

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: October 15, 2003 - Secretary of State’s Office, 3:30 PM
State Administrative Board Meeting: October 21, 2003 - State Capitol, 11:00 AM

SUBCONTRACTS

- 1. **Fred Myers Excavating Intersection Widening \$27,526.76**
13665 215th Avenue
Big Rapids, MI 49307

Approval is requested to authorize the City of Big Rapids to award a subcontract for intersection widening with curb and gutter hot mix asphalt approach, aggregate base, subbase, and drainage work at business route 131 and the M-20 north junction in the city of Big Rapids. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through December 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The contract provides for the widening of the intersection at BR US-131 and the M-20 north junction in the city of Big Rapids.

Benefit: The contract will provide for a safer intersection 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: The road widening will provide a safer intersection for the public.

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

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

Zip Code: 49307.

- 2. **Six-S Inc. Concrete Pavement Repair \$47,722.35**
2210 Scott Lake Road
Waterfield, MI 48328

Retroactive approval is requested to authorize the Macomb County Road Commission to award a subcontract for additional concrete repair work completed on M-59 (westbound) from Romeo Plank to M-53 and M-3 (southbound) between Remick Street and Metro Parkway, Clinton Township. The original subcontract was advertised and approved by the State Administrative Board on June 17, 2003, for the amount of \$200,000. After the project began, it was discovered that more quantities were required than originally anticipated to repair the road to an acceptable condition. Because of the continuous high traffic volumes on this stretch of road, accurate quantities could not be figured until after a lane closure was in place and work was underway. The low bidder was selected to complete the additional work, which resulted in significant cost savings, as the contractor was already on site, and set up costs were not incurred. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Concrete repair on M-59 and M-53 in Clinton Township.

Benefit: The contract will provide for safer highways for the traveling public. It will help to reduce the winter maintenance costs.

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: The road surface was in need of resurfacing to prevent unsafe road conditions for motorists. If duties were not performed, it would have become a hazardous road condition for the traveling public, as the pavement surface would continue to deteriorate with increasing rutting depths and surface displacement.

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

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

Zip Code: 48328.

CONTRACTS

3. HIGHWAYS - IDS Research Services

Authorization Revision (Z25/R4) under Contract (94-1699) between MDOT and Michigan State University will extend the authorization term by approximately nine months to provide sufficient time for the university to complete the research services. This is a correction to the time extension requested on revision (Z25/R3). The authorization was awarded three months later than anticipated, and the revision should have extended the authorization through January 22, 2004. The original authorization provides for a preliminary mechanistic evaluation of Portland Concrete Cement cross-sections using ISLAB2000 (software that assesses the impact of rigid pavement design and construction variables on pavement response to temperature and loading). The revised authorization term will be January 22, 2002, through September 30, 2004. The total authorization amount remains unchanged at \$164,852. The contract term is January 17, 1995, through September 30, 2004. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To evaluate the enhanced ISLAB2000 software that will be used by pavement designers at MDOT. Additionally, a parametric study will be performed to test the accuracy and robustness of the software. As a wrap up, training will be provided to MDOT pavement design engineers in preparation for the anticipated release of the AASHTO 2002 Pavement Design Guide.

Benefit: Allows for the evaluation of software by an independent expert source. Provides for training on state of the art design methodologies that will soon become the national standard.

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 evaluation and testing, MDOT would not know if this is the appropriate software and design methodology to best fit the needs of the Department.

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

New Project Identification: This is an existing research project.

Zip Code: 48824.

4. HIGHWAYS - IDS Research Services

Authorization Revision (Z29/R1) under Contract (94-1699) between MDOT and Michigan State University (MSU) will extend the authorization term by approximately one year to provide sufficient time for the university to complete the research services. Recent pavement distress data (collected as part of MDOT's pavement management contract) was not available for MSU to review until early September 2003. The original authorization provides for research services for literature review and preliminary investigation on the effects of heavy multi-axle trucks on pavement distress. The revised authorization term will be September 27, 2002, through September 30, 2004. The total authorization amount remains unchanged at \$182,237. The contract term is January 17, 1995, through September 30, 2004. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: Phase one of a two phase research project to study the effect of multi-axle trucks, some of which are unique to Michigan, on pavement distress. This request is for a no-cost time extension to complete phase one. Recent pavement distress data, which is collected as a part of MDOT's pavement management contract, was not available for MSU to review until early September.

Benefit: It would be to MDOT's benefit to allow MSU extra time to complete the analysis of newly obtained distress data.

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 a time extension, conclusions and recommendations will be made on a minimal amount of out of date data, affecting the quality of information given to MDOT.

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

New Project Identification: This is an existing research project.

Zip Code: 49924.

5. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z17/R2) under Contract (2000-0002) between MDOT and HNTB Michigan, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the ongoing project. This work was originally included in the I-75 International Ambassador/Gateway Project and, due to regional concerns, it was separated; it now needs to be aligned to meet the scheduled plan completion of the Ambassador/Gateway Project. The original authorization (Z17) provides for the design of the reconstruction of I-96 from I-94 to I-75 in the city of Detroit, Wayne County (CS 82124 - JN 48608C). Work items include performing a study of proposed work at the I-94/I-96 interchange, reconstruction, ramp upgrading, study phase, and drainage work. The project length is 2.306 miles. The revised authorization term will be, September 4, 2001, through November 8, 2004. The authorization amount remains unchanged at \$939,587.08. The contract term is November 8, 1999, through November 8, 2004. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: This revision is to extend the authorization term by one year, through November 8, 2004. This extension is required to provide sufficient time for the consultant to complete the ongoing project. This work was originally included in the I-75 International Ambassador/Gateway Project and due to regional concerns separated and now needs to be aligned to meet the scheduled plan completion of the Ambassador/Gateway Project. The original authorization (Z17) provides for the design of the reconstruction of I-96 between I-94 and I-75 in the city of Detroit, Wayne County. This reconstruction project is included within MDOT's 5 year road plan; it will be found within the 2004 to 2006 STIP / TIP and is currently planned to be constructed during the summer of 2005.

Benefit: This revision will allow for the completion of authorization (Z17), I-96, between I-94 and I-75 in the city of Detroit, Wayne County. Authorization (Z17) will improve the pavement ride, condition, and roadway safety of the roadway. This reconstruction project will also reduce the long term maintenance costs for this area.

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

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

Risk Assessment: Failure to extend the expiration date will necessitate that the consultant stop all design work prior to the completion of their project responsibilities. Should this occur, MDOT will be unable to meet the current letting schedule, which will prevent this project from being constructed as proposed. Please note that the construction of this project is to be completed prior to the Super Bowl in 2006.

Cost Reduction: There is no cost associated with this request.

New Project Identification: This is not a new project.

Zip Code: 48208.

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

Amendatory Contract (2001-0338/A6) between MDOT and Wilbur Smith Associates, Inc., will extend the contract term by 37 months; will increase the services to add a permanent road design survey to tie in government corners and provide hard surface elevations and to add the design of required road and bridge plans, profiles, cross-sections and work necessary to complete the services; and will increase the contract amount by \$4,746,277.39. The original contract provides for the design of the reconstruction of US-31 from Napier Road to I-94 in Berrien County (CS 11016/11112 - JN 49719). The revised contract term will be March 26, 2001, through April 31, 2007. The revised total contract amount will be \$7,494,054.59. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To complete the design of the US-31 relocation in Berrien County as directed by the Governor.

Benefit: The benefits include, but are not limited to, a more efficient, safe, and aesthetically pleasing trunkline, as well as reduced travel time.

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 work is not undertaken, there are the risks of not having the most efficient and safe trunkline possible and not having the design complete and ready to construct when funding becomes available and the possibility of negative economic impacts on the city of Benton Harbor.

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

New Project Identification: Yes. This project is for the completion of the last four miles of relocated US-31 in Berrien County near Benton Harbor.

Zip Code: 49454.

7. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z8/R2) under Contract (2001-0416) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will add services to the initial authorization to provide for additional inspection services due to the failure of 3200 tons of hot mix asphalt on M-29 from Baker Road to County Line Road, Chesterfield Township, city of New Baltimore, Macomb County, Michigan (CS 50072 - JN 52801A) and will increase the authorization amount by \$86,226.51. The original authorization (Z8) includes cold milling and resurfacing, concrete pavement repairs, guardrail upgrading, storm sewer repair, watermain replacement, pavement markings, and signing, for a total cost of \$366,568.81. The term of the authorization remains unchanged, March 31, 2003, through June 7, 2004. The revised authorization amount will be \$452,795.32. The contract term is June 8, 2001, through June 7, 2004. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This project has been established to extend the life of M-29 in the city of New Baltimore, Macomb County. There are 2.26 miles of cold-milling and resurfacing on this project. The revision will allow for the consultant to inspect the removal and replacement of 3200 tons of failed hot mix asphalt, which was not part of the original work. In addition to the inspection, the consultant will now have to attend many meetings due to the added work and provide additional testing services. Also, the contractor has chosen to expedite the project in order to meet the current progress schedule finish date, therefore, premium overtime is necessary for the consultant. The Department is in the process of recovering the additional costs from the contractor.

Benefit: The benefit will be to ensure a smoother ride for the motorists and eliminate potholes. It also provides a safer ride for the everyday driver. The removal and replacement of the failed hot mix asphalt will result in a longer life of the roadway.

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 contractor placed hot mix asphalt that failed to meet MDOT's specifications. This material needs to be removed and replaced, which will require extra services from the consultant. If the failed material is not removed, the roadway may deteriorate quicker than expected.

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

New Project Identification: This is not a new project.

Zip Code: 48047.

8. HIGHWAYS - IDS Design Consultant Services

Authorization (Z4/R1) under Contract (2002-0214) between MDOT and Capital Consultants, Inc., will increase the authorization amount by \$62,444.59 to provide for additional design services for a new flashing beacon warning sign, including design improvements to several of the existing bridges within the project limits. The original authorization (Z4) provides for the design of eastbound I-94 from 17 Mile Road easterly to the west Jackson county line (CS 13083 - JN 53296C) in Calhoun County, for a total cost of \$489,566.24. The term of the authorization remains unchanged, October 8, 2002, through January 29, 2005. The revised authorization amount will be \$552,010.83. The contract term is January 29, 2002, through January 29, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide design services for the upgrading of guardrail and ramp terminals and for the removal and replacement of pavement under the bridges to obtain proper clearance for traffic safety.

Benefit: Improvements to the bridge structures and their approaches on I-94 east bound will provide improved safety.

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 undertaking this work will cause an increase in driver hazards and a decrease in ride-ability for the public.

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

New Project Identification: This project is for the design of I-94 for and is not for a new roadway.

Zip Code: 49224.

9. HIGHWAYS - Extend Term

Amendatory Contract (2002-0219/A3) between MDOT and L.S. Engineering, Inc., will extend the contract term by fifteen months to provide sufficient time for the consultant to complete services. The consultant is in the process of resolving claims with the contractor, and we are currently awaiting a region-level claims meeting. The vast majority of the work is completed, but L.S. Engineering's services are still necessary until the claims are resolved. The original contract provides for construction engineering on I-196 from Lane Avenue to US-131 in the city of Grand Rapids, Kent County, Michigan. The revised contract term will be February 12, 2002, through December 31, 2004. The contract amount remains unchanged at \$1,136,839.79. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the contract in order to complete full construction engineering and oversight of the project. Weave/merge lane construction and structure rehabilitation on seven structures on I-196 from Lane Ave. to US-131 in the city of Grand Rapids, Kent County.

Benefit: Addition of a weave/merge lane on EB I-196 between Lane Ave and US-131 and superstructure replacement.

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, and this extension will not change the original contract amount.

Risk Assessment: The current expiration date will pass before the claims can be resolved. If it is not extended, MDOT staff would not be able to provide the necessary background information to close the project out, and resolve claims associated with this project.

Cost Reduction: LS Engineering will not exceed the established dollar amount of the contract while closing out the project.

New Project Identification: This project is an upgrade of an existing facility.

Zip Code: 49504.

10. HIGHWAYS - IDS Design Consultant Services

Authorization (Z19) under Contract (2002-0496) between MDOT and Wade-Trim/Associates, Inc., will provide for construction assistance during the reconstruction of I-96, US-24, and Old M-14 in Wayne County (CS 82122 - JN 45705A). The work items include problem solving, modifications of staging plans, plan revisions, and verifications of changes by the contractor. This authorization will be in effect from the date of award through June 5, 2005. The authorization amount will be \$154,428.93. The contract term is June 5, 2002, through June 5, 2005. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for construction assistance during the construction of I-96 to assist in interpretation of the plans and problem solving.

Benefit: To provide assistance to the MDOT construction staff on the design plan during construction of the project.

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: Not doing this work will cause an increase in extras and overruns on the project. This work will allow for the designer to be available to answer questions on the plans prepared.

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

New Project Identification: This project is for construction assistance during design.

Zip Code: 48239.

11. HIGHWAYS - IDS Research Services

Authorization (Z2) under Contract (2002-0532) between MDOT and Michigan State University will provide for research services for the evaluation of alignment tolerances for dowel bars and their effects on joint opening behavior. The authorization will be in effect from date of award through March 31, 2006. The authorization amount will be \$197,048. The contract term is from September 12, 2003, through September 10, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To enter into Phase II of a joint research project with MSU to evaluate alignment tolerances for dowel bars and their effects on joint opening behavior.

Benefit: At the end of this project, we will have an idea of the relative accuracy of dowel placement using Dowel Bar Inserters (DBI) to justify current alignment tolerances or increase them, quantify construction cost savings if tolerances are increased, and have a means of estimating pavement damage if dowel bars are placed outside specified tolerances

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

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

Risk Assessment: This project will help identify the potential cost savings of increased DBI use due to larger alignment tolerances. Not knowing how much out-of-specification dowel bars are would reduce joint performance and increase future maintenance costs due to pavement damage.

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

New Project Identification: This is not a new research project, it is Phase II.

Zip Code: 48824.

12. HIGHWAYS - IDS Research Services

Authorization (Z2) under Contract (2002-0546) between MDOT and Wayne State University will provide for research services for Phase I of the Condition Assessment and Methods of Abatement of Prestressed Concrete Box-Beam Deterioration project for the study of the current conditions and potential repair techniques for deteriorating adjacent box beam bridges in Michigan. The authorization will be in effect from date of award through March 30, 2005. The authorization amount will be \$125,890. The contract term is September 12, 2003, through September 12, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: Deterioration of in-service prestressed concrete (PC) beams has become an issue of primary concern. One of the major concerns is deterioration at the beam ends, and corrosion of prestressing strands. The project will identify causes and cures of adjacent PC box beam deterioration, and develop recommendations on improving the durability of PC adjacent box beam bridges.

Benefit: Early detection of adjacent PC box beam deterioration incorporating recommended practices for rehabilitation can lead to cost effective repairs and increased safety to the traveling public.

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

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

Risk Assessment: The study will find some in-service deteriorated adjacent PC box beams, and will be able to predict any reduction in live load capacity, and provide guidelines for rehabilitation. The guidelines will be immediately applicable, and become even more relevant in the future, since the PC box beam population will continue to age and deteriorate, and early detection and prevention will provide longer service life.

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

New Project Identification: New research project.

Zip Code: 48201.

13. *HIGHWAYS - Increase Scope and Amount

Amendatory Contract (2002-0613/A2) between MDOT and Wilcox Professional Services, LLC, will add the preliminary engineering (PE) as Phase II to the project work and increase the contract amount by \$3,904,038.01. The original contract provides for the design of I-94 from Rouge River to Wyoming Avenue in Wayne County. The work items of this contract include the preparation of a final scoping package for the rehabilitation/ reconstruction of I-94 between the Rouge River and Wyoming Avenue and for the reconstruction of a portion of I-94 at the Schaefer interchange extending from I-94 to the Canadian National Railroad south of I-94. The contract term remains unchanged, January 30, 2003, through May 7, 2004. The revised total contract amount will be \$4,807,651.90. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The proposed project is for reconstructing a deteriorated section of I-94 essential to the economic vitality of the Metro Detroit Area. The proposed contract amendment is necessary for the selected consultant to prepare contract documents for the identified road and bridge work and meet the project schedule for construction in 2005.

Benefit: Asset management (new road, rehabilitated bridge) consistent with MDOT's goals for improving road and bridge conditions and the associated economic 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 completing this project prior to the Super Bowl in 2006 would have far reaching negative image and economic ramifications for the Metro Detroit Area.

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

New Project Identification: This project does not create new roads or bridges, but rebuilds the existing road and rehabilitates the existing bridges consistent with MDOT goals for improving road and bridge conditions.

Zip Code: 48121.

14. HIGHWAYS - IDS Research Services

Authorization (Z4) under Contract (2003-0063) between MDOT and Michigan Technological University will provide for the production of highway construction and transportation-related video tapes for MDOT training purposes. The authorization will be in effect from date of award through September 30, 2004. The authorization amount will be \$140,000. The contract term is September 12, 2003, through September 12, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of this project is to produce highway construction transportation related video tapes for MDOT training purposes.

Benefit: Keeping MDOT's technical work force educated in essential field operations in accordance with the MDOT standards and specifications and Federal law. Technical tapes will be used as reference material in project offices and used in training seminars for new technical and engineering employees.

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: There is a risk of losing Federal dollars if employees are not trained in accordance with Federal regulations. Training tapes promote consistency in construction methods through out the state.

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

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

Zip Code: 49931.

15. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z7) under Contract (2003-0264) between MDOT and Hubbell, Roth & Clark, Inc., will provide for construction engineering services for the inspection of sound wall repairs on I-696 from Lahser Road to I-75 in Oakland County (CS 63102 - JN 53060A). The work items include inspection, staking, quality control testing and reporting, measurement, computation, and documentation of quantities and finaling of projects. This authorization will be in effect from the date of award through June 9, 2006. The authorization amount will be \$213,719.79. The contract term is June 9, 2003, through June 9, 2006. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization will provide for construction engineering services for the inspection of sound wall repairs on I-696 from Lahser Road to I-75 in Oakland County.

Benefit: This contract will provide the necessary oversight for the construction contract to insure the project is built according to the plans and specifications, to provide engineering during the course of construction, and to review any changes or extras required during construction.

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

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

Risk Assessment: Failure to properly oversee the construction could result in substandard work and loss of Federal dollars.

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

New Project Identification: This authorization will provide construction engineering and inspection for the repair of existing brick and concrete sound walls on I-696 in Oakland County.

Zip Code: 48076.

16. HIGHWAYS - IDS Engineering Services

Contract (2003-0693) between MDOT and Gourdie/Fraser & Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

17. HIGHWAYS - IDS Engineering Services
 Contract (2003-0695) between MDOT and ASC-American Surveying Consultants, P.C., 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.
18. HIGHWAYS - IDS Engineering Services
 Contract (2003-0696) between MDOT and Charlevoix Abstract and Engineering Company 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.
19. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2003-5523) between MDOT and City of Iron River will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Pedestrian and bicycle path work for the Apple Blossom Trail along an abandoned railroad corridor from 19th Street northerly to Bachman Park.

Estimated Funds:

Federal Highway Administration Funds	\$195,200
City of Iron River Funds	\$ <u>48,800</u>
Total Funds	<u>\$244,000</u>

STE 36046 - 73834
 Local Letting

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

Benefit: To provide pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Iron River Funds.

Commitment Level: 80% Federal up to \$195,200 and the balance by City of Iron River; based on estimate.

Risk Assessment: Contract required in order for City to receive these Federal Funds.

Cost Reduction: Low bid.

New Project Identification: New pedestrian and bicycle facilities.

Zip Code: 49935.

20. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2003-5525) between MDOT and the Cheboygan County Road Commission will provide for participation in the construction of the following Transportation Enhancement improvements:

Corrective soil and sedimentation control measures along Rondo Road from South Straits Highway to Gravel Pit Drive, Cheboygan County, including cobble ditches, sedimentation basins, and grading work.

Estimated Funds:

Federal Highway Administration Funds	\$103,376
Cheboygan County Road Commission Funds	\$ <u>25,844</u>
Total Funds	\$ <u>129,220</u>

STE 16022 – 58135
 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: Improve quality of water that results from roadway runoff through correction of extensive soil and sedimentation problems.

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

Commitment Level: 80% Federal up to \$103,376 and the balance by Cheboygan County Road Commission; based on estimate.

Risk Assessment: Contract required in order for County to receive these Federal Funds.

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

New Project Identification: New improvements to address quality of water that results from roadway runoff.

Zip Code: 49799.

21. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2003-5534) between MDOT and City of Westland will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Streetscaping work along Ford Road (Highway M-153) from JFK Drive easterly to Wayne Road, Westland, Michigan, including pavement removal, brick pavers, sidewalk, curb and gutter, ornamental fence, landscaping, and restoration work.

Estimated Funds:

Federal Highway Administration Funds	\$399,300
City of Westland Funds	\$ <u>399,300</u>
Total Funds	\$ <u>798,600</u>

STE 82457 - 73853
 Local Letting

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 and City of Westland Funds.

Commitment Level: 50% Federal up to \$399,300 and the balance by City of Westland; based on estimate.

Risk Assessment: Contract required in order for City to receive these Federal Funds.

Cost Reduction: Low bid.

New Project Identification: New beautification of existing roadway.

Zip Code: 48185.

22. MULTI-MODAL – Railroad Force Account Work

Authorization (33095-77468) under Master Agreement (94-0805), dated July 5, 1994, between MDOT and CSX Transportation, Inc. (CSXT), will provide funding for the purchase of materials for the installation of an asphalt underlayment, concrete crossing surface panels, and associated asphalt roadway approach surfaces at CSXT's highway-railroad grade crossing of Michigan Avenue in Lansing, Michigan. This work, to be done in conjunction with a roadway improvement project, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a local agency application submitted by the City of Lansing. The total cost of the project is estimated at \$28,370. Source of Funds: FY 2003 State Restricted Trunkline Funds - \$28,370.

Purpose/Business Case B This action is being undertaken in the interest of public safety and in support of a Department initiative to investigate new materials and methods for improving grade crossing surface performance. Michigan law (MCLA 247.661(1)(c) and 247.661(14)(b)) provide for funding.

Benefit B The new surface materials are being installed for the sole purpose of enhancing motorist safety. Installing an asphalt underlayment, upgrading the existing surface to concrete panels and improving the approach surface are expected to increase the service life of the crossing and provide a better ride for motorists.

Funding Source B Funding for this project comes from state dedicated grade crossing safety funds, appropriated under the provisions of MCLA 247.660(1)(a). FY 2003 State Restricted Trunkline Funds - \$28,370.

Commitment Level B The contract cost is based on CSXT's estimate and will be paid on a force account basis.

Risk Assessment B The poor condition of the existing approach and crossing surfaces cause vehicles to slow down below the posted speed at the tracks, increasing potential exposure to train traffic and causing undue delays to vehicle traffic. This project will correct the situation by providing a smooth new approach and crossing surface over which traffic can flow smoothly at posted speed.

Cost Reduction B The material will be provided by CSXT on a force account basis, so we will be reimbursing the railroad for actual costs incurred. Ongoing maintenance will be the joint responsibility of CSXT and the City of Lansing.

New Project Identification B This project will substantially upgrade an existing crossing by providing motorists with new and improved grade crossing surface materials and roadway approaches.

Zip Code: 48912.

23. *MULTI-MODAL – Increase Services and Amount

Amendatory Memorandum of Understanding (MOU) (2003-0055/A1) between MDOT, the Michigan Department of Environmental Quality (MDEQ), and the Michigan Department of Natural Resources (MDNR) will provide for additional services required to complete the soil remediation and will increase the MOU amount by \$123,289.79. The original MOU provides for soil remediation of a former railroad bed along the south shore of Crystal Lake from Beulah west to Railroad Point. Segments of the remediated railroad bed will become part of the Betsie Valley Trail. MDOT, MDEQ, and MDNR each provided \$200,000 of the original cost of the project. During the course of the project, MDEQ encountered additional contaminated soils that posed a health risk. The project costs increased based on the increased tonnage of contaminated soil. MDEQ was able to fund \$110,164.79 of the additional costs, and MDOT was able to fund \$13,125 of the additional costs, but MDNR was unable to provide any additional funding. The contract term remains unchanged, October 21, 2002, through April 20, 2004. The revised total contract amount will be \$723,289.79. Source of Funds: MDEQ Funds - \$310,164.79; MDOT Funds - \$213,125; MDNR Funds - \$200,000.

Purpose/Business Case: Increases MDOT funding by \$13,125 and MDEQ funding by \$110,164.79 for additional work required to complete soil remediation in a former railroad bed along the south shore of Crystal Lake.

Benefit: Removal of all of the contaminated soils removes the health risk previously identified in this area.

Funding Source: MDEQ Funds - \$310,164.79; MDNR Funds - \$200,000; FY 2003 State Restricted Comprehensive Transportation Funds - \$213,125.

Commitment Level: This amended contract amount is based on the total completed project cost.

Risk Assessment: The risk of not awarding this amendment is that MDOT could be perceived as not fulfilling its commitment to participate in the clean-up of the contaminated railroad bed.

Cost Reduction: MDEQ bid the project out and selected the lowest bidder.

New Project Identification: This is not a new project.

Zip Code: 49617.

24. MULTI-MODAL (Aeronautics) - Construct Storage Building

Contract (2003-0634) between MDOT and the Marquette County Board of Commissioners will provide Federal and State grant funds for the construction of a storage building for aircraft rescue fire fighting equipment and snow removal equipment at the Sawyer International Airport in Marquette, 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 three years. Source of Funds: FAA Funds - \$5,109,917; State Restricted Aeronautics Funds - \$283,884; Marquette County Funds - \$283,885; Contract Total - \$5,677,686.

Purpose/Business Case: The project includes the construction of a storage building for aircraft rescue fire fighting (ARFF) equipment and snow removal equipment (SRE) at the Sawyer International Airport. The present location of the ARFF/SRE building does not allow the county to meet the response times required by the FAA.

Benefit: The benefit of the new building location is that it will allow for the vehicles to be at mid-runway in three minutes, which is an FAA criteria.

Funding Source: FAA Funds - \$5,109,917; State Restricted Aeronautics Funds - \$283,884; Marquette County Funds - \$283,885; Contract Total - \$5,677,686.

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

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

Cost Reduction: All construction contracts will be procured through FAA procurement guidelines and awarded to the lowest bidder.

New Project Identification: The new building will replace an existing one.

Zip Code: 49841.

25. MULTI-MODAL (Aeronautics) - Environmental Assessment

Contract (2003-0689) between MDOT and the Gratiot Community Airport Commission will provide Federal and State grant funds for an environmental assessment at the Gratiot Community Airport in Alma, 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 three years. Source of Funds: FAA Funds (via Block Grant) - \$22,635; State Restricted Aeronautics Funds - \$1,257; Gratiot Community Airport Commission Funds - \$1,258; Contract Total - \$25,150.

Purpose/Business Case: Gratiot Community Airport is in need of drainage improvements at the end of runway 36 and an extension to runway 9/27 parallel taxiway. An environmental assessment must be performed before design can start on these improvements to determine if any environmental resources will be impacted by the proposed project. All work will meet the requirements of FAA Orders 5050.4A and 1050.1D.

Benefit: The environmental assessment will determine if there will be any significant impacts to the surrounding environment. This benefits the community and the airport because environmental resources will be protected as needed. Once the environmental assessment is completed, work can begin on the design of the improvements.

Funding Source: FAA Funds (via Block Grant) - \$22,635; State Restricted Aeronautics Funds - \$1,257; Gratiot Community Airport Commission Funds - \$1,258; Contract Total - \$25,150.

Commitment Level: The contract cost is fixed for the project. If final costs exceed the project costs, an amendment would have to be approved by the State Administrative Board.

Risk Assessment: If the environmental assessment is not completed, design cannot begin on the improvements. In addition, the local agency cannot afford to fund this project without Federal and State participation.

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

New Project Identification: A consultant will be procured to gather environmental data for the new project.

Zip Code: 48801.

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

Contract (2003-0690) between MDOT and the Kent County Aeronautics Board (KCAB) will provide Federal and State grant funds for the reconstruction, marking, grooving, and relighting of the high intensity runway lights (HIRL) for runway 8R/26L, including runway safety area improvements and the reconstruction, marking, and relighting of associated taxiways 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 three years. Source of Funds: FAA Funds - \$3,043,908; State Restricted Aeronautics Funds - \$169,106; KCAB Funds - \$169,106; Contract Total - \$3,382,120.

Purpose/Business Case: This is a large runway project that was completed in 2001. Pursuant to Letter of Intent No. AGL-01-01, dated December 14, 2000, the FAA had guaranteed the funding for the project, which is now being reimbursed. The local sponsor initially used local bonds to pay for the construction.

Benefit: The benefit derived from this project is public safety.

Funding Source: FAA Funds - \$3,043,908; State Restricted Aeronautics Funds - \$169,106; Kent County Aeronautics Board Funds - \$169,106; Contract Total - \$3,382,120.

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 government would have to absorb the cost without Federal and State assistance.

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

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

Zip Code: 49512.

27. MULTI-MODAL (Aeronautics) - Environmental Assessment

Contract (2003-0691) between MDOT and the Shiawassee Airport Board will provide Federal and State grant funds for the preparation of an environmental assessment 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 three years. Source of Funds: FAA Funds (via Block Grant) - \$15,660; State Restricted Aeronautics Funds - \$870; Shiawassee Airport Board Funds - \$870; Contract Total - \$17,400.

Purpose/Business Case: The current and projected usage by aircraft at the Owosso Community Airport has outgrown the existing 3,800 feet primary runway. The proposal is to add 500 feet of runway to meet the demand. An environmental assessment is required for runway extensions of this type.

Benefit: A 500 feet extension will lengthen the primary runway to 4,300 feet, which is the standard for small business aircraft. This will benefit the community by encouraging easier business travel.

Funding Source: FAA Funds (via Block Grant) - \$15,660; State Restricted Aeronautics Funds - \$870; Shiawassee Airport Board Funds - \$870; Contract Total - \$17,400.

Commitment Level: The contract cost is fixed for the project. If final costs exceed the project, an amendment would have to be approved by the State Administrative Board.

Risk Assessment: If an environmental assessment is not completed, the improvement cannot be constructed and the benefit to the airport and community will be lost.

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

New Project Identification: A consultant will be procured to gather environmental data.

Zip Code: 48867.

28. MULTI-MODAL (Aeronautics) - Security Enhancements

Contract (2003-0692) between MDOT and the Kent County Aeronautics Board (KCAB) will provide Federal and State grant funds for security enhancements 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 three years. Source of Funds: FAA Funds - \$2,550,600; State Restricted Aeronautics Funds - \$141,700; KCAB Funds - \$141,700; Contract Total - \$2,834,000.

Purpose/Business Case: Since 9/11, the FAA and the Transportation Security Commission have been working with the Gerald R. Ford International Airport to enhance security at the airport. The specific security measures are confidential.

Benefit: The benefit derived from the project is improved security at the airport.

Funding Source: FAA Funds - \$2,550,600; State Restricted Aeronautics Funds - \$141,700; KCAB Funds - \$141,700; Contract Total - \$2,834,000.

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

Risk Assessment: A deletion or delay of the project could prompt a citation for non-compliance by the Federal compliance inspector, and future Federal grants would cease until the airport is in compliance.

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

New Project Identification: This is a replacement of previous security equipment and facilities.

Zip Code: 49512.

29. MULTI-MODAL (Aeronautics) - Apron Rehabilitation

Contract (2003-0697) between MDOT and the Branch County Board of Commissioners will provide Federal and State grant funds for apron rehabilitation at the Branch County Memorial Airport in Coldwater, 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 three years. Source of Funds: FAA Funds (via Block Grant) - \$154,800; State Restricted Aeronautics Funds - \$8,600; Branch County Funds - \$8,600; Contract Total - \$172,000.

Purpose/Business Case: The apron rehabilitation will provide a better pavement for parking of aircraft near the terminal building.

Benefit: The benefit derived from this apron rehabilitation project is that it will extend the useful life of the apron.

Funding Source: FAA Funds (via Block Grant) - \$154,800; State Restricted Aeronautics Funds - \$8,600; Branch County Funds - \$8,600; Contract Total - \$172,000.

Commitment Level: The contract has a fixed cost for construction.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to fund the project without Federal and State participation.

Cost Reduction: The project was bid through MDOT and reviewed by MDOT personnel for appropriateness and cost reduction.

New Project Identification: This is rehabilitation of an existing apron.

Zip Code: 49036.

30. MULTI-MODAL (Aeronautics) - Airport Layout Plan Update

Contract (2003-0698) between MDOT and the Ontonagon County Board of Commissioners will provide Federal and State grant funds for an airport layout plan update at the Ontonagon County Airport in Ontonagon, 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 three years. Source of Funds: FAA Funds (via Block Grant) - \$53,438; State Restricted Aeronautics Funds - \$2,968; Ontonagon County Funds - \$2,969; Contract Total - \$59,375.

Purpose/Business Case: The project includes the updating of the airport layout plan.

Benefit: The benefit derived from the project is the updating of the existing ALP to meet current FAA standards and requirements.

Funding Source: FAA Funds (via Block Grant) - \$53,438; State Restricted Aeronautics Funds - \$2,968; Ontonagon County Funds - \$2,969; Contract Total - \$59,375.

Commitment Level: The contract has a fixed cost for the airport layout plan.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned and Federal funds could be lost.

Cost Reduction: The airport layout plan contract will be reviewed by MDOT personnel for cost reductions.

New Project Identification: This is an update of an existing document.

Zip Code: 49953.

31. TRANSPORTATION PLANNING – Time Extension

Amendatory Contract (2002-0208/A1) between MDOT and URS Cole Sherman and Associates will extend the contract term by five months to provide the consultant additional time to complete the project. Delays have occurred due to the complex communications between various participants. The original contract provides for a Planning/Need and Feasibility Study to develop a long-term transportation strategy that will ensure safe and efficient movement of people and goods across the border within the region of Southeast Michigan and Southwest Ontario. MDOT has entered into a partnership with the U.S. Federal Highway Administration (FHWA), Transport Canada, and the Ontario Ministry of Transportation (MTO) to conduct this study. The revised contract term will be February 21, 2002, through May 1, 2004. The total project amount remains unchanged at \$4,504,033.90 (Canadian). MDOT's share is 50 percent of this amount. Therefore, the total contract amount is \$2,252,016.95 (Canadian). Source of Funds: Federal Highway Administration Funds - \$1,801,613.56 (Canadian); State Restricted Trunkline Funds - \$450,403.39 (Canadian).

Purpose/Business Case: The study began in 2002. Its purpose was to evaluate the need for creating a new crossing facility between Detroit and Windsor, Canada. Study coordination has been complex with both federal and state level officials in the two nations participating on the Steering Committee and Working Group. The study must also take into account two bodies of environmental law. Delays have occurred due to the complex communications between the various participants. The consultant has responded accordingly, helping to develop better communication processes and facilitate decision-making; however, these activities have required more time than anticipated.

Benefit: Michigan and Ontario, Canada jointly develop a long-term plan to handle future international travel demand and facilitate trade between the two nations.

Funding Source: Federal Highway Administration Funds - \$1,801,613.56 (Canadian); State Restricted Trunkline Funds - \$450,403.39 (Canadian).

Commitment Level: This is on an actual cost basis plus fixed fee.

Risk Assessment: The study work products will not be finalized.

Cost Reduction: This is an amendment for time and not for money or scope of services.

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

Zip Code: 48226.

32. TRANSPORTATION PLANNING - Washtenaw Area Transportation Study

Project Authorization Revision (Z15/R1) under Master Agreement (2003-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will renew the authorization and extend the authorization term by one year. This authorization is renewable on a yearly basis. The original authorization (Z15) provided for assistance in purchasing scanning equipment and staff time for analyzing crash data. The revised authorization term will be from August 5, 2003, through September 30, 2003, and from the date of award of this authorization revision through September 30, 2004. The authorization amount remains unchanged at \$62,500. The contact term is October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Highway Administration Funds and 20% Local Funds.

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

Benefit: To provide funding for and facilitate transportation planning efforts and activities at the local and regional levels.

Funding Source: Dedicated Federal funds that must be passed through by Federal regulations cited above to Metropolitan Planning Organizations. Federal Highway Administration Funds - 80%; Local Agency Funds - 20%. None of these dollars are from Build Michigan III.

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

Risk Assessment: Failure to comply with Federal law and regulations as cited above could result in the decertification of metropolitan planning organizations and the inability to spend millions of dollars for transportation planning activities throughout the state.

Cost Reduction: Cost of planning activities is negotiated by the local agency/MPO; review and concurrence are undertaken at the State level; and approval is given at the Federal level. The cost of this planning activity/equipment is commensurate with the overall budget for the local planning agency for the fiscal year.

New Project Identification: No, these project agreements are for transportation planning administrative grants whose amounts are determined annually by formula under the Federal Highway Administration Planning 112 program and the Federal Transit Administration 5303 and 5313 transit planning and coordination program.

Zip Code: 48103.

33. TRANSPORTATION PLANNING - Congestion Mitigation/Air Quality

Project Authorization (Z23) under Master Agreement (2003-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for facilitation and assistance in transportation planning efforts and activities at the local and regional levels. This project will provide for SEMCOG to continue to serve as staff to the Clean Air Coalition of Southeast Michigan, a public/private partnership including major companies and communities in the area. SEMCOG staff will focus on public outreach through electronic and print media; informing educators of the importance of ground-level ozone as it relates to general air quality and providing materials for use in the classroom; encouraging businesses and corporations to participate and to help multiply the message; and providing opportunities and avenues for local governments to engage their communities. This authorization will be in effect from the date of award through September 30, 2004. The term of the Master Agreement is October 1, 2002, through September 30, 2005. The authorization amount will be \$142,285. Source of Funds: 80% Federal Highway Administrations Funds and 20% Local Funds.

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

Benefit: To provide funding for and facilitate transportation planning efforts and activities at the local and regional levels.

Funding Source: Dedicated Federal funds that must be passed through by federal regulations cited above to Metropolitan Planning Organizations. Federal Highway Administration Funds - 80%; Local Agency Funds - 20%. None of these dollars are from Build Michigan III.

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

Risk Assessment: Failure to comply with Federal law and regulations as cited above could result in the decertification of metropolitan planning organizations and the inability to spend millions of dollars for transportation planning activities throughout the state.

Cost Reduction: Cost of planning activities is negotiated by the local agency/MPO; review and concurrence are at the State level; and approval is given at the Federal level. The cost of this planning activity/equipment is commensurate with the overall budget for the local planning agency for the fiscal year.

New Project Identification: No, these project agreements are for transportation planning administrative grants whose amounts are determined annually by formula under the Federal Highway Administration Planning 112 program and the Federal Transit Administration 5303 and 5313 transit planning and coordination program.

Zip Code: 48226.

34. TRANSPORTATION PLANNING - Transit Analysis

Project Authorization (Z25) under Master Agreement (2003-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for facilitation and assistance in transportation planning efforts and activities at the local and regional levels. This project will provide data processing and analysis on the transit on-board survey completed in FY 2002-2003 for the examination, validation, and calibration of the transit path-building process, mode choice procedure, transit time-of-day stratification, and transit assignment modules, to develop a transit and highway base year network into an integrated system, and to develop future multiple-year planning networks for the Transportation Improvement Program (TIP) and 2030 Regional Transportation Plan (RTP) process. This authorization will be in effect from the date of award through September 30, 2004. The term of the Master Agreement is October 1, 2002, through September 30, 2005. The authorization amount will be \$85,000. Source of Funds: 80% Federal Highway Administrations Funds and 20% Local Funds.

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

Benefit: To provide funding for and facilitate transportation planning efforts and activities at the local and regional levels.

Funding Source: Dedicated Federal funds that must be passed through by federal regulations cited above to Metropolitan Planning Organizations. Federal Highway Administration Funds - 80%; Local Agency Funds - 20%. None of these dollars are from Build Michigan III.

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

Risk Assessment: Failure to comply with Federal law and regulations as cited above could result in the decertification of metropolitan planning organizations and the inability to spend millions of dollars for transportation planning activities throughout the state.

Cost Reduction: Cost of planning activities is negotiated by the local agency/MPO; review and concurrence are undertaken at the State level; and approval is given at the Federal level. The cost of this planning activity/equipment is commensurate with the overall budget for the local planning agency for the fiscal year.

New Project Identification: No, these project agreements are for transportation planning administrative grants whose amounts are determined annually by formula under the Federal Highway Administration Planning 112 program and the Federal Transit Administration 5303 and 5313 transit planning and coordination program.

Zip Code: 48226.

35. TRANSPORTATION PLANNING - Scenic Byways

Project Authorization (Z26) under Master Agreement (2003-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for facilitation and assistance in transportation planning efforts and activities at the local and regional levels. This project involves the oversight of National Scenic Byways funds distributed to the Woodward Heritage team. This authorization will provide continuation of the Woodward Avenue Heritage Marketing Plan to be carried out by a contractor with oversight by SEMCOG. In addition, SEMCOG will continue to provide administrative support to the Woodward Avenue Heritage Team, as well as assisting in developing capacity at the local level so future contracts can be administered by local organizations. This authorization will be in effect from the date of award through September 30, 2004. The term of the Master Agreement is from October 1, 2002 through September 30, 2005. The authorization amount will be \$670,000. Source of Funds: 80% Federal Highway Administrations Funds and 20% Local Funds.

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

Benefit: To provide funding for and facilitate transportation planning efforts and activities at the local and regional levels.

Funding Source: Dedicated Federal funds that must be passed through by Federal regulations cited above to Metropolitan Planning Organizations. Federal Highway Administration Funds - 80%; Local Agency Funds - 20%. None of these dollars are from Build Michigan III.

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

Risk Assessment: Failure to comply with Federal law and regulations as cited above could result in the decertification of metropolitan planning organizations and the inability to spend millions of dollars for transportation planning activities throughout the state.

Cost Reduction: Cost of planning activities is negotiated by the local agency/MPO; review and concurrence are undertaken at the State level; and approval is given at the Federal level. The cost of this planning activity/equipment is commensurate with the overall budget for the local planning agency for the fiscal year.

New Project Identification: No, these project agreements are for transportation planning administrative grants whose amounts are determined annually by formula under the Federal Highway Administration Planning 112 program and the Federal Transit Administration 5303 and 5313 transit planning and coordination program.

Zip Code: 48226.

36. TRANSPORTATION PLANNING - SEMCOG Planning Coordination

Project Authorization (Z28) under Master Agreement (2003-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for facilitation and assistance in transportation planning efforts and activities at the local and regional levels. This project involves project status coordination, project assistance, and contract management. SEMCOG will review submitted projects for their consistency with the Transportation Equity Act for the 21st Century (TEA-21), Clean Air Act, and environmental justice requirements. SEMCOG will identify specific tasks to assist MDOT in addressing transportation planning issues in Southeast Michigan and will provide technical information. SEMCOG will also oversee the work of the contract throughout the project. Included in this role is attendance of meetings with the contractor and project advisory group, processing of contractor invoices, and resolution of project issues as they arise. This authorization will be in effect from the date of award through September 30, 2004. The term of the Master Agreement is October 1, 2002, through September 30, 2005. The authorization amount will be \$304,421. Source of Funds: 80% Federal Highway Administrations Funds and 20% Local Funds.

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

Benefit: To provide funding for and facilitate transportation planning efforts and activities at the local and regional levels.

Funding Source: Dedicated Federal funds that must be passed through by Federal regulations cited above to Metropolitan Planning Organizations. Federal Highway Administration Funds - 80%; Local Agency Funds - 20%. None of these dollars are from Build Michigan III.

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

Risk Assessment: Failure to comply with Federal law and regulations as cited above could result in the decertification of metropolitan planning organizations and the inability to spend millions of dollars for transportation planning activities throughout the state.

Cost Reduction: Cost of planning activities is negotiated by the local agency/MPO; review and concurrence are undertaken at the State level; and approval is given at the Federal level. The cost of this planning activity/equipment is commensurate with the overall budget for the local planning agency for the fiscal year.

New Project Identification: No, these project agreements are for transportation planning administrative grants whose amounts are determined annually by formula under the Federal Highway Administration Planning 112 program and the Federal Transit Administration 5303 and 5313 transit planning and coordination program.

Zip Code: 48226.

37. *TRANSPORTATION PLANNING - Detroit Non-Motorized Transportation System Plan
Contract (2003-0175) between MDOT and the City of Detroit will provide for the development of a non-motorized urban transportation system master plan for the city of Detroit. The project will include data collection, analysis, and the development of strategies and policies to aid in the implementation of the master plan. The contract will be in effect from the date of award through December 31, 2005. The total cost of the project will be \$369,723.80. Source of Funds: Federal Highway Administration Funds - \$295,779.04; City of Detroit Funds - \$73,944.76.

Purpose/Business Case: This project will provide for development of a nonmotorized urban transportation system master plan for the City of Detroit. The plan will allow the city to prioritize nonmotorized projects to allow for the best use of limited funding.

Benefit: The City of Detroit is the State of Michigan's most urban population center, and many neighborhoods are close to daily destinations such that walking and cycling are a legitimate means of transportation. One-third of Detroit's driving age population does not own or have access to an automobile and a nonmotorized trip is the beginning or ending of nearly every transit trip. This study will ultimately improve mobility of Detroit residents and visitors by assessing connectivity of existing nonmotorized facilities and identifying where new nonmotorized facilities should be located.

Funding Source: Federal Highway Administration Funds - \$295,779.04; City of Detroit Funds - \$73,944.76.

Commitment Level: The contract cost is actual costs. The City of Detroit is contributing the match.

Risk Assessment: MDOT is required to spend a minimum of ten percent of STF funds on TE projects. If this project is not implemented, the funds could be returned to the TE program and a lower scoring project would then be funded. There is a risk that a replacement project would not be ready in time and thus federal funds may not be captured. There are no other known risks associated with this project.

Cost Reduction: A lower rate has not been negotiated for the contract.

New Project Identification: This will be a new planning project.

Zip Code: 48226

38. *TRANSPORTATION PLANNING - Household Travel Data Collection Study
Contract (2004-0015) between MDOT and MORPACE International, Inc., will provide for a study to collect household travel data from approximately 14,280 randomly sampled households statewide. The household travel data will be used to develop all components of updated statewide and urban travel demand models. The contract will be in effect from the date of award through May 31, 2005. The total contract amount will be \$2,189,054.11. Source of Funds: Federal Highway Administration Funds - \$1,751,243.28; State Restricted Trunkline Funds - \$437,810.83.

Purpose/Business Case: Comprehensive Household Travel Data Collection. This project is the second phase of a three phase project to provide better support to MDOT's Strategic Planning Process by improving the travel demand models used in Michigan at the State and Metropolitan Planning Organization (MPO) levels. This phase involves the administration of a statewide household travel data collection program via a travel diary.

Benefit: The household travel data collection will provide MDOT and local agencies with the data necessary to update statewide and urban travel demand models, which will enable better decisions to be made about how and where to expend limited financial resources.

Funding Source: Federal Highway Administration Funds - \$1,751,243.28; State Restricted Trunkline Funds - \$437,810.83.

Commitment Level: The contract is based on a lump sum basis to be reimbursed upon the completion of defined milestones.

Risk Assessment: To continue to rely on national default data instead of using Michigan-specific travel behavior data will impact the quality of the decisions that we are able to make with travel demand models.

Cost Reduction: A lower rate has not been negotiated. The proposed price is reasonable.

New Project Identification: This is not a construction project.

Zip Code: 48226.

45. LETTING OF OCTOBER 03, 2003
 PROPOSAL 0310007 \$ ENG. EST. 287,717.06 \$ LOW BID 281,377.92
 PROJECT IM 77111-75677
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 21, 2003 -2.20 %

0.90 mi of temporary crossover construction and miscellaneous median shoulder reconstruction on I-94 POB eastbound and westbound, and POE eastbound and westbound in Port Huron Township, St. Clair County.

BIDDER	AS-READ	AS-CHECKED	
Fisher Contracting Company			
Ajax Paving Industries, Inc.			
Raymond Excavating Company	\$ 324,305.15	Same	4
John Carlo, Inc.	\$ 359,061.51	Same	8
Florence Cement Company	\$ 337,920.61	Same	6
Angelo Iafrate Construction Company	\$ 361,624.75	Same	9
Dan's Excavating, Inc.	\$ 305,499.50	Same	3
C & D Hughes, Inc.	\$ 293,035.56	Same	2
Nationwide Fence & Supply Company			
Peake Contracting, Inc.	\$ 357,788.26	Same	7
Pamar Enterprises, Inc.	\$ 516,468.50	Same	10
Boddy Construction Company, Inc.	\$ 281,393.92	\$ 281,377.92	1 **
L. D'Agostini & Sons, Inc.			
Weston Transport, Inc.			
Todd T. Kneisel Construction Co.	\$ 335,966.56	Same	5

10 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

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

Funding Source:

75677A

Federal Highway Administration Funds 90.00 %
 State Restricted Trunkline Funds 10.00 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 48074.

46. LETTING OF OCTOBER 03, 2003
 PROPOSAL 0310008 \$ ENG. EST. 249,444.93 \$ LOW BID 288,668.74
 PROJECT CM 77091-59178
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JUNE 14, 2004
 COMPLETION DATE - AUGUST 16, 2004 15.72 %

0.32 mi of construction for center left turn lanes on M-136
 at State Road in Fort Gratiot Township, St. Clair County.

BIDDER	AS-READ	AS-CHECKED	
Fisher Contracting Company			
Ajax Paving Industries, Inc.			
Raymond Excavating Company	\$ 295,516.45	Same	2
Ace Asphalt & Paving	\$ 288,668.74	Same	1 **
Angelo Iafrate Construction Company			
Barrett Paving Materials, Inc.	\$ 300,475.41	Same	3
Nationwide Fence & Supply Company			
Peake Contracting, Inc.	\$ 331,578.30	Same	7
Pamar Enterprises, Inc.	\$ 301,538.94	Same	4
Boddy Construction Company, Inc.	\$ 315,229.98	Same	5
Weston Transport, Inc.			
L. J. Construction, Inc.			
Pro-Line Asphalt Paving Corp.			
Todd T. Kneisel Construction Co.	\$ 320,048.34	Same	6

7 Bidders

Purpose/Business Case: The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. TEA-21 also allows CMAQ funding to be expended in particulate matter (PM) non-attainment and maintenance areas.

Benefit: Reduction in transportation related emissions

Funding Source:

59178A

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: Loss of Federal funds and continued non-attainment in air quality.

Cost Reduction: Less congestion and reduced maintenance costs due to increased carpooling.

New Project Identification: Expansion and resurfacing of existing laneage.

Zip Code: 48059.

47. LETTING OF OCTOBER 03, 2003
 PROPOSAL 0310009 \$ ENG. EST. LOW BID
 PROJECT IM 63101-58525 \$ 59,281.17 \$ 51,532.80
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - DECEMBER 01, 2003 -13.07 %

141.5 ft pedestrian bridge removal, stairways, sidewalk and fence removal, slope restoration and right-of-way fence repair on I-696 under Powers Road in the city of Farmington Hills, Oakland County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 55,362.00	Same	3
E. C. Korneffel Co.	\$ 72,092.02	Same	6
J. Slagter & Son Construction Co.			
Midwest Bridge Company	\$ 51,532.80	Same	1 **
Fisher Contracting Company			
Angelo Iafrate Construction Company	\$ 74,292.00	Same	8
Dan's Excavating, Inc.	\$ 59,008.00	Same	4
Sunset Excavating, Inc.			
Posen Construction, Inc.	\$ 65,023.11	Same	5
Walter Toebe Construction Co.	\$ 73,797.09	Same	7
Waterfront Construction, Inc.			
Nationwide Fence & Supply Company			
Pamar Enterprises, Inc.	\$ 80,415.00	Same	9
Prince Bridge & Marine, LTD	\$ 81,192.00	Same	10
Mark 1 Restoration Co. of MI, Inc.	\$ 87,387.24	Same	11
Todd T. Kneisel Construction Co.	\$ 55,263.93	Same	2
Nance Construction, LLC			

11 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

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

Funding Source:

58525A	
City of Farmington Hills	1.25 %
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	8.75 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 48331.

49. LETTING OF OCTOBER 03, 2003
 PROPOSAL 0310014
 PROJECT ABRT 03024-50787
 LOCAL AGRMT. 03-5456
 START DATE - DECEMBER 15, 2003
 COMPLETION DATE - MAY 01, 2005

ENG. EST. LOW BID
 \$ 2,706,486.56 \$ 2,471,954.50

% OVER/UNDER EST.
 -8.67 %

Bridge replacement, approach pavement replacement, watermain and street lighting work on M-89 from Hick's Street east to Sherwood Avenue over the Kalamazoo River in the city of Plainwell, Gun Plain Township, Allegan County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
L. W. Lamb, Inc.			
J. Slagter & Son Construction Co.			
S. L. & H. Contractors, Inc.			
Milbocker and Sons, Inc.	\$ 2,471,954.50	Same	1 **
Midwest Bridge Company	\$ 3,349,765.49	Same	7
Hardman Construction, Inc.	\$ 2,794,226.70	Same	2
Walter Toebe Construction Co.	\$ 3,412,084.17	Same	8
E.T. MacKenzie Company			
Davis Construction, Inc.	\$ 2,868,259.75	Same	3
Anlaan Corporation	\$ 2,873,772.95	Same	4
Prince Bridge & Marine, LTD	\$ 2,878,089.49	Same	5
J.E. Kloote Contracting, Inc.	\$ 3,163,677.48	Same	6

8 Bidders

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

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

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

Funding Source:

50787A	
Ameritech	3.68 %
Charter Communications	0.52 %
Federal Highway Administration Funds	74.11 %
City of Plainwell	3.18 %
State Restricted Trunkline Funds	18.51 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 49080.

Purpose/Business Case: 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: 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:

74427A

Federal Highway Administration Funds 100 %

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

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

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

New Project Identification: Reconstruction.

Zip Code: 49346.

52. LETTING OF OCTOBER 03, 2003 ENG. EST. LOW BID
 PROPOSAL 0310017 \$ 16,430,885.50 \$ 15,936,936.89
 PROJECT AST 33014-45594, ETC
 LOCAL AGRMT. 02-5565, 03-5518, 03-5520 % OVER/UNDER EST.
 START DATE - APRIL 05, 2004
 COMPLETION DATE - NOVEMBER 06, 2005 -3.01 %

3.03 mi of hot mix asphalt reconstruction, combined sewer overflow separation, watermain, and streetscaping on the Capitol Loop (Allegan Street, Ottawa Street, Grand Avenue, Michigan Avenue, Walnut Street and Pine Street) from Martin Luther King, Jr. Boulevard to Larch Street and on Larch Street and Cedar Street from I-496 to Michigan Avenue, in the city of Lansing, Ingham County.

12.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Dunigan Brothers, Inc.			
Kamminga & Roodvoets, Inc.	\$ 17,968,025.19	Same	3
Milbocker and Sons, Inc.			
Fisher Contracting Company			
Ajax Paving Industries, Inc.			
Ric-Man Construction, Inc.	\$ 16,762,576.06	Same	2
Bailey Excavating, Inc.			
Angelo Iafrate Construction Company	\$ 18,970,733.22	Same	6
Dan's Excavating, Inc.	\$ 15,936,936.89	Same	1 **
Sunset Excavating, Inc.	\$ 18,685,447.29	Same	4
C & D Hughes, Inc.	\$ 20,601,449.26	Same	7
Posen Construction, Inc.			
E.T. MacKenzie Company	\$ 18,891,187.35	Same	5
Zito Construction Co.	\$ 21,970,120.00	Same	8
L. D'Agostini & Sons, Inc.			
Six-S, Inc.			
Balkema Excavating, Inc.			

8 Bidders

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

*Denotes a non-standard contract/amendment

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

Benefit: MDOT attempts to maximize the benefits of road 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 of bridges.

Funding Source:

45594A	Federal Highway Administration Funds	41.53 %
	City of Lansing	49.47 %
	State Restricted Trunkline Funds	9.00 %
53145A	Federal Highway Administration Funds	80.00 %
	City of Lansing	6.32 %
	State Restricted Trunkline Funds	13.68 %
55951A	Federal Highway Administration Funds	75.65 %
	City of Lansing	24.35 %
55952A	Federal Highway Administration Funds	75.76 %
	City of Lansing	24.24 %
74636A	Federal Highway Administration Funds	74.29 %
	City of Lansing	25.71 %
76734A	Federal Highway Administration Funds	68.54 %
	City of Lansing	31.46 %

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, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 48933.

54. LETTING OF OCTOBER 03, 2003
 PROPOSAL 0310020 ENG. EST. LOW BID
 \$ 126,321.02 \$ 109,941.50
 PROJECT STE 82125-60436
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - MAY 10, 2006 -12.97 %

Landscaping at four quadrants at the I-275 and M-102 (Eight Mile Road) interchange in the cities of Farmington Hills, Livonia and Novi, in Northville Township, Wayne and Oakland Counties.

BIDDER	AS-READ	AS-CHECKED	
DeAngelis Landscape, Inc.	\$ 123,621.00	Same	3
Marine City Nursery Company	\$ 132,234.00	Same	6
B-L Landscaping	\$ 164,608.75	cannot total	n/c
Anderson-Fischer & Associates, Inc.	\$ 114,753.00	Same	2
Landmark Services, Inc.	\$ 109,941.50	Same	1 **
Deitering Landscaping, Inc.	\$ 181,271.00	Same	7
Michigan Highway Contracting, Inc.	\$ 126,862.00	Same	4
Michigan Turf, Inc.	\$ 130,825.15	\$ 130,825.00	5

7 Bidders

Purpose/Business Case: The Transportation Enhancement Program is included in TEA-21, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

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

Funding Source:

60436A

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

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

New Project Identification: New Construction.

Zip Code: 48152.

55. LETTING OF OCTOBER 03, 2003
 PROPOSAL 0310021
 PROJECT IM 13083-60490
 LOCAL AGRMT.
 START DATE - APRIL 19, 2004
 COMPLETION DATE - JULY 01, 2004

	ENG. EST.		LOW BID
	\$ 338,764.65	\$	290,411.00
			% OVER/UNDER EST.
			-14.27 %

Shallow concrete overlay, partial painting, thrie beam guardrail retrofit and approach work on I-94 under 27 and 29 Mile Roads (S10 and S12) in Sheridan Township, Calhoun County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 364,048.39	Same	5
L. W. Lamb, Inc.	\$ 326,205.50	Same	3
J. Slagter & Son Construction Co.	\$ 290,411.00	Same	1 **
Midwest Bridge Company	\$ 342,418.90	Same	4
Abhe & Svoboda, Inc.			
Anlaan Corporation	\$ 308,444.37	Same	2
Prince Bridge & Marine, LTD			
Mark 1 Restoration Co. of MI, Inc.	\$ 465,457.45	Same	6

6 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

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

Funding Source:

60490A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 49224.

59. LETTING OF OCTOBER 03, 2003
 PROPOSAL 0310025 \$ 123,865.00 \$ 102,825.00
 PROJECT STE 82061-72645
 LOCAL AGRMT. 03-5519 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - MAY 10, 2006 -16.99 %

Landscaping all four quadrants at the US-12 (Michigan Avenue) and US-24 (Telegraph Road) interchange in the city of Dearborn, Wayne County.

BIDDER	AS-READ	AS-CHECKED	
DeAngelis Landscape, Inc.	\$ 144,560.00	Same	6
Marine City Nursery Company	\$ 118,612.00	Same	4
Anderson-Fischer & Associates, Inc.	\$ 124,899.25	Same	5
Landmark Services, Inc.	\$ 106,245.50	Same	2
Deitering Landscaping, Inc.			
Michigan Highway Contracting, Inc.	\$ 102,825.00	Same	1 **
Michigan Turf, Inc.	\$ 119,025.00	\$ 117,775.00	3

6 Bidders

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

Purpose/Business Case: The Transportation Enhancement Program is included in TEA-21, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.
Benefit: Allows cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

72645A	
City of Dearborn	2.50 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	17.50 %

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

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

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

New Project Identification: New Construction.

Zip Code: 48124.

60. LETTING OF OCTOBER 03, 2003
 PROPOSAL 0310026 ENG. EST. LOW BID
 PROJECT MG 17012-51444 \$ 355,797.67 \$ 395,993.99
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 01, 2004 11.30 %

Culvert replacement and approach work on M-123 over Kneebone Creek in Trout Lake Village, Trout Lake Township, Chippewa County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company			
A. Lindberg & Sons, Inc.	\$ 618,120.50	Same	4
J. Slagter & Son Construction Co.			
Fisher Contracting Company			
Payne & Dolan, Inc.			
M & M Excavating Co., Inc.			
Hebert Construction Co., Inc.	\$ 622,102.61	Same	5
Hardman Construction, Inc.			
Zenith Tech, Inc.	\$ 484,969.77	Same	2
H & D, Inc.			
Norris Contracting, Inc.	\$ 803,243.62	Same	6
Cordes Excavating, Inc.	\$ 396,088.99	\$ 395,993.99	1 **
Manigg Enterprises, Inc.			
Anlaan Corporation	\$ 521,958.31	Same	3
J.E. Kloote Contracting, Inc.			

6 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

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

Funding Source:

51444A

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 bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 49793.

Purpose/Business Case: The Non-Freeway Resurfacing Program is intended to improve the pavement structure and restore good ride quality to low volume non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs.

Benefit: To improve the pavement structure and ride quality of approximately 300 low volume, non-freeway lane miles a year for 4 years (2004-2007).

Funding Source:

72824A

State Restricted Trunkline Funds 100 %

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

Risk Assessment: Greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Reduced roadway and vehicle maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 49884.

66. LETTING OF OCTOBER 03, 2003 ENG. EST. LOW BID
 PROPOSAL 0310033 \$ 1,317,442.51 \$ 1,102,461.03
 PROJECT IM 70024-74784
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - MAY 17, 2004
 COMPLETION DATE - JULY 01, 2004 -16.32 %

5.074 mi of hot mix asphalt cold milling and one course overlay, concrete joint repair, shoulders, modified standard shoulder corrugation on I-196 eastbound and westbound from 32nd Avenue west to Kenowa Avenue, in the city of Hudsonville, Jamestown and Georgetown Townships, Ottawa County.

A 2004 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 1,239,538.05	Same	3
Michigan Paving and Materials Co.	\$ 1,102,461.03	Same	1 **
Aggregate Industries-Central Region	\$ 1,152,437.06	Same	2

3 Bidders

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

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

Funding Source:

74784A

Federal Highway Administration Funds 90.00 %

State Restricted Trunkline Funds 10.00 %

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

*Denotes a non-standard contract/amendment

LOCAL PROJECTS

79. LETTING OF OCTOBER 03, 2003
 PROPOSAL 0310010 \$ ENG. EST. \$ 652,597.58 LOW BID \$ 548,847.31
 PROJECT MCS 50010-59749
 LOCAL AGRMT. 03-5508 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JULY 02, 2004 -15.90 %

Removal of a single span steel beam bridge, construction of a single span prestressed, post-tensioned concrete box beam bridge and related approach work, on 27 Mile Road at Tupper Brook Drain, in Ray Township, Macomb County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
E. C. Korneffel Co.	\$ 686,279.58	Same	11
J. Slagter & Son Construction Co.			
S. L. & H. Contractors, Inc.	\$ 631,525.17	Same	8
Midwest Bridge Company			
Fisher Contracting Company			
Ajax Paving Industries, Inc.			
John Carlo, Inc.	\$ 563,164.69	Same	2
Florence Cement Company	\$ 648,036.59	Same	9
Angelo Iafrate Construction Company	\$ 603,746.97	Same	6
Dan's Excavating, Inc.	\$ 548,847.31	Same	1 **
Gerace Construction Company, Inc.	\$ 581,174.57	Same	5
Posen Construction, Inc.	\$ 701,527.90	Same	13
Walter Toebe Construction Co.	\$ 657,114.00	Same	10
Waterfront Construction, Inc.			
Nationwide Fence & Supply Company			
ABC Paving Company	\$ 824,372.45	Same	17
Peake Contracting, Inc.			
Pamar Enterprises, Inc.	\$ 694,071.49	Same	12
Anlaan Corporation	\$ 572,874.61	Same	4
Prince Bridge & Marine, LTD	\$ 564,075.07	Same	3
Boddy Construction Company, Inc.	\$ 799,343.69	Same	16
L. D'Agostini & Sons, Inc.	\$ 753,790.42	Same	15
Teltow Contracting, Inc.			
Marlette Excavating Company	\$ 705,218.57	Same	14
Todd T. Kneisel Construction Co.	\$ 620,788.91	Same	7

17 Bidders

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

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid route under local jurisdiction. It was selected through the critical bridge selection process set under Public Act 51 of 1951.

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:

59749A	
Macomb County	29.73 %
State Restricted Trunkline Funds	70.27 %

*Denotes a non-standard contract/amendment

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

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will affect vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Zip Code: 48096.

80. LETTING OF OCTOBER 03, 2003
 PROPOSAL 0310011 \$ ENG. EST. LOW BID
 PROJECT CMG 61407-55266 \$ 64,649.74 \$ 37,260.00
 LOCAL AGRMT. 03-5507 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - APRIL 30, 2004 -42.37 %

Traffic signal upgrades and interconnect system on Henry Street from Forest Park Road to Broadway Avenue in the city of North Shores, Muskegon County.

BIDDER		AS-READ	AS-CHECKED	
Strain Electric Company	\$	37,260.00	Same	1 **
Severance Electric Co., Inc.	\$	54,219.00	Same	4
Trans Tech Electric, L.P.				
J. Ranck Electric, Inc.				
John R. Howell, Inc.	\$	39,906.89	Same	2
Top Rail Electric Company	\$	43,742.60	Same	3
DVT Electric, Inc	\$	54,324.00	Same	5
Kent Power, Inc.	\$	67,542.00	\$ 67,623.00	6

6 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:

55266A

Federal Highway Administration Funds

100 %

Zip Code: 49441.

EXCESS PROPERTY

84. RESOLUTION “A” - Relinquishment of Easement
Tract 649, Control Section 14061, Parcel 36, Pt. A

The subject tract is located in Howard Township, Cass County, Michigan 49120, and contains approximately 53,370 square feet, more or less. This relinquishment of easement was requested by the current underlying fee owner, Howard Township. The standard fee of \$500 for processing a relinquishment of easement has been waived, as this is a matter of public safety and the requestor is a governmental agency. This relinquishment was approved by Roberta S. Welke, Southwest Region Engineer. Easement rights previously granted to MDOT are no longer used or needed by MDOT. This tract was determined to be excess by the Bureau of Highways - Development.

\$500
(Processing Fee Waived)

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

Benefit: MDOT will benefit from the reduced inventory of State-owned property and from generating revenue or receiving other benefits.

Funding Source: N/A, revenue generating.

Commitment Level: Release of Highway Easements are processed for an established fee of \$500.00

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

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

New Project Identification: N/A.

Zip Code: 49120.

85. RESOLUTION “B” - Relinquishment of Easement
Tract 644, Control Section 13041, Project Numbers 13-27, Parcel C-4, Pt. A

The subject tract is located in Emmett Township, Cass County, Michigan 49120, and contains approximately 10,301 square feet, more or less. This relinquishment of easement was requested by the current underlying fee owner, Roberts Properties, a Michigan Co-Partnership. The standard fee of \$500 for processing a relinquishment of easement has been received by MDOT. This relinquishment was approved by Roberta S. Welke, Southwest Region Engineer. Easement rights previously granted to MDOT are no longer used or needed by MDOT. This tract was determined to be excess by the Bureau of Highways - Development.

\$500

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

Benefit: MDOT will benefit from the reduced inventory of State-owned property and from generating revenue or receiving other benefits.

Funding Source: N/A, revenue generating.

Commitment Level: Release of Highway Easements are processed for an established fee of \$500.00.

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

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

New Project Identification: N/A.

Zip Code: 49120.

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

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

Respectfully submitted,

Gloria J. Jeff
Director

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

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

T&NR Meeting: October 15, 2003 - Secretary of State's Office, 3:30 PM
State Administrative Board Meeting: October 21, 2003 - State Capitol, 11:00 AM

SUBCONTRACTS

- 1. **Smily's Excavating Slope and Bank Erosion Repair \$69,274**
211 North Street
Wakefield, MI 49968

Approval is requested to authorize the Gogebic County Road Commission to award a subcontract for extensive slope failure and bank erosion repair on US-2 at Jackson Creek in Gogebic County, Michigan. Bids were solicited from seven vendors. Two bids were received, and the lowest bid was selected. The subcontract will be in effect from October 10, 2003, through November 1, 2003. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: The subcontract provides for the repair of extensive slope failure and bank erosion on US-2 at Jackson Creek, Gogebic County. This area was declared a State of Disaster by the Governor, along with three other counties.

Benefit: The contract provides for safer roadways for the public.

Funding Source: 100% Federal Highway Administration 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: The bank erosion and slope repair will provide a safer roadway for the public. It will also reduce future repair costs for this location.

Cost Reduction: Bids were solicited from contractors; the low bidder was selected.

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

Zip Code: 49968.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution 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: October 15, 2003 - Secretary of State's Office, 3:30 PM
State Administrative Board Meeting: October 21, 2003 - State Capitol, 11:00 AM

CONTRACTS

1. HIGHWAYS - University Services

Authorization (Z2/R1) under Contract (96-5434) between MDOT and Michigan Technological University will extend the authorization term by approximately three months to correct the expiration date of the original authorization. The project manager intended the expiration date to be the end of the calendar year, not the end of the 2003 fiscal year. The original authorization provides for services to modify the crash location file sent to the MDOT crash locator database (MCLS). The revised authorization term will be May 7, 2003, through December 31, 2003. The total authorization amount remains unchanged at \$30,292. The contract term is from April 18, 1997, to not less than 90 days written notice of desire to terminate by either party to the other party. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: The time extension is to correct the authorization expiration date from the end of the 2003 fiscal year to the end of the 2003 calendar year.

Benefit: An improved crash system will allow traffic safety professionals to make more timely and accurate decisions resulting in the better use of State and Federal safety funds. Benefits for the project have been quantified in the project Executive Review document.

Funding Source: 100% Federal Highways Administration Funds (Safety grant received by the State of Michigan based on improved seat belt usage.)

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

Risk Assessment: A risk assessment plan is in place for the entire Crash Process Redesign (CPR) project which includes this authorization. This work is critical in order to proceed with CPR.

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

New Project Identification: The MCLS project is not a new project. It is an ongoing project managed by MDOT's Traffic and Safety Division. This work effort is only to make minor modifications to the system to align with the CPR project. Approval of this work is critical in order to proceed with the CPR project.

Zip Code: 49931

2. HIGHWAYS – IDS Research Services

Authorization (Z1) under Contract (2002-0546) between MDOT and Wayne State University (WSU) will provide for research services for Phase II of the Load and Resistance Factor Design (LRFD) project, which will determine what scaling of the HL93 bridge design load configuration will provide trunkline bridges designed using the LRFD bridge design code with a consistent reliability index of 3.5. Parts of this study are being performed by Michigan Technological University under Authorization (Z1), Contract (2003-0063). This authorization (Z1) was originally approved on the August 5, 2003, agenda. During the delays in getting the IDS contract signed, WSU had an increase in the graduate student differential tuition, which is being applied to all new WSU proposals. The increased amount is \$1,494. All other data remains the same. The authorization will be in effect from the date of award through eighteen months. The authorization amount will be \$66,295. The contract term is September 12, 2003, through three years or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This research project will determine what scaling of the HL93 bridge design load configuration is needed to provide Michigan trunkline bridges designed using the LRFD bridge design code with a consistent reliability index of 3.5. The need for this determination is based on the state's heavier truck loads.

Benefit: Use of the AASHTO LRFD Bridge Code by 2007 for bridge design is required by the FHWA. Knowing the appropriate live load design will extend the useful service life of the bridge and will provide a smooth implementation of the LRFD AASHTO Bridge Code into Michigan practice.

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: Using the wrong live load to design bridges using the LRFD code will lead to premature replacement of the bridges. Knowing the correct loading is essential for a cost-effective bridge design.

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

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

Zip Code: 48201

3. HIGHWAYS – IDS Time Extension

Authorization Revision (Z1/R1) under Contract (2003-0028) between MDOT and P & F Associates, LLC, will extend the contract term by six months to provide sufficient time for the consultant to complete ongoing reviews and correct documentation deficiencies. The original contract provides for final project and materials review in the University Region. The revised contract term will be November 15, 2002, through March 31, 2004. The authorization amount remains unchanged at \$28,640. Source of Funds: Federal, Restricted State, or Local Funds, depending on the particular project authorized.

Purpose/Business Case: To provide adequate time for completion of construction project final reviews and material acceptance documentation.

Benefit: Allows close-out of projects.

Funding Source: Federal, Restricted State, or Local Funds, depending on the particular project.

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

Risk Assessment: If not extended, the project final reviews would have to be completed by the University Region Materials Unit staff.

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

New Project Identification: Not a new project.

Zip Code: 49201

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

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

Respectfully submitted,

Gloria J. Jeff
Director

THIRD SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: October 15, 2003 - Secretary of State’s Office, 3:30 PM
State Administrative Board Meeting: October 21, 2003 - State Capitol, 11:00 AM

CONTRACTS

- 1. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5170) between MDOT and the City of Warren will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

Reconstruction work along Marcy Street from Ryan Road to Eureka Avenue, including curb and gutter work.

Estimated Funds:

State Restricted Economic Development Funds	\$168,000
City of Warren Funds	<u>\$ 58,000</u>
Total Funds	<u>\$226,000</u>

EDA 50522 - 74502; Macomb County
Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and betterment of the State all-season road network under Public Act 231.
Benefit: Will support economic growth, reduce traffic congestion, and upgrade the State all-season road system.
Funding Source: State Transportation Economic Development Funds and City of Warren Funds
Commitment Level: 100% State up to \$168,000 and the balance by City of Warren; based on estimate.
Risk Assessment: Possible loss of development opportunities.
Cost Reduction: Low bid.
New Project Identification: Improve existing roadway.
Zip Code: 48091

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution 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