller Electric, Inc.	\$ 595,806.60	Same	5
Metropolitan Power & Lighting, Inc.	\$ 641,982.00	Same	6
J R Howell Airport Lighting LLC	\$ 645,765.50	Same	7

8 Bidders

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

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

Source of Funds:

87567A

Federal Highway Administration Funds 100 %

Selection: Low bid.

Zip Code: 49001.

118. LETTING OF SEPTEMBER 01, 2006
 PROPOSAL 0609039 \$ ENG. EST. 560,513.65 \$ LOW BID 650,810.00
 PROJECT STUL 13411-85832
 LOCAL AGRMT. 06-5409 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - 25 working days 16.11 %

3.10 mi of hot mix asphalt cold milling, resurfacing and construction of shoulders on Verona Road from Raymond Road easterly to 11 Mile Road, Calhoun County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 650,810.00	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 705,299.45	Same	2
Aggregate Industries-Central Region	\$ 711,877.50	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:

85832A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

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

Risk Assessment: 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.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 49014.

EXTRAS

119. **Extra 2006 - 100**

Control Section/Job Number: 09011-31804-2 MDOT Project

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

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Maclean Construction Company
P.O. Box 190
Ludington, MI 49431

Designed By: Orchard, Hiltz & McCliment, Inc.
Engineer's Estimate: \$8,760,928.13

Description of Project:

Reconstruction and widening to four lanes, landscaping, tree planting, and maintenance on M-84 from Pierce Road north to Delta Road in the townships of Kochville and Frankenlust, Bay and Saginaw Counties.

Administrative Board Approval Date:	October 7, 2003	
Contract Date:	March 29, 2004	
Original Contract Amount:	\$10,128,015.16	
Total of Overruns/Changes (Approved to Date):	1,450,725.97	+ 14.32%
Total of Extras/Adjustments (Approved to Date):	1,131,108.40	+ 11.17%
Total of Negative Adjustments (Approved to Date):	(155,643.22)	- 1.54%
THIS REQUEST	<u>63,975.40</u>	<u>+ 0.63%</u>
Revised Total	<u>\$12,618,181.71</u>	+ 24.58%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 23.95% over the original budget for an **Authorized to Date Amount** of \$12,554,206.31.

Approval of this extra will place the authorized status of the contract 24.58% or \$2,490,166.55 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-128	14, 20, 22 r. 1, 24	\$433,208.46	11/01/05
2006-038	28 r. 3, 30 r. 4, 31 r. 1, 32 r. 2, 33 r. 1	\$532,565.90	04/04/06

Contract Modification Number(s): 36 r. 1, 38, 39

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

CM 36		
Damaged & Replaced Barricade Lights	6.000 Ea @ \$15.00/Ea	<u>\$90.00</u>
Total		<u>\$90.00</u>
 CM 38		
Additional Site Preparation	1.000 LS @ \$6,888.00/LS	\$6,888.00
Additional Watering & Cult. 1 st Season	1.000 LS @ \$3,360.00/LS	3,360.00
Additional Watering & Cult 2 nd Season	1.000 LS @ \$2,940.00/LS	2,940.00
Additional Trees at SVSU	1.000 LS @ \$2,078.48/LS	<u>2,078.48</u>
Total		<u>\$15,266.48</u>
 CM 39		
Force Account Drives and Sewer		<u>\$48,618.92</u>
Total		<u>\$48,618.92</u>
 Grand Total		 <u>\$63,975.40</u>

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

CM 36

The extra work item Damaged & Replaced Barricade Lights was established on a previous contract modification. This increase will adjust the previously authorized quantity to the current as-constructed quantity.

Section 812.04 of the 1996 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device that the light is mounted to and does not exceed \$15 per light. The lights are utilized on plastic drums and barricades, and are used to warn and control traffic in the work zone. These lights are sometimes damaged by passing motorists. The extra, Damaged & Replaced Barricade Lights, will reimburse the contractor for damaged lights at the maximum rate of \$15 per light, as the traffic control device unit cost was over \$15.

CM 38

The project roadway was designed to be widened during construction operations and additional right-of-way was necessary. MDOT real estate personnel approached the adjacent property owner, Saginaw Valley State University (SVSU), to begin negotiations for land acquisition. The land was appraised by an independent private real estate appraiser for various market uses. The amount of land was approximately 16 acres and included 2 acres of heavily wooded area. The appraised residential and commercial value of the land was approximately \$732,000 and \$1,300,000, respectively. During real estate discussions SVSU expressed several concerns regarding the additional property. These concerns included the replacement cost for the existing SVSU sign, sprinkler pump/well work, and landscaping work which included the replacement of trees that were to be destroyed during construction operations. SVSU was willing to donate the entire section of land if these concerns could be addressed appropriately. SVSU submitted costs for the replacement of the existing sign and relocation cost of the sprinkler pump/well work. These costs totaled \$81,000 and became part of the land transaction and agreement. The remaining landscape work and replacement of trees were to be included in the project plans. Communications between MDOT and SVSU concerning the type of trees for the replacement were delayed. As a result, the landscape work was included in the plans but the additional tree information was not provided to the project designer and this information was omitted from the plans and original bid items. Therefore, the contractor was directed to obtain, prepare the site, plant, cultivate, and water 82 additional project trees, which resulted in a higher cost than the original order due to the number of trees ordered and the timeframe of the order as the error was not discovered until after the initial order was placed. The extra costs for Additional Site Preparation, Additional Watering & Cult. 1st Season, Additional Watering & Cult 2nd Season, and Additional Trees at SVSU were negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs were deemed reasonable when compared to original project bid costs for similar work. This extra work is funded 100 percent with State Restricted Trunkline Funds.

CM 39

The contractor was directed to construct one field driveway and three residential driveways up to asphalt grade. The Real Estate Support Area purchased property to widen the roadway per the plans and specifications but did not purchase additional property to four existing driveways. The road widening steepened the existing driveways to an unacceptable grade. Additional property was necessary to reconstruct the existing driveways to a safe and acceptable grade. The extra item Force Account Drives and Sewer compensates the contractor for all excavation, grading, and aggregate placement necessary to perform the driveway reconstruction work. The aggregate material will be used as a temporary driveway as the asphalt subcontractor could not be scheduled timely. The asphalt work will be compensated utilizing original contract bid items.

The contractor was also directed to extend three sanitary sewer leads to vacant land parcels. The existing sanitary sewer leads were stubbed to the old property and right-of-way line. The purchase of adjacent property for the road widening required an extension of the sanitary sewer leads to the new property and right-of-way line. These extensions are the result of road widening and were deemed to be participating project costs. The extra item Force Account Drives and Sewer also compensates the contractor for all sewer extension work.

The extra cost for Force Account Drives and Sewer is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its September 28, 2006, meeting, and are now recommended for approval by the State Administrative Board on October 3, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: FHWA, 80%; State Restricted Trunkline, 20%.
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48706.

120. **Extra 2006 - 136**

Control Section/Job Number: 06111-55125 MDOT Project

State Administrative Board - This project has at least one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project has at least one extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.

Contractor: Payne & Dolan, Inc.
P. O. Box 351
Gladstone, MI 49837

Designed By: MDOT
Engineer's Estimate: \$27,537,563.80

Description of Project:

13.21 miles of rubblizing and resurfacing, hot mix asphalt overlay, culvert rehabilitation, culvert replacement, and guardrail upgrades on I-75 from Lincoln Road to the Arenac/Ogemaw County line and bridge rehabilitation on M-33 over I-75, and the M-33 connector over Lake State Railway and old M-76 in Adams, Deep River, and Moffatt Townships, Arenac County.

Administrative Board Approval Date:	June 21, 2005	
Contract Date:	July 20, 2005	
Original Contract Amount:	\$29,089,992.02	
Total of Overruns/Changes (Approved to Date):	705,045.78	+ 2.42%
Total of Extras/Adjustments (Approved to Date):	732,488.79	+ 2.52%
Total of Negative Adjustments (Approved to Date):	(138,138.35)	- 0.47%
THIS REQUEST	<u>686,000.00</u>	<u>+ 2.36%</u>
Revised Total	<u>\$31,075,388.24</u>	+ 6.83%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.47% over the original budget for an **Authorized to Date Amount** of \$30,389,388.24.

Approval of this extra will place the authorized status of the contract 6.83% or \$1,985,396.22 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 12

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

Aggregate Surface Cse	40,000.00 Ton @ \$17.15/Ton	<u>\$686,000.00</u>
Total		<u>\$686,000.00</u>

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

The extra item Aggregate Surface Cse was established as a budgeted item for placement of aggregate material. The typical cross sections in the project plans require superelevation corrections but do not include a pay item for this work nor was the work incidental to other bid items. The aggregate material will provide a wedge layer over the rubblized surface to correct the roadway superelevations prior to placement of asphalt. The quantity of aggregate material has been estimated and the final value will be based on final field measurements. The extra cost for Aggregate Surface Cse was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

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

This Extra was recommended for approval by the State Transportation Commission at its September 28, 2006, meeting, and is now recommended for approval by the State Administrative Board on October 3, 2006.

- Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.
- Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
- Funding Source:** FHWA, 90%; State Restricted Trunkline, 10%.
- Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
- Risk Assessment:** These items were required for the safe and timely completion of the project.
- Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
- Selection:** Low bid.
- New Project Identification:** This is an existing project already under contract.
- Zip Code:** 48659.

121. **Extra 2006 - 137**

Control Section/Job Number: 59041-79068 MDOT Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Walter Toebe Construction Co.
P. O. Box 930129
Wixom, MI 48393

Designed By: Fishbeck, Thompson, Carr & Huber, Inc.
Engineer's Estimate: \$420,645.25

Description of Project:

Deep concrete overlay, deck joint replacement, substructure repair, partial painting, scour counter measures, and approach work on M-82 over Tamarack Creek in Reynolds Township, Montcalm County.

Administrative Board Approval Date:	February 1, 2005	
Contract Date:	February 18, 2005	
Original Contract Amount:	\$505,192.18	
Total of Overruns/Changes (Approved to Date):	(66,535.87)	- 13.17%
Total of Extras/Adjustments (Approved to Date):	18,070.00	+ 3.58%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>34,046.11</u>	+ 6.74%
Revised Total	<u>\$490,772.42</u>	- 2.85%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.59% under the original budget for an **Authorized to Date Amount** of \$456,726.31.

Approval of this extra will place the authorized status of the contract 2.85% or \$14,419.76 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 15

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

Traffic Control Adjustment	\$921.21
Additional Cement	1,812.17
Hydrodemolition Modified	25,135.38
Additional Equipment Day Compensation	6,177.35
Total	<u>\$34,046.11</u>

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

The contractor filed several claims per Section 104.09 of the 2003 Standard Specifications for Construction. Claim resolution meetings were conducted at the managing office level and several resolutions were agreed to by all parties. The following four items discuss the resolutions.

The contractor submitted a claim for additional traffic control before the project office could respond to the extension of time request. Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 10 days without the assessment of liquidated damages. Traffic control devices were required during the extended time frame. A contract adjustment was calculated per the specification section listed above. Therefore, the cost for Traffic Control Adjustment was determined as a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

The contractor was requested to complete project work earlier than noted in the original project clause. The contractor then began to utilize additional cement for faster curing of bridge approach curb and gutter, and approaches. This allowed the project to be opened to traffic sooner than originally anticipated. The request for early completion was made because this bridge project was located in the middle of an asphalt resurfacing project which was let independently. The asphalt resurfacing project could not begin until the bridge project was completed and opened to traffic. Project staff were concerned about seasonal limitations of asphalt placement and wanted to ensure the adjacent project could be completed as scheduled. The extra cost for Additional Cement was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to daily records and force account submittals from the contractor.

The contractor mobilized on the project, intending to pump hydrodemolition runoff upgrade into the existing roadside ditch to allow filtering and infiltration. This method was allowed per the original contract documents. The contractor claimed they were directed to recycle and dispose of hydrodemolition runoff at an approved site to ensure compliance with the environmental concerns of runoff entering the floodplain and, subsequently, Tamarack Creek. The contractor claimed additional compensation for 58 hours of hydrodemolition work and the engineer agreed to compensation for a typical 40 hour work week. The extra Hydrodemolition Modified will compensate the contractor for the additional labor, equipment, and fees to properly handle and dispose of the hydrodemolition runoff. The extra cost for Hydrodemolition Modified was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to daily records and force account submittals from the contractor.

The contract time was extended as described in the paragraph above. The lease period for two pieces of equipment was extended to include the approved 10 day extension of time. The contractor is being compensated for the equipment per Subsection 109.07.E.2 of the 2003 Standard Specifications for Construction. The extra cost for Additional Equipment Day Compensation was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to daily records and typical leasing costs for similar equipment.

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

This Extra was recommended for approval by the State Transportation Commission at its September 28, 2006, meeting, and is now recommended for approval by the State Administrative Board on October 3, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%.
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 49329.

122. **Extra 2006 - 138**

Control Section/Job Number: 82051-48539 MDOT Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: E. C. Korneffel Co.
2691 Veterans Parkway
Trenton, MI 48183

Designed By: Parsons Brinckerhoff Michigan, Inc.
 Engineer's Estimate: \$871,660.33

Description of Project:

Superstructure replacement and approach work on US-24, over Silver Creek in the city of Flat Rock, Wayne County.

Administrative Board Approval Date:	December 20, 2005	
Contract Date:	January 19, 2006	
Original Contract Amount:	\$774,880.74	
Total of Overruns/Changes (Approved to Date):	(2,990.00)	- 0.39%
Total of Extras/Adjustments (Approved to Date):	40,000.00	+ 5.16%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>40,940.00</u>	+ <u>5.28%</u>
Revised Total	<u>\$852,830.74</u>	+ 10.05%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.77% over the original budget for an **Authorized to Date Amount** of \$811,890.74.

Approval of this extra will place the authorized status of the contract 10.05% or \$77,950.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3 r. 1

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

CM 3

Dr Structure, Rem	1.000 Ea @ \$400.00/Ea	\$400.00
Sewer, C1 E, 48 inch, Tr Det B	120.000 Ft @ \$160.00/Ft	19,200.00
Subbase, CIP	970.000 Cyd @ \$22.00/Cyd	<u>21,340.00</u>
Total		<u>\$40,940.00</u>

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

After a field review, further drainage work was required at one project location. The existing drainage structure was in poor condition, was a pre-cast structure, and one drainage lead that was to be plugged was not sloped as noted. These three factors led to the decision to replace the drainage structure. Therefore, the contractor was directed to remove and replace the existing drainage structure and associated sewer connections. The extra cost for Dr Structure, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in the region and MDOT's Average Unit Price Index. This work will be completely offset on a future contract modification by an \$850 reduction in the original bid items Dr Structure, Temp Lowering and Dr Structure Cover, Adj, Case 2.

The contractor was directed to change the type of pipe material along a 115 foot segment of the project. It was determined that a limited amount of pipe cover was available between the top of the sewer pipe and the top of the pavement. Therefore, per Section 402.01 of the 2003 Standard Specifications for Construction, a different class of sewer pipe was required. The extra cost for Sewer, C1 E, 48 inch, Tr Det B was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in the region and MDOT's Average Unit Price Index. This work will be partially offset on a future contract modification by a \$5,175 reduction in the original bid item Sewer, C1 A, 48 inch, Tr Det B.

Compacted in place subbase was required on sheet 7 of the project plans. A pay item for this work was inadvertently omitted from the original bid items and the work was not considered incidental to other project work. The extra item Subbase, CIP will compensate the contractor for this work. The extra cost for Subbase, CIP was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in the region and MDOT's Average Unit Price Index.

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

This Extra was recommended for approval by the State Transportation Commission at its September 28, 2006, meeting, and is now recommended for approval by the State Administrative Board on October 3, 2006.

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

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

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%.

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

Risk Assessment: These items were required for the safe and timely completion of the project.

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

Selection: Low bid.

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

Zip Code: 48134.

123. **Extra 2006 - 139**

Control Section/Job Number: 81031-60172 MDOT Project

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

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

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

Designed By: MDOT
Engineer's Estimate: \$4,689,927.01

Description of Project:

8.77 miles of cold milling and two-course overlay, intersection improvements, and minor drainage and intersection improvements on US-12, from west of Sheridan Road easterly to Feldkamp Road, Lenawee and Washtenaw Counties. This project includes a 5-year materials and workmanship pavement warranty.

Administrative Board Approval Date:	February 7, 2006	
Contract Date:	March 15, 2006	
Original Contract Amount:	\$5,363,580.56	
Total of Overruns/Changes (Approved to Date):	(1,072,329.41)	- 19.99%
Total of Extras/Adjustments (Approved to Date):	976,270.97	+ 18.20%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>8,809.38</u>	+ <u>0.16%</u>
Revised Total	<u>\$5,276,331.50</u>	- 1.63%

Offset Information

Total Offsets This Request	(\$5,000.00)	- 0.09%
Net Revised Request	\$3,809.38	+ 0.07%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.79% under the original budget for an **Authorized to Date Amount** of \$5,267,522.12.

Approval of this extra will place the authorized status of the contract 1.63% or \$87,249.06 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-123	1	\$976,270.97	09/05/06

Contract Modification Number(s): 2 r. 2, 3

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

CM 2

Guardrail, Backed, Det G3	1.000 Ea @ \$1,465.00/Ea	\$1,465.00
Guardrail, Salv	112.500 Ft @ \$1.55/Ft	174.38
Sign, Type III, Erect, Salv	2.000 Ea @ \$85.00/Ea	170.00
Total		<u>\$1,809.38</u>

CM 3

Guardrail Anch, Bridge Det T3	4.000 Ea @ \$1,750.00/Ea	\$7,000.00
Total		<u>\$7,000.00</u>
	Total	<u>\$8,809.38</u>

CM 3 Offset Information

Guardrail Anch, Bridge, Det T2	-4.000 Ea @ \$1,250.00/Ea	(\$5,000.00)
Total		(\$5,000.00)

Net Revised Request \$3,809.38

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

CM 2

The contractor was directed to place a guardrail ending and remove, salvage, and reinstall guardrail and two traffic signs related to the placement of proposed storm sewer. This work was inadvertently omitted from the original design plans, but was necessary for completion of planned project work. The extra costs for Guardrail, Backed, Det G3; Guardrail, Salv; and Sign, Type III, Erect, Salv were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index.

CM 3

The project plans depict the placement of four detail T2 guardrail bridge anchorages. After a field review, the correct bridge anchorage was determined to be a detail T3. Therefore, the contractor was directed to obtain and place four detail T3 guardrail bridge anchorages. The extra cost for Guardrail Anch, Bridge Det T3 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index. The extra cost is partially offset by a \$5,000 reduction in the original bid item listed above.

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

These Extras were recommended for approval by the State Transportation Commission at its September 28, 2006, meeting, and are now recommended for approval by the State Administrative Board on October 3, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: State Restricted Trunkline, 100%.
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 49236

124. **Extra 2006 - 140**

Control Section/Job Number: 82102-84757 MDOT Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras. This project also has an individual extra that exceeds the \$100,000 limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Highway Service Co., Inc.
26401 Hall Road
Woodhaven, MI 48183

Designed By: Bergmann Associates, Inc.
Engineer's Estimate: \$520,008.60

Description of Project:

Permanent signing and maintaining work for M-14 mainline (including Beck Road and Sheldon Road interchanges) from the Washtenaw/Wayne County line to Haggerty Road, Wayne County.

Administrative Board Approval Date:	March 21, 2006	
Contract Date:	April 7, 2006	
Original Contract Amount:	\$525,241.71	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>175,850.00</u>	<u>+ 33.48%</u>
Revised Total	<u>\$701,091.71</u>	+ 33.48%
<u>Offset Information</u>		
Total Offsets This Request	(120,765.00)	- 22.99%
Net Revised Request	\$55,085.00	+ 10.49%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$525,241.71.

Approval of this extra will place the authorized status of the contract 33.48% or \$175,850 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1

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

CM 1

Fdn, Cantilever Sign Structure, Type E, 48 inch Dia, Cased	56.000 Ft @ \$850.00/Ft	\$47,600.00
Fnd, Cantilever Sign Structure, Type E, 48 inch Dia, Uncased	171.000 Ft @ \$750.00/Ft	<u>128,250.00</u>
Total		<u>\$175,850.00</u>

CM 1 Offset Information

Fdn, Cantilever Sign Structure Type E, 42 inch Dia, Cased	-56.000 Ft @ \$645.00/Ft	(\$36,120.00)
Fdn, Cantilever Sign Structure Type E, 42 inch Dia, Uncased	-171.000 Ft @ \$495.00/Ft	<u>(84,645.00)</u>
Total		(\$120,765.00)

Net Revised CM 1 Request \$55,085.00

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

The contractor was directed to alter the size of the drilled shaft foundations for several cantilever signs. It was determined that the anchor bolts were too large for a 42 inch circular foundation. The bolts did not have the appropriate internal spacing and had insufficient coverage in the foundation. The Traffic and Safety Division was contacted and it was confirmed that the foundation size was incorrect and a 48 inch foundation should be utilized to achieve the proper strength requirements. MDOT recently updated the standard detail for these foundations as a result of these issues. The cost for Fdn, Cantilever Sign Structure, Type E, 48 inch Dia, Cased and Fnd, Cantilever Sign Structure, Type E, 48 inch Dia, Uncased was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar work on region projects. The extra cost is partially offset by a \$120,765 reduction in the original bid items listed above.

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

This Extra was recommended for approval by the State Transportation Commission at its September 28, 2006, meeting, and is now recommended for approval by the State Administrative Board on October 3, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: State Restricted Trunkline, 100%.
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48170.

OVERRUNS

125. **Overrun 2006 - 35**

Control Section/Job Number: 58052-53210 MDOT Project

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

State Transportation Commission - Does not meet criteria.

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

Designed By: Mannik & Smith Group, Inc.
Engineer's Estimate: \$3,562,777.37

Description of Project:

7.1 miles of cold milling and resurfacing, crown correction, minor widening for left turn lane, partial culvert removals, and culvert extensions on US-24 (Telegraph Road) from Luna Pier to Dunbar Road, in Erie, LaSalle, and Monroe Townships, Monroe County.

Administrative Board Approval Date:	April 5, 2005	
Contract Date:	May 3, 2005	
Original Contract Amount:	\$4,236,031.00	
Total of Overruns/Changes (Approved to Date):	423,603.10	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	129,589.10	+ 3.06%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>69,480.00</u>	+ <u>1.64%</u>
Revised Total	<u>\$4,858,703.20</u>	+ 14.70%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.06% over the original budget for an **Authorized to Date Amount** of \$4,789,223.20.

Approval of this overrun will place the authorized status of the contract 14.70% or \$622,672.20 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

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

HMA, 4E3	1,737.000 Ton @ \$40.00/Ton	\$69,480.00
Total		<u>\$69,480.00</u>

Reason(s) for Overrun(s):

After the milling operation, the underlying pavement was found to be badly deteriorated. Project staff was concerned that the planned joint repairs would accelerate further pavement deterioration and leave no suitable surface for paving. Both the region pavement specialist and the construction engineer were consulted and the best course of action was determined to be placement of an additional course of asphalt, which was the most cost effective means of ensuring pavement performance.

HMA, 4E3 is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

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

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

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

Funding Source: State Restricted Trunkline, 100%.

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

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

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

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

Zip Codes: 48161.

126. **Overrun 2006 - 36**

Control Section/Job Number:	50061-84043	MDOT Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	This project exceeds the 15% Commission limit for reviewing overruns.	
Contractor:	Florence Cement Company 12798 23 Mile Road Shelby Twp., MI 48315	
Designed By:	MDOT	
Engineer's Estimate:	\$4,294,067.08	

Description of Project:

6.35 miles of concrete pavement repairs, shoulder, valley gutter and curb repairs and diamond grinding on I-696 from Dequindre Road to Hayes Road in the cities of Warren and Centerline, Macomb County.

Administrative Board Approval Date:	May 2, 2006	
Contract Date:	May 15, 2006	
Original Contract Amount:	\$4,872,850.57	
Total of Overruns/Changes (Approved to Date):	487,285.06	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	37,550.00	+ 0.77%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>1,045,101.49</u>	+ <u>21.45%</u>
Revised Total	<u>\$6,442,787.12</u>	+ 32.22%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.77% over the original budget for an **Authorized to Date Amount** of \$5,397,685.63.

Approval of this overrun will place the authorized status of the contract 32.22% or \$1,569,936.55 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

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

Pavt, Rem	3,138.600 Syd @ \$20.65/Syd	\$64,812.09
Pavt Repr, Rem	7,323.400 Syd @ \$21.00/Syd	153,791.40
Pavt Repr, Reinf Conc, 11 inch	10,462.000 Syd @ \$79.00/Syd	826,498.00
Total		<u>\$1,045,101.49</u>

Reason(s) for Overrun(s):

The existing pavement was found to be in a worse condition than anticipated during the scoping and design phase. There were significantly more spalled and delaminated areas on the roadway, resulting in a substantial increase in the pavement remove and patching quantities. Furthermore, the extent and depth of deterioration at most of the pavement joints was such that the as-planned Case A concrete joint repair method was not effective; therefore, full depth concrete joint repairs were used in lieu of the Case A method and were paid with the contract pay item "Pavt Repr, Reinf Conc, 11 inch." There is a corresponding decrease in the contract work item "Concrete Joint Repair, Case A" that will be reflected in a future contract modification. The estimated decrease is \$343,000.

This work was paid in accordance with 2003 Standard Specification 109.04, Payments for Increased or Decreased Quantities by increasing the contract work items as shown above. All work items are original contract pay items. The overrun cost is computed by calculating the contract bid prices with the actual increase in quantities.

This increase has been discussed with and agreed to by the Federal Highway Administration.

This Overrun was recommended for approval by the State Transportation Commission at its September 28, 2006, meeting, and is now recommended for approval by the State Administrative Board on October 3, 2006.

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

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

Funding Source: FHWA, 90%; State Restricted Trunkline, 10%.

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

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

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

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

Zip Codes: 48093.

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