

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: February 9, 2005 – North Central Conference Room,
4th Floor, Treasury Building, 3:30 PM

State Administrative Board Meeting: February 15, 2005 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

SUBCONTRACTS

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| 1. | Sanisweep, Inc. 0-3450 Riverhill Drive NW Grand Rapids, MI 49544 | Street Sweeping & Pickup | \$662,271.03 |
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Approval is requested to authorize the Kent County Road Commission to award a three-year subcontract for curb, bridge, and intersection sweeping on state trunklines in Kent County. The contract provides for an additional scheduled rate of compensation for emergency callout services. The project was advertised, and two bids were received. The lowest bid was selected. The contract will be in effect from the date of award through December 31, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for curb, bridge, and intersection sweeping services on state trunklines in Kent County.

Benefit: The contract will provide for safer highways free from hazardous road obstructions.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the work is not performed, the roadways could become hazardous for the traveling public.

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: 49544.

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|----|--|-------------------------|-----------------|
| 2. | The Highwaymen 21768 Swafford Road Battle Creek, MI 49017 | Lawn Maintenance | \$20,520 |
|----|--|-------------------------|-----------------|

Approval is requested to authorize the Calhoun County Road Commission to award a three-year subcontract for lawn care services at the Turkeyville Rest Area. The contract includes the option of two one-year extensions based on the original contract price. The project was advertised, and three bids were received. The lowest bid was selected. The contract will be in effect from the date of award through December 31, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for lawn care services at the Turkeyville Rest Area in Calhoun County.
Benefit: The contract will provide for a rest area free from litter.
Funding Source: 100% State Restricted Trunkline Funds.
Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.
Risk Assessment: If the work is not performed, the rest area could become hazardous for the traveling public.
Cost Reduction: The project was competitively bid and advertised.
Selection: Low bid.
New Project Identification: This is routine maintenance and not a new project.
Zip Code: 49017.

3. **Progressive Sweeping Contractors, Inc. Curb Sweeping \$39,450**
455 Terminal Road
Toledo, OH 43612

Approval is requested to authorize the Monroe County Road Commission to award a one-year subcontract for curb sweeping on various state trunklines throughout Monroe County. The project was advertised, and two bids were received. The lowest bid was selected. The contract will be in effect from April 1, 2005 through September 30, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for two complete sweep cycles of 39.4 curb miles on state trunklines in Monroe County. There is a third cycle for sweeping the bridge decks and along the concrete barrier wall sections.
Benefit: The contract will help MDOT to maintain a clean storm water system and a safer driving environment.
Funding Source: 100% State Restricted Trunkline Funds.
Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.
Risk Assessment: If the work is not performed, the dirt and debris along state roadways will filter into nearby waterways, causing pollution. The dirt and debris along state roadways is hazardous as well as unattractive to motorists.
Cost Reduction: The project was competitively bid and advertised.
Selection: Low bid.
New Project Identification: This is routine maintenance and not a new project.
Zip Code: 48161.

4. **Greenscape Roadside Mowing \$66,794**
P.O. Box 133
Lake, MI 48632

Approval is requested to authorize the Calhoun County Road Commission to award a two-year subcontract for roadside mowing on various state trunklines throughout Calhoun County. The contract includes the option of a two-year extension based on the original contract price. The project was advertised, and four bids were received. The lowest bid was selected. The contract will be in effect from the date of award through December 31, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for litter removal and disposal, routine mowing, and contour mowing, at interchanges of limited access or divided highways and for routine mowing of free access highways and vision areas. All areas defined will be mowed three times during the mowing season.

Benefit: The contract will provide for cleaner and safer roadways for the traveling public.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the work is not performed, the litter along state roadways will filter into nearby waterways, causing pollution. If roadways are not maintained, they will be unsafe for the traveling public.

Cost Reduction: The project was competitively bid and advertised.

Selection: Low bid.

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

Zip Code: 49068.

CONTRACTS

5. HIGHWAYS (Real Estate) – Resolution “A ” (Excess Property Easement)
Tract 780, Control Section 13032, Parcel 50, Part B

The subject tract is located in the township of Pennfield, Calhoun County, Michigan, and contains approximately 3,000 square feet. The Calhoun County Drain Commission has requested the easement for a county drain. The tract was appraised by Cherry James, Property Analyst, on June 30, 2004, at \$450. The tract was approved for sale by Patrick Scarlett, Excess Property Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on January 18, 2005, for the amount of \$450. The tract was not offered to the local municipalities because it is an easement transaction. The property has been declared excess by the Bureau of Highways – Development.

\$450

Purpose/Business Case: The purpose of granting an easement on excess property is to allow state agencies, local units of governments, or private parties the use of our property while we maintain the integrity of our infrastructure.

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

Funding Source: N/A – revenue generating.

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

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

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

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49068.

6. *HIGHWAYS – IDS Time Extension

Amendatory Contract (2001-0665/A1) between MDOT and Tetra Tech MPS will retroactively extend the contract term by approximately eighteen months to provide the consultant with additional time needed to complete services under authorization (Z15). (See following item.) The additional time is needed for authorization (Z15) because MDOT awarded the construction contract later than planned. The original contract, which expired on January 31, 2005, provided for services for which the consultant is prequalified to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be January 31, 2002, through July 31, 2006. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To retroactively extend the contract term by approximately eighteen months at no additional cost to provide the consultant with additional time needed to complete services under authorization (Z15). No new authorizations will be issued under this contract. Any other time extensions to authorizations issued under this IDS contract will be submitted separately to the State Administrative Board (SAB) for approval.

Benefit: This amendment will provide time for the consultant to finish work on authorization (Z15) and other authorizations (with separate SAB approvals).

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: If this amendment is not approved, authorizations issued under the IDS contract could not be extended. For authorizations for construction engineering services, construction projects might not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work and a subsequent loss of federal funding for construction projects because of the lack of required oversight.

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

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

New Project Identification: This is not a new project.

Zip Code: 48909.

7. HIGHWAYS – IDS Construction Engineering Services

Authorization Revision (Z15/R1) under Contract (2001-0665) between MDOT and Tetra Tech MPS will retroactively extend the authorization term by approximately eighteen months to provide the consultant with additional time needed to complete the services. The additional time is needed because MDOT awarded the construction contract later than planned. The original authorization, which expired on January 31, 2005, provided for full construction engineering services to be performed for a new bridge structure on relocated Adams Road over M-59 in Rochester Hills, Oakland County (CS 63043 – JN 77200A). The revised authorization term will be January 7, 2004, through July 31, 2006. The authorization amount remains unchanged at \$399,884.73. The contract term will be January 31, 2002, through July 31, 2006. (See previous item.) Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To retroactively extend the authorization term by approximately eighteen months at no additional cost to provide the consultant with additional time needed to complete the construction engineering services. The additional time is needed because MDOT awarded the construction contract later than planned.

Benefit: This revision will provide time for the consultant to provide the necessary oversight for the construction contract to ensure that the project is built according to the plans and specifications.

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: The risk of not authorizing these services is that the construction project will not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work and subsequent loss of federal funding for construction due to lack of required oversight. Additionally, not authorizing these services now may also result in the loss of federal funding for this entire 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 revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48309.

8. *HIGHWAYS – IDS Time Extension

Amendatory Contract (2002-0245/A1) between MDOT and Construction Technical Specialists, LLC, will retroactively extend the contract term by one year to provide the consultant with additional time needed to complete ongoing projects, including work under authorization (Z4), for which extra time is needed for the preparation of reviews for local agency projects. (See following item.) The original contract, which expired on January 17, 2005, provided for services for which the consultant was prequalified to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be January 17, 2002, through January 17, 2006. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To retroactively extend the contract term by one year to provide the consultant with additional time needed to complete ongoing projects at no additional cost, including work under authorization (Z4), for which extra time is needed for the preparation of reviews for local agency projects. No new authorizations will be issued under this contract. Any other time extensions to authorizations issued under this IDS contract will be submitted separately to the State Administrative Board for approval.

Benefit: The benefit of this time extension is that authorizations written under this IDS contract can be extended, pending State Administrative Board approval.

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

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

Risk Assessment: The risk of not approving this time extension is that the consultant will not be able to complete work on any projects authorized separately under this IDS contract that may be in need of additional time.

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49606.

9. HIGHWAYS – IDS Engineering Services

Authorization Revision (Z4/R2) under Contract (2002-0245) between MDOT and Construction Technical Specialists, LLC, will retroactively extend the authorization term by one year to provide sufficient time for the consultant to complete the preparation of reviews for local agency projects. The additional time is needed because unanticipated complex issues with some of the final estimate reviews are delaying the closing out of some projects. The original authorization, which expired on January 17, 2005, provided for final estimate reviews in the Southwest Region to be performed on an as needed/when needed basis. The revised authorization term will be January 13, 2003, through January 17, 2006. The authorization amount remains unchanged at \$98,466.80. The revised contract term will be January 17, 2002, through January 17, 2006. (See previous item.) Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To retroactively extend the contract term by one year to provide the consultant with additional time needed to complete the preparation of reviews for local agency projects at no additional cost. The additional time is needed because unanticipated complex issues with some of the final estimate reviews are delaying the closing out of some projects.

Benefit: Will provide for accurate and timely records and materials reviews for local agency projects in the Southwest Region. The timely completion of these reviews will reduce the number of overdue finals for local agency 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: The risk of not approving this time extension is that the consultant may be unable to conduct final estimate reviews in a timely and efficient manner, which could lead to an increase in the number of overdue finals and delays in making construction contractor payments.

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

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

New Project Identification: This is not a new project.

Zip Code: 49606.

10. HIGHWAYS – IDS Research Services

Authorization Revision (Z10/R1) under Contract (2003-0063) between MDOT and Michigan Technological University (MTU) will provide for the development of a PowerPoint presentation of the results of Phase II of the Log Truck Study and will increase the authorization amount by \$7,310.42. MDOT failed to include these services in the original authorization. The original authorization provides for research services to be performed for Phase II of the Log Truck Study, in compliance with Section 363 of MDOT's FY 2004 Appropriations Act. The authorization term remains unchanged, November 3, 2004, through September 12, 2006. The revised authorization amount will be \$106,187.24. The contract term is September 12, 2003, through September 12, 2006, or until the last authorization issued under the contract has expired, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To add services for the development of a PowerPoint presentation of Phase II of the Log Truck Study to the authorization and to increase the authorization amount by \$7,310.42.

Benefit: The study will help MDOT and the industry determine how to make hauling logs even safer than it is for log truck drivers and for the motoring public. The PowerPoint presentation will communicate those determinations.

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: Should the PowerPoint presentation not be developed, MDOT would have a much more difficult time communicating the results of the study.

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49931.

11. HIGHWAYS – IDS Design Consultant Services

Authorization Revision (Z2/R3) under Contract (2003-0079) between MDOT and URS Corporation Great Lakes will provide for the combination of two previously completed bridge design projects into one design for construction and will increase the authorization amount by \$59,781.10. The original authorization provides for the design of bridge rehabilitation and widening of I-196 eastbound over the Grand Rapids Eastern Railroad (formerly the Grand Trunk Western Railroad) in Grand Rapids, Kent County (CS 41027 – JN 51886D). This authorization revision will provide for the coordination of the bridge rehabilitation project on I-196 westbound over the Grand Rapids Eastern Railroad with the bridge rehabilitation project in I-196 eastbound over the Grand Rapids Eastern Railroad. The authorization term remains unchanged, March 10, 2003, through November 21, 2005. The revised authorization amount will be \$301,654.48. The contract term is November 21, 2002, through November 21, 2005. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: This revision provides for the combination of two previously completed bridge design projects into one design for construction. The construction of the two previous bridge design projects was delayed by MDOT.

Benefit: The primary benefit is a cost savings to MDOT on the construction of these bridges.

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

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

Risk Assessment: The risk of not authorizing this revision is the loss of opportunity to save construction funding.

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 authorizations.

New Project Identification: This is not a new project.

Zip Code: 49504.

12. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z9) under Contract (2003-0132) between MDOT and Surveying Solutions, Inc., will provide for construction layout staking services assistance for the Bay City Transportation Service Center (TSC) to be performed on an as-needed basis. This authorization will be in effect from the date of award through April 10, 2006. The authorization amount will be \$970,737.44. The contract term is from April 10, 2003, through April 10, 2006. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: This authorization will provide for as-needed construction layout staking services assistance for the Bay City TSC. These services will support the delivery of MDOT's capital outlay programs in a timely manner.

Benefit: Will provide for assistance to the Bay Region construction engineers for the completion of necessary construction layout staking services and will ensure that all parts of construction meet current MDOT and federal 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: Failure to properly oversee construction contracts could result in substandard work and loss of federal funding, not only for these services, but for entire 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: 48706.

13. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z15/R2) under Contract (2003-0520) between MDOT and URS Corporation Great Lakes will provide for additional design services to be performed and will increase the authorization amount by \$47,981.28. The project has been expanded to include the design of the replacement communication system for the 32.5 center-line mile Surveillance Control and Driver Information System portion of the Advanced Traffic Management System in metropolitan Detroit, as modified by MDOT. This effort was not included in the base contract or the previous amendment. The original authorization provides for Intelligent Transportation System redesign services on I-94 from Wyoming easterly to I-96 in the cities of Detroit and Dearborn, Wayne County (CS 84917 - JN 59195C). The authorization term remains unchanged, December 18, 2003, through September 10, 2006. The revised authorization amount will be \$221,971.86. The contract term is September 10, 2003, through September 10, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the design of the replacement communication system for the 32.5 center-line mile Surveillance Control and Driver Information (SCANDI) System portion of the Advanced Traffic Management System (ATMS) in metropolitan Detroit, as modified by MDOT. The project has been expanded to include investigating several candidate communications systems and protocols for use on all Metro Region Intelligent Transportation System (ITS) and traffic signal projects, arranging demonstrations and final designs of the chosen system(s), and documentation of the communications demonstrations and a white paper summarizing the findings.

Benefit: The extension of the design effort requested in this amendment will further increase system reliability and reduce future maintenance and operating costs of the ATMS and traffic signal systems in Metro Region through selection and specification of a robust, extensible, and largely non-proprietary common communications infrastructure.

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 approve this revision could result in the replacement of the communication system with less than the best technology, the development of a number of incompatible features, and loss of control of system elements. The revision will provide for better and more efficient communication opportunities.

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

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

New Project Identification: This is not a new project.

Zip Code: 48210.

14. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z5) under Contract (2004-0093) between MDOT and Fleis & Vandenbrink Engineering, Inc., will provide for as-needed inspection and testing services to be performed on US-131 within the cities of Grand Rapids and Walker, Kent County (CS Various - JN Various). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through February 3, 2007. The authorization amount will be \$708,150.71. The contract term is February 3, 2004, through February 3, 2007. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: This authorization will provide for as-needed inspection and testing services to be performed on US-131 within the cities of Grand Rapids and Walker, Kent County (CS Various - JN Various). The

work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. These services will support the delivery of the capital outlay program in a timely manner. At present, this work cannot be completely handled by MDOT forces.

Benefit: The benefit of this authorization is adequate inspection and testing services that will result in high quality products for the people of Michigan. The inspection and testing services will ensure that all parts of the construction projects are up to current State of Michigan and federal standards. The project upgrades will alleviate congestion and improve safety in these areas.

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: This project is the last of the new M-6 freeway projects that needs to be completed. Without this authorization, adequate inspection and testing may not be provided, which could result in substandard work and possible loss of federal funding.

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 an existing freeway project.

Zip Code: 49504.

15. *HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (2004-0108/A3) between MDOT and Transcore ITS Michigan, P.C., will provide for additional services, will increase the contract amount by \$1,750,291.83, and will extend the term by seven months. The additional time and services are needed to ensure continuous maintenance of this system to protect the previous capitol investment and to ensure continued operation through maintaining system availability. The original contract provides for maintenance of all fielded Advanced Traffic Management System devices and communication equipment for the Michigan Intelligent Transportation System (MITS) in Detroit. The revised contract term will be March 5, 2004, through September 30, 2005. The revised total contract amount will be at \$3,480,926.69. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The Michigan Intelligent Transportation System (MITS) provides a wide range of data and services to internal and external stakeholders to help improve freeway operations through incident management and advanced traveler information. External stakeholders include Michigan State Police, other public safety agencies and the reporting media. The extension and additional services of this maintenance contract will ensure continuous maintenance of this system to protect the previous capitol investment and to ensure continued operation through maintaining system availability.

Benefit: Extending the existing contract will ensure continuous services that provide traffic safety and mobility benefits.

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

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

Risk Assessment: Not approving this extension and additional services could result in disruption to the maintenance services, potential loss of trained technical staff, damage to infrastructure, and a decrease in system availability with an impact on operations.

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: 48226.

16. HIGHWAYS - IDS Construction Engineering Services

* Denotes a non-standard contract/amendment

Authorization (Z3) under Contract (2004-0109) between MDOT and Spicer Group, Inc., will provide for inspection and testing services to be performed on various construction projects in Saginaw, Bay, and Arenac Counties on an as-needed basis. The authorization will be in effect from the date of award through February 19, 2007. The authorization amount will be \$498,311.40. The contract term is February 19, 2004, through February 19, 2007. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: This authorization will provide for inspection and testing services to be performed on various construction projects in Saginaw, Bay, and Arenac Counties on an as-needed basis.

Benefit: Will provide for inspection services for construction projects in Saginaw, Bay, and Arenac Counties.

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, but the number of hours to perform the work has been estimated.

Risk Assessment: Failure to properly oversee construction contracts could result in substandard work and loss of federal funding, not only for these services, but for entire 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: 48909.

17. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z4) under Contract (2004-0154) between MDOT and L.S. Engineering, Inc., will provide for construction engineering services to be performed on bridges S10 and S26 on I-196 in the city of Grand Rapids, Kent County (CS 41027 - JN 55462A). The work items include project administration, staking, quality control testing and reporting, measurement, computation, documentation of quantities, reporting and record keeping, and finaling of all project documentation. The authorization will be in effect from the date of award through March 16, 2007. The authorization amount will be \$173,362.17. The contract term is March 16, 2004, through March 16, 2007. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization is for construction engineering services on bridges S10 and S26 on I-196 in the City of Grand Rapids, Kent County. These services will support the delivery of the MDOT bridge program in a timely manner.

Benefit: The benefits include adequate project administration and inspection and testing, as required by federal law, on the existing freeway, which will result in a high quality product. The services will ensure that all parts of the reconstruction are up to current MDOT standards.

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

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

Risk Assessment: The risk of not approving these services is that the construction project will not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work and subsequent loss of federal funding for construction due to lack of required oversight. Additionally, not authorizing these services now may also result in the loss of federal funding for this entire 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: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49503.

18. HIGHWAYS – IDS Construction Engineering Services

Authorization (Z5) under Contract (2004-0154) between MDOT and L.S. Engineering, Inc., will provide for construction engineering services to be performed on bridges S08 and S13 and on portions of S10 and S26 on I-196 in Grand Rapids, Kent County (CS 41027 – JN 54148A). The work items include project administration, staking, quality control testing and reporting, measurement, computation, documentation of quantities, reporting and record keeping, and finaling of all project documentation. The authorization will be in effect from the date of award through March 16, 2007. The authorization amount will be \$223,216.98. The contract term is March 16, 2004, through March 16, 2007. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for construction engineering services to be performed on bridges S08 and S13 and on portions of S10 and S26 on I-196 in Grand Rapids, Kent County. These services will support the delivery of the bridge program in a timely manner. At present, this work cannot be completely handled by MDOT forces.

Benefit: The benefits include adequate project administration and inspection and testing, as required by federal law, on the existing freeway which will result in a high quality product. The services will ensure that all parts of the reconstruction are up to current MDOT standards.

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

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

Risk Assessment: The risk of not approving these services is that the construction project will not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work and subsequent loss of federal funding for construction due to lack of required oversight. Additionally, not authorizing these services now may also result in the loss of federal funding for this entire 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: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49503.

19. HIGHWAYS – IDS Design Consultant Services

Authorization Revision (Z1/R1) under Contract (2004-0155) between MDOT and Modjeski and Masters, Inc., will provide for additional design and plan review services to be performed for the Bagley Avenue pedestrian bridge, a cable stayed structure, and will increase the authorization amount by \$94,930.77. Additional review will ensure that construction sequences are correct and that the cables are properly stressed. The original authorization provides for the performance of design and plan detail reviews of the Bagley Avenue pedestrian bridge over I-75 and I-96 in Wayne County (CS 82194 – JN 37795C). The authorization term remains unchanged, October 20, 2004, through March 16, 2007. The revised authorization amount will be \$176,827.48. The contract term is March 16, 2004, through March 16, 2007. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This revision provides for additional design review of the Bagley Avenue pedestrian bridge, a cable stayed structure. Modjeski and Masters has expertise in this field that MDOT does not have.

Benefit: Additional funds will allow MDOT to comply with the Federal Highway Administration's request for a more in-depth review of the bridge structure due to its complexity. Additional review will ensure that construction sequences are correct and that cables are properly stressed.

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

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

Risk Assessment: If these services are not authorized, the needed additional reviews will not be performed, which could result in a substandard design for this complex bridge, which could result in the construction of an unsafe design or in delays and additional construction costs if design flaws are discovered during construction.

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

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

New Project Identification: This is not a new project.

Zip Code: 48909.

20. HIGHWAYS-IDS Construction Engineering Services

Authorization (Z27) under Contract (2004-0214) between MDOT and Wilcox Professional Services, LLC, will provide for full construction engineering services to be performed on M-37 from the Barry/Kent county line to 76th Street in the city of Caledonia, Caledonia Township, Kent County (CS 41031-JN 75083A). The authorization will be in effect from the date of award through April 20, 2007. The authorization amount will be \$377,767.41. The contract term is April 20, 2004, through April 20, 2007. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization is for full construction engineering services, including project administration, inspection, staking, quality control, record keeping, and finaling services. At present, MDOT does not have the resources to perform these services on this project.

Benefit: These services will ensure that there is adequate project administration and inspection and testing, as required by federal law. These services will also ensure that the construction meets MDOT quality standards.

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

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

Risk Assessment: The risk of not approving these services is that the construction project will not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work and subsequent loss of federal funding for construction due to lack of required oversight. Additionally, not authorizing these services now may also result in the loss of federal funding for this entire 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: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49316.

21. HIGHWAYS - IDS Design Consulting Services

Authorization (Z30) under Contract (2004-0214) between MDOT and Wilcox Professional Services, LLC, will provide for the performance of all design services necessary for the road design survey on US-131 in Kent County. The project is located on US-131 northbound and southbound from West River Drive to 1,420 feet north of 10 Mile Road. The authorization will be in effect from the date of award through April 20, 2007. The authorization amount will be \$137,368.42. The contract term is April 20, 2004 through April 20, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization provides for the performance of all design services necessary for the road design survey on US-131 from West River Road to 10 Mile Road in Kent County. The survey information is needed to facilitate a design for a concrete overlay on the mainline pavement, shoulders, and ramps. The work will include ditching and drainage modifications, as well as miscellaneous safety upgrades.

Benefit: This project is needed immediately to facilitate a design with a March 3, 2006, plan completion date and a November 11, 2006, construction letting date.

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 completing this project at this time will delay the design and the above mentioned plan completion and letting dates. The winter time is optimal for the use of Global Position System. Delaying this project to a time other than winter will require the vendor to use conventional survey methods and add a significant amount of time and money to this road design survey.

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. It is rehabilitation work.

Zip Code: 49321.

22. HIGHWAYS - IDS Design Consultant Services

Authorization (Z19) under Contract (2004-0283) between MDOT and URS Corporation Great Lakes will provide for design plans for the rehabilitation of seventeen bridges on I-94 and US-131 in Kalamazoo County (CS Various - JN 81651D). The work items include structure studies, traffic signal operations plans, traffic control plans, and structure designs. The authorization will be in effect from the date of award through June 3, 2007. The authorization amount will be \$178,275.80. The contract term is June 3, 2004, through June 3, 2007. Source of Funds: 80% Federal Highways Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization will provide for design plans for bridge rehabilitation of seventeen bridges on I-94 and US-131 in Kalamazoo County. The work items include structure studies, traffic signal operations plans, traffic control plans, and structure designs. Poor bridge conditions necessitate the reconstruction and rehabilitation of these structures, which were constructed in the 1970's. The current condition of the bridge deck surfaces is distressed and deck rebar is exposed. The substructure is severely cracked. The proposed rehabilitation work will upgrade these bridges to good condition.

Benefit: The major benefits include improved pavement condition, increased safety level, and bringing all the bridges up to current MDOT standards. The recommended bridge rehabilitation work will significantly reduce future maintenance costs, and the local economy will realize one detour one time rather than repeated interruptions from the emergency temporary repairs that would be required as the bridges continued to weaken and deteriorate.

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

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

Risk Assessment: The major risk of not approving this project is primary failure of seventeen bridge structures, which would result in excessive and unmitigated safety risks and increased user delays. Additional risks include increased maintenance costs in the form of emergency temporary repairs.

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

Selection: Sole source.

New Project Identification: This is not a new project.

Zip Code: 49019.

23. *HIGHWAYS - Master Agreement for Traffic Signal Work
Retroactive Master Agreement (2004-0287) between MDOT, the City of Detroit, and Wayne County will retroactively provide for reimbursement of negotiated costs for 266 electrical traffic control devices under the jurisdiction of MDOT within the city of Detroit. The master agreement will allow MDOT to receive reimbursement for the costs of maintenance work and power incurred during the term of the master agreement. The master agreement does not contain funding or project approvals. The master agreement was in effect from June 28, 1999, through July 9, 2002.

MDOT's standard practice with regard to the costs of maintenance work and power for traffic control devices is to have in place individual cost agreements for the locations under MDOT's jurisdiction. For the period covered by this master agreement, no such cost agreements were in place, so costs were not reimbursed. There was initial disagreement with the City of Detroit on project amounts, and the processing of the master agreement was further delayed when the City of Detroit revised its internal contractual agreement approval process and MDOT experienced significant staff changes of the people most knowledgeable about the master agreement. This master agreement will provide for cost reimbursements for all 266 traffic control devices for which the usual agreements were not processed.

24. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2004-5483) between MDOT and the Wayne County Airport Authority will provide for participation in the following improvements:

Design, implementation, and evaluation of the Detroit/Wayne County Metropolitan Airport system integration under the Great Lakes Intelligent Transportation Systems Program, Phase I, which consists of database development to inventory and monitor roadway information and allow integration with current Intelligent Transportation Systems (ITS) as described in the following specific work orders in the Detroit/Wayne County Metropolitan Airport System Integration Work Plan:

- Work Order No. 1 - Procurement Task
- Work Order No. 2 - Installation & Testing Task
- Work Order No. 3 - Communication Infrastructure Task
- Work Order No. 4 - Traffic Management Center Facility Hardware, Installation of Software, and Final Integration Task

Estimated Funds:

| | |
|--------------------------------------|--------------------|
| Federal Highway Administration Funds | \$2,394,525 |
| Wayne County Airport Authority Funds | <u>\$2,394,525</u> |
| Total Funds | <u>\$4,789,050</u> |

ITS 82900 - 58100
 Local Letting

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

Benefit: Increased integration and coordination within and among transportation modes to improve traffic operations.

Funding Source: Federal Intelligent Transportation System Funds and Wayne County Airport Authority Funds.

Commitment Level: 50% federal funds up to \$2,394,525 and the balance by Wayne County Airport Authority; based on estimate.

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

Cost Reduction: Low bid.

Selection: N/A; low bid for subcontract.

New Project Identification: New software and equipment development and management.

Zip Code: 48174.

25. HIGHWAYS- IDS Real Estate Services

Contract (2005-0068) between MDOT and Yankee Appraisal Associates, LLC, will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area 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.

26. HIGHWAYS - IDS Engineering Services

Contract (2005-0070) 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.

27. HIGHWAYS - IDS Engineering Services

Contract (2005-0072) between MDOT and HNTB 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.

28. *HIGHWAYS- Design Consultant Services

Contract (2005-0076) between MDOT and LEA Consulting Ltd. will provide for detailed design and contract administration services for the Blue Water Bridge (BWB) closed circuit television security and alarm system of the Security System Deployment Project in Port Huron, St. Clair County (CS B04 of 77111 - JN 82503C). The work items include the provision of complete specifications and design, construction oversight, and training for the entire system to ensure equipment and system compatibility. The contract will be in effect from the date of award through July 31, 2006. The contract amount will be \$601,667. Source of Funds: 75% State Restricted Trunkline Funds and 25% Homeland Security Funds.

Purpose/Business Case: This contract will provide for detailed design and contract administration services for the Blue Water Bridge (BWB) closed circuit television security and alarm system of the Security System Deployment Project in Port Huron, St. Clair County. Due to the events of 9/11 and the increased emphasis on security measures at our international border crossings, MDOT is committed to taking the necessary actions to provide a safe and secure crossing in addition to protecting the infrastructure. The national importance of the Blue Water Bridge spans and their impact on the economics of both the United States and Canada are critical.

Benefit: Completing this project will allow us to provide a comprehensive plan for the design and installation of a security system that will significantly reduce the risk of terrorist attacks.

Funding: Source of Funds: 75% State Restricted Trunkline Funds and 25% Homeland Security Funds.

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

Risk Assessment: Failure to implement security measures immediately will result in continued vulnerability to terrorist attacks. Such an event could result in loss of life and catastrophic economic damages.

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: The design of the proposed security system is new to the Blue Water Bridge and the associated facilities.

Zip Code: 48060.

29. *HIGHWAYS – Highway Safety Grant, Phase 4

Memorandum of Understanding (MOU) (2005-0077) between MDOT and the Michigan Department of State Police (MSP) will provide for the continuation of system development for the Crash Process Redesign (CPR) project. This MOU will utilize a \$400,000 grant award made to MDOT for Phase 4 of the CPR project by the National Highway Traffic Safety Administration (NHTSA). MDOT will administer the grant funds; the MSP Office of Highway Safety Planning will provide oversight and will report the expenditures to the NHTSA, and the Michigan Department of Information Technology will provide technical oversight to support the CPR project on MDOT's behalf, in accordance with Michigan law regarding information technology initiatives. The MOU will be in effect from the date of award through September 30, 2005. This is a zero dollar MOU.

Purpose/Business Case: The Crash Process Redesign (CPR) project is a cross-agency IT initiative by the Michigan Departments of State, Transportation, Information Technology, and State Police. This MOU will provide for Phase 4 of the initiative. The project objective is to improve the accuracy and timeliness of crash data collection and to enable government agencies to make timely decisions to improve traffic safety. In excess of 400,000 traffic crashes occur on Michigan roadways every year. The details of each crash are recorded by the investigating policeman on a form UD-10. The data from these forms is compiled by the Michigan State Police Criminal Justice Information Center into a statewide database, which is then used by MDOT for safety analysis. Over the last seven years, under contract with Michigan Technological University (MTU), MDOT has sponsored the development, operation, and maintenance of the system. MDOT has decided to terminate the current contract with MTU and host software within the Department of Information Technology. This grant will support that effort and improve the current crash locating suite.

Benefit: An improved crash system that is kept up to date will allow traffic safety professionals to make more timely and accurate decisions, resulting in better use of state and federal safety funds. Acceptance of this grant will provide for the continuation of the project. When complete, this project will improve the success rate for crash locating, allow improved integration with business processes, reduce manual effort for crash locating, improve the accuracy of crash locating, and allow improved decision-making regarding traffic safety programs and funding.

Funding Source: This is a zero dollar MOU. The project will utilize a \$400,000 grant from the National Highway Traffic Safety Administration.

Commitment Level: This does not apply at this time. The commitment level will be designated when the actual work is committed to a vendor.

Risk Assessment: If the MOU is not approved, the ongoing work of locating crashes in Michigan will cease. This will result in crash data that is not up to date, limiting the ability of traffic professionals to identify and retrofit high crash locations throughout Michigan.

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

Selection: N/A.

New Project Identification: This is not a new project. The CPR project has been under development since June 2002 and continues to be supported by federal funds.

Zip Code: 48909.

30. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Amendatory Contract (2005-5003) between MDOT and Calhoun County Road Commission will provide for participation in the construction of the following Transportation Enhancement improvements:

Rehabilitation and restoration of the historic Bauer Road Bridge and the historic Charlotte Highway Bridge.

The purpose of this amendment is to provide for all project work, except the salvaging of the structural members and the construction of the bridge abutments, to be performed by the County on a force account basis. The estimated cost of the project reflects the maximum amount in which the Federal Highway Administration will participate.

Estimated Funds:

| | |
|--------------------------------------|------------------|
| Federal Highway Administration Funds | \$361,140 |
| Calhoun County Road Commission Funds | \$ <u>90,285</u> |
| Total Funds | <u>\$451,425</u> |

STE 13411 - 50920
Amendment

Purpose/Business Case: To amend original contract to provide for all project work, except the salvaging of the structural members and the construction of the bridge abutments, to be performed by the County on a force account basis.

Benefit: Allowing the County to perform a portion of the project work on a force account basis will most likely reduce the total cost of the project since the County must demonstrate that the County's forces can perform their work at a cost determined to be at least 6 percent less than if it were contracted.

Funding Source: Federal Transportation Enhancement Activities Funds and Calhoun County Road Commission Funds.

Commitment Level: 80% federal funds up to \$361,140 and the balance by Calhoun County Road Commission; based on estimate.

Risk Assessment: If the amendment is not approved, we will be unable to realize a reduction in project costs and a savings in federal and county funds.

Cost Reduction: Local agency to perform a portion of the project work with its own forces at a cost determined to be at least 6 percent less than if it were contracted. The remaining portion of the project work will be placed under contract with the contractor selected by low bid. (Original was for low bid.)

Selection: N/A; low bid and force account for subcontract.

New Project Identification: N/A. (Original was for rehabilitation and restoration of existing bridges.)

Zip Code: 49014.

31. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2005-5012) between MDOT and City of Detroit will provide for participation in the construction of the following Transportation Enhancement improvements:

Streetscaping and pedestrian amenities work along Highway M-1 (Woodward Avenue) from Michigan Avenue to Park Avenue/Witherell Street.

Estimated Funds:

| | |
|--------------------------------------|------------------|
| Federal Highway Administration Funds | \$350,000 |
| City of Detroit Funds | <u>\$ 38,000</u> |
| Total Funds | <u>\$388,000</u> |

RP 82400 – 80248; Wayne County
Local Force Account

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

Benefit: Beautification of transportation system.

Funding Source: Federal Transportation and Community and System Preservation Funds and City of Detroit Funds.

Commitment Level: 100% federal funds up to \$350,000 and the balance by City of Detroit; based on estimate.

Risk Assessment: Contract required in order for City 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: New beautification of existing roadway.

Zip Code: 48226.

32. *INTERNATIONAL BRIDGE ADMINISTRATION- Increase Services and Amount, Extend Term

Amendatory Contract (2003-0574/A1) between the International Bridge Administration and LEA Consulting Ltd. will provide for additional design services to be performed for Intelligent Transportation System (ITS) features, will increase the contract amount by \$57,364, and will extend the contract term by ten months. This amendment is necessary to provide for additional ITS design services and to address unanticipated issues that resulted from stakeholder input and the detailed survey of the bridge. The original contract provides for detailed design and contractor oversight services for the International Bridge Security System Enhancement Project in Sault Ste. Marie, Michigan. The revised contract term will be September 3, 2003, through January 1, 2006. The revised total contract amount will be \$197,344. Source of Funds: 100% International Bridge Administration Toll Revenue Funds.

Purpose/Business Case: This amendment will provide for additional design services for Intelligent Transportation System (ITS) features, will increase the contract amount by \$57,364, and will extend the contract term by ten months. This amendment is necessary to provide for additional ITS, design services and to address unanticipated issues that resulted from stakeholder input and the detailed survey of the bridge. The original contract provides for detailed design and contractor oversight services for the International Bridge Security System Enhancement Project in Sault Ste. Marie, Michigan. The security enhancement network is being designed to allow for the future addition of operational enhancement features, but the actual design of the features was not included in the original design contract due to potential capital budget restraints. MDOT received a Homeland Security grant of which \$635,000 is designated for the Security Enhancement Project, which makes the added features financially feasible.

Benefit: This amendment will provide for the timely completion of the added work. It will also assist in insuring that the design is completed in a secure environment with transfer of sensitive design data between consultants at a reduced risk. The benefits of the added ITS features are security data network redundancy, system reliability, CCTV traffic monitoring, vehicle speed monitoring, and toll operations monitoring.

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

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

Risk Assessment: The risk of not completing the requested service is reduced safety and secure operation of the bridge by reduced security system reliability and effectiveness, and reduced traffic management, monitoring and emergency response capability.

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

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

New Project Identification: This is for the increased services and extension of an existing program.

Zip Code: 49783.

33. *MACKINAC BRIDGE AUTHORITY – Time Extension

Amendatory Contract (2004-0133/A1) between the Mackinac Bridge Authority and Northwest Design Group will extend the contract term by one year. The additional time is needed because of a claim pending on an associated construction service. The original contract provides for construction engineering services to be performed for the construction of an addition to maintenance building No. 2 at the Mackinac Bridge facility. The revised contract term will be March 17, 2004, through February 23, 2006. The contract amount remains unchanged at \$41,841.60. Source of Funds: 100% Mackinac Bridge Authority Toll Funds.

Purpose/Business Case: This amendment will extend the contract term by one year to provide additional time needed because of a claim pending on an associated construction service. The original contract provides for construction engineering services to be performed for the construction of an addition to maintenance building No. 2 at the Mackinac Bridge facility.

Benefit: The contract ensures compliance with the Bridge Authority's plans and specifications and with local and state building codes. The amendment will allow for assistance with the resolution of the claim pending.

Funding Source: 100% Mackinac Bridge Authority Toll 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 could result in a substandard building structure, building code violations, and potential safety hazards to Mackinac Bridge Authority employees, as well as an inability to resolve the claim.

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 amendment is for the time extension of a contract that involves the new construction of an addition to an existing facility.

Zip Code: 49781.

34. MULTI-MODAL - Section 5307 Program

Project Authorization Revision (Z3/R1) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), which provides transit service in the city of Detroit and portions of Wayne and Oakland Counties, will extend the authorization term by one year to allow the agency sufficient time to complete the project. The extension is requested so that DDOT can properly install bus shelters and pads in the spring when the weather is warmer. The work was delayed when the project manager suffered serious injuries in an accident in summer 2004; he is expected to return to work by spring 2005. The original authorization provides state matching funds for DDOT's FY 1998 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be March 28, 2002, through March 27, 2006. The authorization amount remains unchanged at \$60,000. 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 Funds - \$48,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$8,000; City of Detroit Funds - \$4,000.

Purpose/Business Case: To extend the project authorization term by one year to allow for the proper installation of bus shelters and pads.

Benefit: Will increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$48,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$8,000; City of Detroit Funds - \$4,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is that federal funding will be lost.

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: 48207.

35. MULTI-MODAL (Aeronautics) - Design of Hangar Relocation

Contract (2005-0066) between MDOT and the City of Sandusky will provide federal and state grant funds for the design of the relocation of hangars at the Sandusky City Airport in Sandusky, 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 \$23,400. Source of Funds: FAA Funds (via block grant) - \$21,060; State Restricted Aeronautics Funds - \$1,170; City of Sandusky Funds - \$1,170.

Purpose/Business Case: The project includes the design of the relocation of hangars that are inside the building restriction line. The airport currently does not meet federal standard FAR Part 77 because the hangars were built too close to the safety areas. This project will provide for the design of the new hangars, as the old ones must be demolished.

Benefit: To provide a design that will meet all federal and state safety and airport design standards.

Funding Source: FAA Funds (via block grant) - \$21,060; State Restricted Aeronautics Funds - \$1,170; City of Sandusky Funds - \$1,170; Contract Total - \$23,400.

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.

* Denotes a non-standard contract/amendment

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

Selection: N/A.

New Project Identification: This is a new design project.

Zip Code: 48471.

36. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2005-0067) between MDOT and the Livingston County Board of Commissioners will provide federal and state grant funds for land acquisition costs for parcels 43, 44, and 46 at the Livingston County Airport in Howell, 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 \$725,000. Source of Funds: FAA Funds (via block grant) - \$688,750; State Restricted Aeronautics Funds - \$18,125; Livingston County Funds - \$18,125.

Purpose/Business Case: The project includes land acquisition costs for parcels 43, 44, and 46, including the costs of purchasing the properties, closings, and relocation assistance. These parcels are required for a runway extension project.

Benefit: Acquiring the land will allow the future runway extension project to move forward.

Funding Source: FAA Funds (via Block Grant) - \$688,750; State Restricted Aeronautics Funds - \$18,125; Livingston County Funds - \$18,125; Contract Total - \$725,000.

Commitment Level: The contract has a fixed cost for the consultant services.

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

Cost Reduction: The consultant was chosen in accordance with FAA guidelines. The contract was reviewed by an MDOT real estate specialist for appropriateness of scope and cost.

Selection: N/A.

New Project Identification: This is a new project, although it is required for an existing facility.

Zip Code: 48855.

37. MULTI-MODAL (Aeronautics) - Design of Runway Rehabilitation and Extension

Contract (2005-0080) between MDOT and the Shiawassee Airport Board will provide federal and state grant funds for the design of the rehabilitation and extension of runway 10/28, including electrical upgrades, at the Owosso Community Airport in Owosso, 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 \$138,000. Source of Funds: FAA Funds (via block grant) - \$131,100; State Restricted Aeronautics Funds - \$3,450; Shiawassee Airport Board Funds - \$3,450.

Purpose/Business Case: The project will provide for the technical drawings and specifications for the rehabilitation and extension of runway 10/28, including electrical upgrades.

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

Funding Source: FAA Funds (via block grant) - \$131,100; State Restricted Aeronautics Funds - \$3,450; Shiawassee Airport Board Funds - \$3,450; Contract Total - \$138,000.

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 will be reviewed by MDOT personnel for appropriateness and additional cost reductions.

Selection: N/A.

New Project Identification: This project is 70% rehabilitation and 30% new work (expansion).

Zip Code: 48867.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.
Selection: Low-bid.
New Project Identification: Maintenance & reconstruction.
Zip Code: 48706.

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

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

Respectfully submitted,

Gloria J. Jeff
Director

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: February 9, 2005 – North Central Conference Room,
4th Floor, Treasury Building, 3:30 PM

State Administrative Board Meeting: February 15, 2005 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

BID LETTING

STATE PROJECT

| | | | |
|----|-------------------------------------|------------------|-------------------------|
| 1. | LETTING OF FEBRUARY 04, 2005 | ENG. EST. | LOW BID |
| | PROPOSAL 0502004 | \$ 87,017,186.71 | \$ 80,526,088.08 |
| | PROJECT AIM 82123-52803, ETC | | |
| | LOCAL AGRMT. 04-5462 | | % OVER/UNDER EST. |
| | START DATE - 10 days after award | | |
| | COMPLETION DATE - DECEMBER 10, 2005 | | -7.46% |

7.04 mi of pavement reconstruction, cold milling and resurfacing, and 35 structure rehabilitations on I-96 from west of M-39 to Roosevelt Street in the city of Detroit, Wayne County.

10.00 % DBE participation required

| BIDDER | ORIGINAL A | AS-CHECKED A |
|--------------------------------------|-------------------------|------------------|
| Dan's Excavating, Inc. | \$ 80,526,088.08 | Same 1 ** |
| Walter Toebe/Angelo Iafrate/John Car | \$ 88,622,332.84 | Same 2 |
| Posen Construction, Inc. | | |
| Ajax Paving Industries, Inc. | | |
| Cadillac Asphalt, LLC. | | |
| C.A. Hull Co., Inc. | | |

| BIDDER | ORIGINAL A+Lane Rental | AS-CHECKED A+Lane Rental |
|--------------------------------------|-------------------------|--------------------------|
| Dan's Excavating, Inc. | \$ 80,538,088.08 | Same 1 ** |
| Walter Toebe/Angelo Iafrate/John Car | \$ 88,622,333.84 | Same 2 |
| Posen Construction, Inc. | | |
| Ajax Paving Industries, Inc. | | |
| Cadillac Asphalt, LLC. | | |
| C.A. Hull Co., Inc. | | |

2 Bidders

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

The ORIGINAL A bid total reflects the actual contract price.

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

Purpose/Business Case: This project is a combination of 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:

| | |
|--------------------------------------|---------|
| 52803A | |
| City of Detroit | 1.10 % |
| Federal Highway Administration Funds | 87.98 % |
| State Restricted Trunkline Funds | 10.92 % |
| 60364A | |
| City of Detroit | 2.00 % |
| Federal Highway Administration Funds | 79.83 % |
| State Restricted Trunkline Funds | 18.17 % |
| 60386A | |
| City of Detroit | 1.60 % |
| Federal Highway Administration Funds | 79.98 % |
| State Restricted Trunkline Funds | 18.42 % |
| 60396A | |
| Federal Highway Administration Funds | 80.00 % |
| State Restricted Trunkline Funds | 20.00 % |
| 72518A | |
| City of Detroit | 0.51 % |
| Federal Highway Administration Funds | 90.00 % |
| State Restricted Trunkline Funds | 9.49 % |
| 80694A | |
| City of Detroit | 1.12 % |
| Federal Highway Administration Funds | 88.06 % |
| State Restricted Trunkline Funds | 10.82 % |

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: 48227.

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

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

Respectfully submitted,

Gloria J. Jeff
Director

SECOND SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

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

T&NR Meeting: February 9, 2005 – North Central Conference Room,
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CONTRACTS

1. **HIGHWAYS - IDS Design Services**

Authorization (Z29) under Contract (2003-0291) between MDOT and HNTB Michigan, Inc., will provide for the development of a Context Sensitive Solutions (CSS) manual in order to implement the new Context Sensitive Solutions process for all transportation modes statewide. The work items include the development and presentation of the manual to MDOT staff, the development of draft procedures for citizen involvement, the implementation of CSS in road and bridge design, CSS training pilot classes, and the production of a web-based CSS manual. This authorization will be in effect from the date of award through May 9, 2006. The authorization amount will be \$150,000. The contract term is May 9, 2003, through May 9, 2006. Source of Funds: 100% Federal Highway Administration (State Planning and Research) Funds.

Purpose/Business Case: This authorization will allow a consultant knowledgeable in Context Sensitive Solutions (CSS) to develop a CSS manual for MDOT that will allow MDOT to implement the new CSS process in all transportation modes, as directed by the Governor in Executive Directive 2003-25, issued to MDOT on December 27, 2003. The CSS manual may also be used by local road agencies to learn about CSS and incorporate it into their projects.

Benefit: Will allow MDOT to implement the CSS process department-wide by considering the views of the public regarding MDOT routes and services.

Funding Source: 100% Federal Highway Administration (State Planning and Research) Funds.

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

Risk Assessment: The risk of not approving this authorization is that MDOT will be delayed in incorporating CSS into current and future transportation projects, which will delay implementation of the governor’s Executive Directive to MDOT.

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

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48909.

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

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

Respectfully submitted,

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Director