

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: March 10, 2004 - Secretary of State's Office, 3:30 PM
State Administrative Board Meeting: March 16, 2004 - State Capitol, 11:00 AM

SUBCONTRACTS

- 1. **E. Niewooder & Sons, Inc.** **Roadside Mowing** **\$93,725.70**
2319 N. Drake Drive
Kalamazoo, MI

Approval is requested to authorize the Calhoun County Road Commission to award an additional amount of \$7,500 for increased State trunkline mowing. The original contract for \$86,225.70 was awarded and approved by the State Administrative Board on April 15, 2003, for a term of two years with the option of two additional years at the same rate of \$50,612.85 per year. The contract was advertised, and five bids were received. The lowest bid was selected and accepted by the County. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract provides for roadside mowing on various sections of M-99, M-60, M-66, I-94, and I-69 State trunklines within Calhoun County. The County will increase the mowing from two times per season to three times per season based on MDOT's change in practice to promote a more positive image for the Michigan tourism industry.

Benefit: To provide a safer and cleaner environment for the traveling public.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If duties are not performed, the roads could become hazardous for the traveling 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: 49006.

- 2. **Anlaan Corporation** **Retaining Wall** **\$233,529.50**
P.O. Box 333
Ferrysburg, MI 49409

Approval is requested to authorize the Oceana County Road Commission to award a one-time subcontract for the provision of labor, materials, and traffic control for the replacement of the existing retaining walls with modular concrete retaining walls in the village of Pentwater on Business US-31 in Oceana County. The project was advertised, and five bids were received. The lowest bid was selected. The subcontract term will be from date of award through May 27, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The contract provides for the replacement of the existing retaining walls with modular concrete retaining walls in the Village of Pentwater on Business US-31 in Oceana County.

Benefit: The contract provides for a safer route for motorists and bicyclists and prevents intrusion of sand dunes onto the shoulder and the roadway. The contract includes the replacement of the old walls made from recycled plastic with modular concrete walls.

Funding Source: 100% State Restricted Trunkline Funds.

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

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

Cost Reduction: The project was competitively bid and advertised.

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

Zip Code: 49409.

CONTRACTS

3. HIGHWAYS (Real Estate) - RESOLUTION "A" (Relinquishment of Easement)
Tract 721, Control Section 57013, Parcel 1B, Part A

The subject tract is located in Pioneer Township, Missaukee County, and contains 8,000 square feet, more or less. A relinquishment of easement was requested by Kim Duvall, the current underlying fee owner. The standard fee of \$500 for processing a relinquishment of easement has been received by MDOT. This relinquishment was approved by Brian Ness, North Region Engineer. This tract was determined to be excess by the Bureau of Highways - Development.

\$500 (Processing Fee)

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 benefits by reducing the inventory of State-owned property and generating revenue or receiving other benefit.

Funding Source: N/A, revenue generating.

Commitment Level: Release of highway easements are processed for an established fee of \$500.

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: 49651.

4. HIGHWAYS (Real Estate) - RESOLUTION "B" (Relinquishment of Easement)
Tract 578, Control Section 37012, Parcel 1, Part A

The subject tract is located in the city of Mt. Pleasant, Isabella County, and contains 4,190 square feet, more or less. A relinquishment of easement was requested by Wendel's of Mt. Pleasant, the current underlying fee owner. The standard fee of \$500 for processing a relinquishment of easement has been received by MDOT. This relinquishment was approved by Terry Anderson, Bay Region Engineer. This tract was determined to be excess by the Bureau of Highways - Development.

\$500 (Processing Fee)

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 benefits by reducing the inventory of State-owned property and generating revenue or receiving other benefit.

Funding Source: N/A, revenue generating.

Commitment Level: Release of highway easements are processed for an established fee of \$500.

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: 48858.

5. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0805) between MDOT and CSX Transportation, Inc., dated July 5, 1994, provides for improvements under job number 72886 to a crossing of CSX Transportation at 8th Street in Emmet Township, Newaygo County. These improvements include the installation of new flashers and gates and the modernization of signs and circuitry, along with crossing surface reconstruction. This project is a detour route improvement to be used for detour traffic during work on M-20 in White Cloud in 2004.

Estimated Funds:

Federal Highway Administrative Funds	\$ 165,800
State Restricted Trunkline Funds	\$ 18,400
Total Funds	<u>\$ 184,200</u>

STR 62015 - 72886

Railroad Force Account Work

Purpose/Business Case: Upgrade existing passive warning devices to automatic warning devices with gates and new crossing surface for increased M-20 detour traffic.

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

Funding Source: Federal Highway Administrative Funds and State Restricted Trunkline Funds.

Commitment level: 90% Federal and 10% State; based on railroad estimate.

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

Cost Reduction: Improvements are on railroad property, and CSX Transportation is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

New Project Identification: Existing railroad crossing.

Zip Code: 49349.

6. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0805) between MDOT and CSX Transportation, Inc., dated July 5, 1994, provides for improvements under job number 72896 to a crossing of CSX Transportation at M-20, City of White Cloud, Newaygo County. These improvements include the installation of new cantilever flashers, the addition of gates, and the modernization of signs and circuitry, along with crossing surface reconstruction.

Estimated Funds:

Federal Highway Administrative Funds	<u>\$ 278,207</u>
Total Funds	<u>\$ 278,207</u>

STR 62015 - 72896
Railroad Force Account Work

Purpose/Business Case: Upgrade existing warning devices to cantilever warning devices with gates and new crossing surface in conjunction with major roadway reconstruction.

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

Funding Source: Federal Highway Administrative Funds.

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

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

Cost Reduction: Improvements are on railroad property, and CSX Transportation is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

New Project Identification: Existing railroad crossing.

Zip Code: 49349.

7. HIGHWAYS - IDS Time Extension

Amendatory Contract (2001-0607/A1) between MDOT and URS Corporation Great Lakes will extend the contract term by fifteen months to provide sufficient time for the consultant to complete ongoing construction assistance, including work under authorizations (Z35) and (Z36), for which extra time is needed because of construction delays. The original contract provides for design consultant services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be June 22, 2001, through September 22, 2005. The maximum dollar amount of the contract remains unchanged at \$3,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: This time extension will allow for various engineering services for ongoing projects authorized under this IDS contract to be considered for time extension when conditions warrant. Authorizations in need of time extension will be individually approved by the State Administrative Board. No new authorizations will be issued under this contract.

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

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

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

Risk Assessment: The risk of not approving this time extension is that the consultant will not be able to complete work on any projects authorized separately under this IDS contract that may be in need of additional time. Rushing projects through the design completion process, for example, would result in reduced quality and an incomplete product due to the limited time remaining.

*Denotes a non-standard contract/amendment

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: 48065.

8. HIGHWAYS – IDS Construction Engineering Services

Authorization Revision (Z19/R2) under Contract (2001-0661) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for additional services for the completion of full construction engineering services on US-12 (Michigan Avenue) from Firestone to Wyoming in the city of Dearborn, Wayne County (CS 82062 - JN 47064A) and will increase the contract amount by \$22,655.68. These additional services are needed due to unforeseen utility delays. The following utilities are responsible for the utility delay: SBC Ameritech, DTE Energy, and the Detroit Sewer and Water Department. The utility delay from SBC Ameritech was due to this utility working well past the completion date given to it. DTE Energy's and DWSD's delays were due to these utilities not completing their work in a timely manner. All three of these utilities had delayed controlling items in this project. The contract will be in effect from date of award through November 29, 2004. The revised authorization amount will be \$343,230.55. The contract term will remain unchanged, November 29, 2001, through November 29, 2004. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: These additional services were needed due to unforeseen utility delays and direction to the contractor to progress with work. The following utilities are responsible for the utility delay: SBC Ameritech, DTE Energy, and the Detroit Sewer and Water Department. The utility delay from SBC Ameritech was due to this utility working well past the completion date given to it. DTE Energy's and DWSD's delays were due to these utilities not completing their work in a timely manner. All three of these utilities had delayed controlling items in this project.

Benefit: Completion of the project will ensure that correct construction practices are utilized by the contractor, the contract specifications are met, and that Federal Highway funds are captured for the work done.

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 Department would risk losing federal funding.

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

New Project Identification: This is not a new project.

Zip Code: 48126.

9. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z2/R1) under Contract (2003-0079) between MDOT and URS Corporation Great Lakes will extend the authorization term by approximately fifteen months to provide sufficient time for the consultant to complete the design services. The additional time is needed because the MDOT Grand Region Office moved construction letting from 2005 to 2006 for funding issues and to allow time for the completion of an Environmental Impact Statement (EIS). The original authorization provides for design engineering services for superstructure replacements and widening of I-196 eastbound over the Grand Trunk Western Railroad in the City of Grand Rapids in Kent County (CS 41027 - JN 51886D). The revised authorization term will be March 10, 2003, through November 21, 2005. The authorization amount remains unchanged at \$208,770.62. The contract term is November 21, 2002, through November 21, 2005. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: This time extension will allow for additional time for design engineering services because the MDOT Grand Region Office moved construction letting from 2005 to 2006 for funding issues and will allow time for the completion of an Environmental Impact Statement (EIS). The remaining work will be accomplished with no additional funds.

Benefit: The benefit of this time extension is that the design can be completed with the EIS. No further time or funds are expected to be necessary to have all previously authorized design services completed prior to construction letting, currently scheduled for 2006.

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

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

Risk Assessment: The risk of not approving this time extension is that the consultant will not be able to complete the design work after the EIS is finished. Rushing the project through the design completion process ahead of the EIS would result in reduced quality and an incomplete product due to the limited time remaining. The design would not be useable. It will be far more costly for MDOT to attempt to take over the design at this point than to have the consultant complete it, especially since the consultant is not requesting any additional funds.

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: 49504.

10. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z3/R1) under Contract (2003-0079) between MDOT and URS Corporation Great Lakes will extend the authorization term by approximately one year and three months to provide sufficient time for the consultant to complete the design services. The additional time is needed because the MDOT Grand Region Office moved construction letting from 2005 to 2006 for funding issues and to allow time for the completion of an Environmental Impact Statement (EIS). The original authorization provides for design engineering services for superstructure replacements and widening of I-196 eastbound over Monroe in the City of Grand Rapids in Kent County (CS 41027 - JN 54148D). The revised authorization term will be March 10, 2003, through November 21, 2005. The authorization amount remains unchanged at \$125,761.73. The contract term is November 21, 2002, through November 21, 2005. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: This time extension will allow for additional time for design engineering services because the MDOT Grand Region Office moved construction letting from 2005 to 2006 for funding issues and will allow time for the completion of an Environmental Impact Statement (EIS). The remaining work will be accomplished with no additional funds.

Benefit: The benefit of this time extension is that the design can be completed with the EIS. No further time or funds are expected to be necessary to have all previously authorized design services completed prior to construction letting, currently scheduled for 2006.

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

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

Risk Assessment: The risk of not approving this time extension is that the consultant will not be able to complete the design work after the EIS is finished. Rushing the project through the design completion process ahead of the EIS would result in reduced quality and an incomplete product due to the limited time remaining. The design would not be useable. It will be far more costly for MDOT to attempt to take over the design at this point than to have the consultant complete it, especially since the consultant is not requesting any additional funds.

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: 49504.

11. HIGHWAYS – IDS Construction Engineering Services

Authorization Revision (Z19/R2) under Contract (2003-0184) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for additional inspection and finaling construction engineering services to be performed on West Grand Boulevard structures S13 and S23 over I-75 in the city of Detroit, Wayne County (CS 82194 – JN 60076A) and will increase the authorization amount by \$53,870.31. The additional inspection and finaling services are needed because of changes required by the Detroit's Public Lighting Department. The original authorization provides for the mobilization of manpower for the proper inspection of the initial phase of the project. The authorization term remains unchanged, June 3, 2003, through March 18, 2006. The revised total authorization amount will be \$499,532.07. The contract term is March 18, 2003, through March 18, 2006. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: This revision will provide for additional monies needed to complete the inspection and finaling construction and engineering services to be performed on West Grand Boulevard structures S13 and S23 over I-75 in the city of Detroit, Wayne County. Due to changes required by the City of Detroit's Public Lighting Department, the contractor's progress has been delayed, which has pushed the original completion date of November 1, 2003 to the spring of 2004. This has caused the consultant to incur additional inspection costs.

Benefit: The additional services will allow for continued inspection of the Contractor's work. Adequate monitoring is necessary to insure that public safety is maintained or improved, allocated funds are utilized effectively, and exposure to liabilities as a result of construction activities is reduced or eliminated.

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: Inadequate monitoring could result in loss of Federal funding for future projects, could expose MDOT to costly contractor claims due to improper contract administration, and could lead to legal action against MDOT should the end product prove to be deficient or unsafe.

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 scope of the construction project work is rehabilitation of the existing bridges. The project does not include expansion of the existing facility or a capacity improvement component.

Zip Code: 48216.

12. HIGHWAYS – IDS Construction Engineering Services

Authorization Revision (Z20/R2) under Contract (2003-0184) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for additional inspection and finaling construction engineering services to be performed on M-85 (Fort Street) from St. Anne Street to west of Clark Street in the city of Detroit, Wayne County (CS 82071 – JN 58218A) and will increase the authorization amount by \$33,665.01. The additional inspection and finaling services are needed due to additional work required because of the underground conditions at the site. The original authorization provides for the mobilization of manpower for the proper inspection of the initial phase of the project. The authorization term remains unchanged, June 3, 2003, through March 18, 2006. The revised total authorization amount will be \$306,606.84. The contract term is March 18, 2003, through March 18, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This revision will provide for additional monies needed to complete the inspection and finaling construction engineering services to be performed on M-85 (Fort Street) from St. Anne Street to west of Clark Street in the city of Detroit, Wayne County. Due to additional work required to be performed to the underground conditions at this site the contractor's progress has been delayed. This has pushed the original completion date of November 1, 2003 to the spring of 2004. This has caused the consultant to incur additional inspection costs.

Benefit: The additional services will allow for continued inspection of the contractor's work. Adequate monitoring is necessary to insure that public safety is maintained or improved, allocated funds are utilized effectively, and exposure to liabilities as a result of construction activities is reduced or eliminated.

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: Inadequate monitoring could result in loss of Federal funding for future projects, could expose MDOT to costly contractor claims due to improper contract administration, and could lead to legal action against MDOT should the end product prove to be deficient or unsafe.

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 scope of the construction project work is rehabilitation of the existing roadway. The project does not include expansion of the existing facility or a capacity improvement component.

Zip Code: 48216.

13. HIGHWAYS – IDS Construction Engineering Services

Authorization Revision (Z21/R2) under Contract (2003-0184) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for additional inspection and finaling construction engineering services to be performed on M-85 (Fort Street) from east of Rosa Parks Boulevard to St. Anne Street in the city of Detroit, Wayne County (CS 82071 – JN 58219A) and will increase the authorization amount by \$21,770.33. The additional inspection and finaling services are needed due to additional work required because of the underground conditions at the site. The original authorization provides for the mobilization of manpower for the proper inspection of the initial phase of the project. The authorization term remains unchanged, June 3, 2003, through March 18, 2006. The revised total authorization amount will be \$197,526.29. The contract term is March 18, 2003, through March 18, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This revision will provide for additional inspection and finaling construction engineering services to be performed on M-85 (Fort Street) from east of Rosa Parks Boulevard to St. Anne Street in the city of Detroit, Wayne County. Due to additional work required to be performed to the underground conditions at this site, the contractor's progress has been delayed. This has pushed the original completion date of November 1, 2003 to the spring of 2004. This has caused the consultant to incur additional inspection costs.

Benefit: The additional services will allow for continued inspection of the contractor's work. Adequate monitoring is necessary to insure public safety is maintained or improved, allocated funds are utilized effectively, and exposure to liabilities as a result of construction activities is reduced or eliminated.

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: Inadequate monitoring could result in loss of Federal funding for future projects, could expose MDOT to costly contractor claims due to improper contract administration, and could lead to legal action against MDOT should the end product prove to be deficient or unsafe.

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 scope of the construction project work is rehabilitation of the existing roadway. The project does not include expansion of the existing facility or a capacity improvement component.

Zip Code: 48216.

14. HIGHWAYS - IDS Construction Engineering Services
Authorization (Z7) under Contract (2003-0207) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for construction oversight of the concrete pavement reconstruction, including storm sewer and water main work, to be performed on M-53 (Van Dyke Road) from Gratiot to M-102 in Wayne County (CS 82151 - JN 52804A). This authorization will be in effect from the date of award through April 8, 2006. The authorization amount will be \$394,718.45. The contract term is April 8, 2003, through April 8, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for construction oversight of the concrete pavement reconstruction including storm sewer and water main work on M-53 (Van Dyke Road) from Gratiot to M-102 in Wayne County.

Benefit: This project will reconstruct the roadway, replace sidewalks, add new storm sewers and water mains. It will improve roadway rideability, safety, drainage, water quality, and revitalize this area of the City of Detroit.

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

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

Risk Assessment: If this contract is not approved, the contractor's work will not be properly inspected.

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: Reconstructing and rehabilitating existing roadways.

Zip Code: 48213.

15. HIGHWAYS - IDS Construction Engineering Services
Authorization (Z8) under Contract (2003-0207) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for construction oversight of the asphalt milling, resurfacing, and pavement repairs to be performed on M-53 (Van Dyke Road) from Gratiot to M-102 in Wayne County (CS 82151 - JN 52805A). This authorization will be in effect from the date of award through April 8, 2006. The authorization amount will be \$244,527.56. The contract term is April 8, 2003, through April 8, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for construction oversight of the asphalt milling, resurfacing, and pavement repairs on M-53 (Van Dyke Road) from Gratiot to M-102 in Wayne County.

Benefit: This project will mill and resurface the full width of the roadway pavement, pavement patch and curb repairs, minor sidewalk replacement and upgrade driveways. It will improve roadway rideability, safety, drainage, and revitalize this area of the City of Detroit.

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

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

Risk Assessment: If this contract is not approved, the contractor's work will not be properly inspected.

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: Rehabilitation of existing roadways.

Zip Code: 48234.

16. HIGHWAYS - IDS Construction Engineering Services
Authorization (Z18) under Contract (2003-0233) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will provide for full construction engineering services to be performed for the design of .48 miles of pavement reconstruction and storm sewer improvements from US-223 to Stratford Avenue and 1.54 miles of cold milling and hot mix asphalt resurfacing with intermittent curb and gutter removal and replacement from Stratford Avenue to M-52 in the city of Adrian, Adrian Township, Lenawee County (CS 46061 - JN 75176A). The work items include project administration, inspection, surveying and staking, quality control testing and reporting, measurement, computation, reporting, and finaling. This authorization will be in effect from the date of award through April 17, 2006. The authorization amount will be \$194,841.41. The contract term is April 17, 2003, through April 17, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization will provide for full construction engineering services on the design of .48 miles of pavement reconstruction and storm sewer improvements from US-223 to Stratford Avenue, and 1.54 miles of cold milling and hot mix asphalt resurfacing with intermittent curb and gutter removal and replacement from Stratford Avenue to M-52 in the city of Adrian, Adrian Township, Lenawee County (CS 46061 - JN 75176A). The work items include project administration, inspection, surveying and staking, quality control testing and reporting, measurement, computation, reporting, and finaling of the project.

Benefit: This authorization will provide the necessary oversight for the construction contract to insure the project is built according to the plans and specifications of that contract and to ensure all state and federal guidelines are enforced.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: Failure to 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 is reconstruction of an existing roadway.

Zip Code: 49221.

17. HIGHWAYS - IDS Freeway Signing Modernization
Authorization (Z20) under Contract (2003-0233) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will provide for the design of the upgrade of MDOT overhead sign trusses using the Florida Department of Transportation standards throughout the State to improve driver safety and save MDOT 30 percent of the construction cost per overhead sign truss (CS 84900 - JN 78573). The authorization will be in effect from the date of award through April 17, 2006. The authorization amount will be \$163,009.65. The contract term is April 17, 2003, through April 17, 2006. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: This authorization will provide for the design of the upgrade of MDOT overhead sign trusses to be compliant with the Florida Department of Transportation standards throughout the state.

Benefit: The implementation of Florida Department of Transportation overhead sign trusses in Michigan will improve the driver's safety and save the Michigan Department of Transportation 30% of the construction cost per overhead sign truss.

Funding Source: 100% Federal Highway Administration Funds.

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

Risk Assessment: Freeway signing is needed to improve the drivers safety.

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 a new project.

Zip Code: 49606.

18. HIGHWAYS - IDS Design Consulting Services

Authorization (Z11) under Contract (2003-0488) between MDOT and Rowe, Inc., will provide for design services to be performed on I-75 from 8 Mile Road to 12 Mile Road in Oakland County (CS 63174 - JN 50290C). This authorization will be in effect from the date of award through August 5, 2006. The authorization amount will be \$494,458.40. The contract term is August 5, 2003, through August 5, 2006. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of this project is to resurface I-75 between 8 Mile and 12 Mile Roads to extend the life of the pavement an additional 10 years.

Benefit: The resurfacing of I-75 between 8 Mile Road and I-75 will help MDOT realize its goals of achieving a better road and bridge infrastructure throughout the state of Michigan. This contract will assure that all parts of final deliverables will be up to the current MDOT standards.

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

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

Risk Assessment: The project not being approved would increase the "band-aid" fixes that our maintenance crews will have to perform on a yearly basis. There would also be an increase in associated maintenance costs for commuters who travel the roadway.

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: Resurfacing an existing roadway.

Zip Code: 48071.

19. HIGHWAYS - IDS Design Consultant Services

Authorization (Z20) under Contract (2003-0520) between MDOT and URS Corporation Great Lakes will provide for the design of the roadway rehabilitation, including the addition of a right turn lane, on M-153 from the I-275 Interchange to Lilley Road in Canton Township, Wayne County (CS 82081 - JN 78170C). The work items include survey plans, a drainage study, and typical cross-sections, including details and specifications. The project length is 0.80 miles. This authorization will be in effect from the date of award through September 10, 2006. The authorization amount will be \$115,858.85. The contract term is September 10, 2003, through September 10, 2006. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization is for the design of a right turn lane for M-153, between the I-275 freeway and Lilley Road in Canton Township in Wayne County. The accident history of this area warrants this improvement. This is a safety project which will appear within the 2004 to 2006 STIP / TIP. This project is currently planned to be constructed during the summer of 2005.

Benefit: The benefit is to improve the roadway safety of this section of M-153.

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

Commitment Level: The payment for this authorization will be in a lump sum.

Risk Assessment: Based on the current configuration of this roadway, the construction of a right turn lane is the preferred treatment. The risk of not authorizing this project is that the cost to the public, in accident and health costs, would be much greater, when compared with the cost of this lane widening over the same period.

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 a new turn lane for an existing roadway.

Zip Code: 48187.

20. HIGHWAYS - IDS Design Consultant Services

Authorization (Z21) under Contract (2003-0520) between MDOT and URS Corporation Great Lakes will provide for the design of plans related to the removal of the bridges on I-94, both eastbound and westbound over an abandoned railroad line, and the infilling of road sections. The bridges are located 1.4 miles southeast of Benton Harbor in Benton Township, Berrien County (CS 11016 - JN 73867C). The project length is 0.7 miles. The work items include performing design surveys, designing the bridge removal and the necessary new road sections, preparing detour plans, preparing right-of-way plans, and preparing special provisions for freeway sign upgrading. The authorization will be in effect from the date of award through September 10, 2006. The authorization amount will be \$155,842.45. The contract term is September 10, 2003, through September 10, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization (Z21) provides for the design of plans related to the removal of the bridges on I-94, both eastbound and westbound over an abandoned railroad line, and the necessary infilling of road sections. The bridges are in extremely poor condition and must be removed or rehabilitated by 2006. Removal is the best option because the railroad will not be used again.

Benefit: The benefit of authorizing the design work now is that the bridges can be removed as scheduled in 2006. The bridges are structurally deteriorating, but the danger can be mitigated with minimal risk unless work is delayed.

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 risk of not authorizing the design work now is that the design and all related elements will not be complete by 2006, thus delaying any action on the bridges. The bridges are in structurally deteriorating, and the danger of continuing their use beyond 2006 will require more costly mitigation with higher risk and potentially permanent detours on I-94 until construction can begin.

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: 49022.

21. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z22) under Contract (2003-0520) between MDOT and URS Corporation Great Lakes will provide for inspection and testing services to be performed for freeway signing upgrading on I-196 from the Ottawa County line to I-96 in Grand Rapids, Kent County (CS 41029 - JN 58870A). This authorization will be in effect from the date of award through September 10, 2006. The authorization amount will be \$104,636.66. The contract term is September 10, 2003, through September 10, 2006. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: This authorization (Z22) is for inspection and testing services for freeway signing upgrading on I-196 from the Ottawa County line to I-96 in Grand Rapids in Kent County. These services will support the delivery of this traffic and safety program in a timely manner.

Benefit: The benefits include adequate project inspection and testing, as required by federal law, on an existing freeway for the people of Michigan, resulting in a high quality product. The inspection and testing will result in assuring all parts of construction are up to current MDOT and federal standards. This project is entirely federally funded.

Funding Source: 100% Federal Highway Administration Funds.

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

Risk Assessment: The risk of not authorizing the inspection and testing services is that the signing project will not have adequate inspection and testing, resulting in possible sub-standard work and subsequent loss of federal funding. Additionally, not authorizing these services now may also result in the loss of federal funding for this work completely.

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: 49504.

22. HIGHWAYS - IDS Design Consultant Services

Authorization (Z4) under Contract (2003-0718) between MDOT and Tetra Tech MPS will provide for design engineering services for roadway rehabilitation to be performed on westbound US-12 from 4th Street to Heywood Street in the city of Wayne, Wayne County (CS 82061 - JN 60447C). The work items include performing design surveys with a drainage study and preparing traffic maintenance plans, traffic signal plans, permanent signing plans, and right-of-way plans. The project length is 0.93 miles. The authorization will be in effect from the date of award through December 16, 2006. The authorization amount will be \$653,889.63. The contract term is December 16, 2003, through December 16, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization (Z4) provides for design engineering services for roadway rehabilitation on westbound US-12 from 4th Street to Heywood Street in the City of Wayne in Wayne County. The work items include performing design surveys with a drainage study; and preparing traffic maintenance plans, traffic signal plans, permanent signing plans, and right-of-way plans. The existing pavement is in extremely poor condition. The existing roadway consists of four lanes with parking on both sides. The project is currently planned to be constructed during the summer of 2006.

Benefit: The benefit of authorizing the design work now is that the roadway can be rehabilitated, as planned, in 2006. The finished product will result in an improved ride and increased safety for the traveling public. The project will significantly reduce the long term maintenance costs for this area.

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

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

Risk Assessment: The risk of not authorizing the design work now is that the design and all related elements will not be complete by 2006, thus delaying any action on the roadway. The roadway is structurally deteriorating, and the dangers of continuing its use beyond 2006 include potential safety issues and higher continuous maintenance costs.

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: 48184.

23. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2003-5628) between MDOT and the Road Commission for Macomb County will provide for participation in the construction under contract by the County of the following Transportation Enhancement improvements:

Pedestrian and bicycle trail work along abandoned railroad right-of-way beginning at the intersection of Dequindre Road and 24 Mile Road and proceeding northeasterly to 29 Mile Road.

Estimated Funds:

Federal Highway Administration Funds	\$637,595
Road Commission for Macomb County Funds	<u>\$273,255</u>
Total Funds	<u>\$910,850</u>

STE 50468 – 75009

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 Road Commission for Macomb County Funds

Commitment Level: 70% Federal up to \$637,595 and the balance by the Road Commission for Macomb County; based on estimate.

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

Cost Reduction: Low bid.

New Project Identification: New pedestrian and bicycle facilities.

Zip Code: 48307.

24. HIGHWAYS - Cost Participation for Preliminary Engineering
 Contract (2003-5655) between MDOT and HNTB Michigan, Inc., will provide for reimbursement by the consultant for errors and omissions involved in the preparation of design plans for the construction of new structure B01 of 11112, which carries relocated Pipestone Road over Pipestone Creek in conjunction with the relocation of Highway US-31 in Sodus Township, near St. Joseph, Michigan.

Estimated Funds:

HNTB Funds	<u>\$198,285.21</u>
Total Funds	<u>\$198,285.21</u>

FR 11112 – 38611C; Berrien Co.

Let July 2000

Purpose/Business Case: Provides for reparations by the consultant for additional costs required for completion of bridge replacement project.

Benefit: Payment for removal and replacement of pre-stressed concrete beams due to design errors.

Funding Source: 100% HNTB Funds.

Commitment Level: 100% HNTB Funds.

Risk Assessment: Agreement needed in order for MDOT to bill consultant.

*Denotes a non-standard contract/amendment

Cost Reduction: Negotiated cost due to errors to be repaid by consultant.
New Project Identification: Construction of project complete.
Zip Code: 49085.

25. HIGHWAYS - IDS Engineering Services
Contract (2004-0141) between MDOT and Owen Ayres & Associates, Inc., of Michigan will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
26. HIGHWAYS - IDS Engineering Services
Contract (2004-0147) between MDOT and Monument Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
27. HIGHWAYS - IDS Engineering Services
Contract (2004-0154) between MDOT and L.S. Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
28. HIGHWAYS - IDS Engineering Services
Contract (2004-0155) between MDOT and Modjeski & Masters, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
29. HIGHWAYS - IDS Engineering Services
Contract (2004-0156) between MDOT and Parsons Transportation Group, Inc., of Michigan 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.

30. *HIGHWAYS - Traffic Signal Installation; Maintenance and Energy Costs

Contract (2004-0158) between MDOT and the Lansing Board of Water and Light will provide for the installation of new traffic signals, modification of existing traffic signals, and/or upgrade of traffic signals, including maintenance and energy costs for the traffic signals based on a predetermined proration amount between MDOT and the City of Lansing. The contract term will be April 1, 2004, through March 31, 2009. The maximum contract amount will be \$800,000. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The contract provides for the installation of new traffic signals, modification of existing traffic signals, and/or upgrades of traffic signals.

Benefit: The contract provides for safer intersections for the traveling public.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on a predetermined proration amount between MDOT and the City of Lansing.

Risk Assessment: If duties are not performed, it will create potential safety issues at the intersections for vehicles.

Cost Reduction: The project is based on a predetermined proration amount that will result in a cost savings to MDOT.

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

Zip Code: 48901.

31. HIGHWAYS - Design Consultant Services

Contract (2004-0159) between MDOT and Bergmann Associates will provide for the design of the reconstruction of M-14 from west of the Wayne County Line to Sheldon Road, in Wayne County. The work items include designing the reconstruction of two to three lanes in the eastbound and westbound directions. The project length is 3.86 miles. The project will also incorporate design plans for seventeen associated bridges that will be prepared by MDOT staff. This contract will be in effect from the date of award through January 31, 2006. The total contract amount will be \$1,912,594.31. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract is for the negotiated fees to design the M-14 freeway reconstruction project. The project limits are along M-14 between the western Wayne County Line and Sheldon Road. The project length is 3.86 miles and the existing pavement is in extremely poor condition. The existing roadway consists of two to three lanes in both the eastbound and the westbound directions. The project will also include the repairs on 17 associated bridges (the work to design the bridge repairs will be performed by MDOT personnel, and the consultant will be responsible for incorporating that work into the final construction package). This 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 2006.

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

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: Based on the current condition of the expressway, a reconstruction is the preferred repair. Please note that should this work not be approved, the cost to perform a combination of alternate repairs and additional maintenance, when compared to the cost of the reconstruction over the same 20 year period, would be greater. Additionally, the combinations of alternate repairs and additional maintenance, when compared to the reconstruction, would require additional disruptions to the traffic. These additional disruptions would result in an increase costs to the users in the form of user delays.

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 expressway; it is a reconstruction of the existing, with no capacity increase.

Zip Code: 48170.

32. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2004-5027) between MDOT and City of East Grand Rapids will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Boardwalk and non-motorized trail work along Hall Street from Bonnell Avenue to Reeds Lake Boulevard and along Reeds Lake Boulevard from Hall Street to Kate Avenue.

Estimated Funds:

Federal Highway Administration Funds	\$112,094.00
City of East Grand Rapids Funds	<u>\$397,424.18</u>
Total Funds	<u>\$509,518.18</u>

STE 41066 – 73860; Kent County

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 East Grand Rapids Funds.

Commitment level: 22% Federal up to \$112,094 and the balance by City of East Grand Rapids; 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: 49506.

33. *MACKINAC BRIDGE AUTHORITY - Construction Engineering Services

Contract (2004-0133) between the Mackinac Bridge Authority and Northwest Design Group will provide for construction engineering services to be performed for the construction of an addition to the maintenance building/facility located at the Mackinac Bridge. This contract will be in effect from the date of award through February 23, 2005. The total contract amount will not exceed \$41,841.60. Source of Funds: 100% Mackinac Bridge Authority Toll Funds

Purpose/Business Case: To provide construction engineering services for the maintenance building extension and renovation project at the Mackinac Bridge Maintenance Facility to house a shower facility for maintenance staff, welding shop, heated paint storage and new roof over the total building.

Benefit: Insure compliance the Bridge Authority's plans and specifications and all local and state building codes.

Funding Source: 100% Mackinac Bridge Authority Funds.

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

Risk Assessment: Failure to provide the services outlined could result in a sub standard building structure, building code violations, and potential health hazards to Bridge Authority employees.

*Denotes a non-standard contract/amendment

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 contract involves new construction of an addition to an existing facility.

Zip Code: 49781.

34. MULTI-MODAL - Section 5313(b)

Project Authorization (Z15) under Master Agreement (2002-0024) between MDOT and the Capital Area Transportation Authority (CATA) in Ingham County will provide State matching funds to the FY 2004 Federal Section 5313(b) State Planning and Research Program grant for the completion of CATA's Website Enhancement and Customer Call Center Project. This project will enhance CATA's website and develop a customer call center to identify and satisfy customer needs. The effective date of this authorization will be the effective date of the Federal grant, and the authorization will be in effect for three years. The authorization may be retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total authorization amount will be \$60,000. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$48,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$12,000.

Purpose/Business Case: Provides for enhancement of the agency's website and development of a customer call center to identify and satisfy customer needs.

Benefit: Improved transportation services.

Funding Source: Federal Transit Administration Funds - \$48,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$12,000.

Commitment Level: Contract is based on cost estimates.

Risk Assessment: The risk of not approving the authorization is the loss of Federal funds.

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

New Project Identification: This is not a new project.

Zip Code: 48910.

35. MULTI-MODAL - Section 5313(b)

Project Authorization (Z11) under Master Agreement (2002-0035) between MDOT and the Eastern Upper Peninsula Transportation Authority in Sault Ste. Marie will provide State matching funds to the FY 2004 Federal Section 5313(b) State Planning and Research Program grant for the update of the St. Mary's River Ferry Master Plan. The effective date of this authorization will be the effective date of the Federal grant, and the authorization will be in effect for three years. The authorization may be retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total authorization amount will be \$40,000. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$32,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$8,000.

Purpose/Business Case: Provides for an update of the master plan for the St. Mary's River Ferry.

Benefit: Improved transportation services.

Funding Source: Federal Transit Administration Funds - \$32,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$8,000

*Denotes a non-standard contract/amendment

Commitment Level: Contract based on cost estimates.

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

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

New Project Identification: This is not a new project.

Zip Code: 49783.

36. MULTI-MODAL - Section 5313(b)

Project Authorization (Z10) under Master Agreement (2002-0060) between MDOT and the Livingston County Board of Commissioners will provide State matching funds to the FY 2004 Federal Section 5313(b) State Planning and Research Program grant for the development of a feasibility plan for the expansion of transit services within Livingston County. The effective date of this authorization will be the effective date of the Federal grant, and the authorization will be in effect for three years. The authorization may be retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total authorization amount will be \$70,000. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$56,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$14,000.

Purpose/Business Case: Provides for developing a feasibility plan to expand transit services with Livingston County.

Benefit: Improved transportation services.

Funding Source: Federal Transit Administration Funds - \$56,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$14,000

Commitment Level: Contract based on cost estimates.

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

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

New Project Identification: This is a new project for a feasibility plan.

Zip Code: 48843.

37. MULTI-MODAL - Section 5313(b)

Project Authorization (Z5) under Master Agreement (2002-0083) between MDOT and the Sanilac Transportation Corporation will provide State matching funds to the FY 2004 Federal Section 5313(b) State Planning and Research Program grant for the preparation of a community-wide coordination study. The effective date of this authorization will be the effective date of the Federal grant, and the authorization will be in effect for three years. The authorization may be retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total authorization amount will be \$43,000. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$34,400; FY 2004 State Restricted Comprehensive Funds - \$8,600.

Purpose/Business Case: Provides for a coordination study within the community.

Benefit: Improved transportation services.

Funding Source: Federal Transit Administration Funds - \$34,400; FY 2004 State Restricted Comprehensive Funds - \$8,600

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not approving the authorization is the loss of federal funds.
Cost Reduction: Grant amount is determined by FTA and is not negotiated.
New Project Identification: Provides for a new coordination study project.
Zip Code: 48419.

38. *MULTI-MODAL - Section 5311 Revenue

Contract (2004-0072) between MDOT and the United States Department of Transportation, Federal Transit Administration (FTA), will provide for a grant of \$3,683,917 in Federal Section 5311 Nonurbanized Area Formula Operating Program funds for FY 2004 under Federal Grant MI-18-X035. This funding reflects the amount of funds authorized under the Federal Continuing Resolution. If additional funds are available once a transportation bill is passed, a grant amendment will be processed. The grant will be in effect from October 1, 2003, through September 30, 2004. The grant is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. Source of Funds: Federal Transit Administration Funds - \$3,683,917.

Purpose/Business Case: Provides for the FTA to grant MDOT \$3,683,917 in Section 5311 Operating Assistance funds for FY 2004 under Federal Grant MI-18-X035.
Benefit: Increase public safety through improved transportation services.
Funding Source: Federal Transit Administration Funds - \$3,683,917.
Commitment Level: Contract is based on cost estimates.
Risk Assessment: The risk of not awarding this grant is the loss of Federal funds.
Cost Reduction: Grant amount is determined by the FTA and is not negotiated.
New Project Identification: Provides for continuation of this operating assistance program for FY 2004.
Zip Code: 48909.

39. *MULTI-MODAL (Aeronautics) - Increase Services and Amount, Extend Term

Amendatory Contract (2003-0137/A1) between MDOT and the Jackson County Board of Commissioners will increase the services in order to add an evaluation of a landfill to the project, will increase the contract amount by \$52,000, and will extend the contract term by seventeen years in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving Federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for an environmental assessment for a runway relocation and crosswind runway extension at the Jackson County-Reynolds Field in Jackson, Michigan. The revised contract term will be April 8, 2003, through April 7, 2023. The revised total contract amount will be \$162,000. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$ 99,000	\$46,800	\$145,800
State Restricted Aeronautics Funds	\$ 5,500	\$ 2,600	\$ 8,100
Jackson County Funds	\$ 5,500	\$ 2,600	\$ 8,100
Total	<u>\$110,000</u>	<u>\$52,000</u>	<u>\$162,000</u>

Purpose/Business Case: The increase in the contract is to cover a change in the scope of the project. During the initial environmental assessment, a landfill was found on the site. The extra work is needed in order to evaluate the amount of contamination of the site and to determine if the site will support a runway. The time extension is needed in order to comply with an FAA regulation that requires airports receiving Federal funding for certain types of projects to remain fully operational for a period of twenty years.

Benefit: The current airport is an important part of the transportation infrastructure for the city of Jackson and Jackson County. However, the airport is in non-compliance with current FAA requirements for runway safety areas. Runway 14/32 needs only minor improvements to meet standards while runway 6/24 needs to be shifted to a new alignment (7/25), which will entail major construction to meet current standards. Without these improvements, the runways at the airport will need to be shortened and they would become non-useable for aircraft currently based at the airport, as well as visiting aircraft. The landfill assessment will determine if the site has the ability to support a runway.

Funding Source: FAA Funds - \$145,800; State Restricted Aeronautics Funds - \$8,100; Jackson County Funds - \$8,100; Contract Total - \$162,000.

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

Risk Assessment: If the amendment is not awarded, the project will not proceed as planned, as the local agency would not be able to fund the project without Federal and State participation.

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

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

Zip Code: 49202.

40. *MULTI-MODAL (Aeronautics) - Decrease Services, Reduce Amount, and Extend Term

Amendatory Contract (2003-0258/A1) between MDOT and the Alpena County Board of Commissioners will decrease the services in order to remove ramp lighting, parking lot lighting, airfield electrical vault rehabilitation, and the construction of a storage building for snow removal equipment from the project, will reduce the contract amount by \$559,200, and will extend the contract term by seventeen years. The time extension is needed in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving Federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for perimeter fencing, ramp lighting, parking lot lighting, airfield electrical vault rehabilitation, runway safety area upgrade for runway 7/25, construction of a storage building for snow removal equipment (phase II), purchase of an airport snow blower, and the preparation of an Exhibit A property map (with boundary survey) at the Alpena County Regional Airport in Alpena, Michigan. The revised contract term will be July 7, 2003, through July 6, 2023. The revised total contract amount will be \$805,800. Source of Funds:

	<u>Previous Total</u>	<u>Decrease</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$1,228,500	(\$503,280)	\$725,220
State Restricted Aeronautics Funds	\$ 68,250	(\$ 27,960)	\$ 40,290
Alpena County Funds	\$ 68,250	(\$ 27,960)	\$ 40,290
Total	<u>\$1,365,000</u>	<u>(\$559,200)</u>	<u>\$805,800</u>

Purpose/Business Case: The purpose of the amendment is to delete some of the work items from the original contract. The FAA issued the grant late in fiscal year 2003, and the sponsor was unable to offer and receive bids in time for the FAA grant deadline for some of the items. The FAA has agreed to remove those items from the grant and add them to the 2004 program. The time extension is needed in order to comply with an FAA regulation that requires airports receiving Federal funding for certain types of projects to remain fully operational for a period of twenty years.

Benefit: The work items deleted from this contract and added to a future contract will allow for consistency with the FAA grant process.

Funding Source: FAA Funds - \$725,220; State Restricted Aeronautics Funds - \$40,290; Alpena County Funds - \$40,290; Contract Total - \$805,800.

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

*Denotes a non-standard contract/amendment

Risk Assessment: If the contract is not awarded, the project would not proceed as planned, as the local government would not be able to afford the cost without Federal and State participation. A delay in the project could prompt a citation for noncompliance by the federal compliance inspector, which may affect the receipt of future grants from the FAA for this airport.

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

New Project Identification: This is not a new project.

Zip Code: 49707.

41. ***MULTI-MODAL (Aeronautics) - Increase Amount, Extend Term**

Amendatory Contract (2003-0337/A1) between MDOT and the Mackinac County Board of Commissioners will increase the contract amount by \$12,366 to order to allow for higher than anticipated construction costs and will extend the contract term by seventeen years. The time extension is needed in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving Federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for the expansion and rehabilitation of a terminal apron at the Mackinac County Airport in St. Ignace, Michigan. The revised contract term will be June 23, 2003, through June 22, 2023. The revised total contract amount will be \$395,700. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$345,000	\$11,130	\$356,130
State Restricted Aeronautics Funds	\$ 19,167	\$ 618	\$ 19,785
Mackinac County Funds	<u>\$ 19,167</u>	<u>\$ 618</u>	<u>\$ 19,785</u>
Total	<u>\$383,334</u>	<u>\$12,366</u>	<u>\$395,700</u>

Purpose/Business Case: The project includes the expansion and rehabilitation of a terminal apron. The increase in the amount is due to higher than anticipated construction costs. The time extension is needed in order to comply with an FAA regulation that requires airports receiving Federal funding for certain types of projects to remain fully operational for a period of twenty years.

Benefit: The current aircraft apron is inadequate for the number of transient aircraft that use the airport. The expansion will allow these aircraft to have a stable area to park. Part of the existing apron is also in need of rehabilitation, which will extend the life of the pavement.

Funding Source: FAA Funds - \$356,130; State Restricted Aeronautics Funds - \$19,785; Mackinac County Funds - \$19,785; Contract Total - \$395,700.

Commitment Level: The contract has a fixed cost for the 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 afford the cost at this time without Federal and State participation.

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is not a new project.

Zip Code: 49781.

42. *MULTI-MODAL (Aeronautics) - Increase Amount

Amendatory Contract (2004-0065/A1) between MDOT and the City of Battle Creek will increase State grant funds by \$11,600 due to higher than anticipated engineering costs. The original contract provides for the design of a building for the storage of aircraft rescue fire fighting (ARFF) equipment at the W. K. Kellogg Airport in Battle Creek, Michigan. The term of the contract remains unchanged, February 13, 2004, through February 12, 2024. The revised total contract amount will be \$60,000. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
State Restricted Aeronautics Funds	\$48,400	\$11,600	\$60,000

Purpose/Business Case: The project is for the design of a building for storing an ARFF simulator. The amendment will increase the funding to cover higher than anticipated engineering costs.

Benefit: The State purchased an ARFF simulator in 1997 and leases it to Kellogg Community College for use in training fire crews at Michigan airports. This training is a requirement of the FAA. The mobile trainer is moved to various regions of the state, depending on training needs. The new building will allow the State to house the equipment in a location near the college when it is not being used.

Funding Source: 100% State Restricted Aeronautics Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project will not proceed as planned, as the local government would not be able to afford the cost without State participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and for any additional cost savings.

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

Zip Code: 49015.

43. MULTI-MODAL (Aeronautics) - Rehabilitation of Runway, Taxiway, and Apron

Contract (2004-0157) between MDOT and the Iosco County Board of Commissioners will provide State grant funds for the construction of the rehabilitation of a runway, taxiway, and apron at the Iosco County Airport in East Tawas, Michigan. The contract will be in effect from the date of award through twenty years. Source of Funds: State Restricted Aeronautics Funds - \$496,800; Iosco County Funds - \$55,200; Contract Total - \$552,000.

Purpose/Business Case: The purpose of this project is to rehabilitate all of the major pavement areas at the Iosco County Airport. There is only one runway, one taxiway, and one apron on this airport and all are in poor condition.

Benefit: The rehabilitation will extend the useful life of the runway, taxiway and apron. It will make the airport safer and more attractive to pilots, and will benefit the airport users as well as the local economy.

Funding Source: State Restricted Aeronautics Funds - \$496,800; Iosco County Funds - \$55,200; Contract Total - \$552,000.

Commitment Level: The contract is a fixed cost for the 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 afford the cost without State participation.

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

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

Zip Code: 48764.

44. MULTI-MODAL (Aeronautics) - Construct North Hangar Area

Contract (2004-0162) between MDOT and the Oakland County Board of Commissioners will provide State grant funds for the construction of a north hangar area (Part A) at the Oakland County International Airport in Pontiac, Michigan. The contract will be in effect from the date of award through twenty years. Source of Funds: State Restricted Aeronautics Funds - \$1,386,700; Oakland County Funds - \$199,300; Contract Total - \$1,586,000.

*Denotes a non-standard contract/amendment

Purpose/Business Case: The construction of the north hangar area is the first step of many to allow the relocation and extension of crosswind runway 18/36.

Benefit: Since the hangar relocation is the first step in the relocation and extension of runway 18/36, the benefit is in the end result of the extended runway. The current length of runway 18/36 is 1,856 feet. The new runway will be approximately 2,650 feet in length, which will allow for a much safer landing for small aircraft that need to use the crosswind runway.

Funding Source: State Restricted Aeronautics Funds - \$1,386,700; Oakland County Funds - \$199,300; Contract Total - \$1,586,000.

Commitment Level: The contract has a fixed cost for the 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 afford the cost without State participation.

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

New Project Identification: This is a new project.

Zip Code: 48327.

45. MULTI-MODAL (Aeronautics) - Design and Construct Screen Wall, Purchase Equipment

Contract (2004-0163) between MDOT and the Oakland County Board of Commissioners will provide Federal and State grant funds for the design and construction of a screen wall (Part B) and for the purchase of an aircraft rescue fire fighting (ARFF) vehicle at the Oakland County International Airport in Pontiac, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FAA Funds (via Block Grant) - \$1,131,304; State Restricted Aeronautics Funds - \$62,849; Oakland County Funds - \$62,850; Contract Total - \$1,257,000.

Purpose/Business Case: The project includes the construction of a screen wall and purchase of aircraft rescue and fire fighting (ARFF) equipment. Oakland County International Airport is currently working on noise issues at their airport and the screen wall is another addition to the noise protection for the surrounding residents. The airport is very busy with many aircraft movements going on at any one time. The ARFF equipment is a safeguard for any unforeseen accidents that may take place on the airfield and require immediate fire fighting response.

Benefit: The screen wall will benefit the surrounding neighbors by acting as a barrier between the adjacent residents and the airport. The ARFF equipment will benefit the users of the airport by being readily available for any accidents that may occur.

Funding Source: FAA Funds (via Block Grant) - \$1,131,304; State Restricted Aeronautics Funds - \$62,849; Oakland County Funds - \$62,850; Contract Total - \$1,257,000.

Commitment Level: The contract has a fixed cost for the 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 afford the cost without State participation.

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

New Project Identification: This is a new project.

Zip Code: 48327.

46. TRANSPORTATION PLANNING - Time Extension

Amendatory Contract (2001-0396/A4) between MDOT and DLZ Michigan, Inc., will extend the contract term by six months to fulfill a new FHWA requirement recently established requiring MDOT to incorporate a detailed hydraulic analysis into its Environmental Impact Statement documents. The original contract provides for the completion of environmental clearance for the widening of M-59 in Livingston County, Michigan. The revised contract term will be April 4, 2001, through September 30, 2004. The total contract amount remains unchanged at \$1,190,961.77. Source of Funds: FHWA Funds - \$952,769.42; State Restricted Trunkline Funds - \$238,192.35.

Purpose/Business Case: The purpose of the proposed study is to obtain environmental clearance to improve the capacity of the M-59 Corridor between I-96 and US-23 in Livingston County.

Benefit: Once environmental clearance is obtained by the FHWA, MDOT can begin the process of designing, purchasing right-of-way, and constructing an improved M-59 corridor.

Funding Source: The funding source for this study is Federal Demonstration Funds (DPF-0592). These funds were earmarked within 1998 Federal legislation. FHWA Funds - \$952,769.42; State Restricted Trunkline Funds - \$238,192.35.

Commitment Level: This contract is on a cost plus fixed fee basis.

Risk Assessment: The risk of not completing the environmental clearance is not being able to spend federal dollars on the design, right-of-way and construction of an improved M-59 corridor.

Cost Reduction: There has not been a lower rate negotiated.

New Project Identification: No.

Zip Code: 48106.

47. *TRANSPORTATION PLANNING - Increase Services and Amount, Extend Term

Amendatory Contract (2002-0610/A3) between MDOT and Hamilton Anderson Associates, Inc. will provide for additional traffic and engineering analysis associated with an alternative plan developed by the I-94/Huron Street Non-Motorized Improvement Steering Committee, will increase the contract amount by \$28,197.69, and will extend the contract term by six months. The additional services and time extension are needed to allow MDOT to evaluate a new alternative that was generated by local stakeholders, including the City of Ypsilanti and Ypsilanti Township. The original contract provides for professional services to conduct research and develop a non-motorized transportation plan for the I-94/Huron Street interchange in the cities of Ann Arbor and Ypsilanti. The revised contract term will be October 8, 2002, through September 30, 2004. The revised total contract amount will be \$73,160.33. Source of Funds: Federal Highway Administration Funds - \$58,528.26; State Restricted Trunkline Funds - \$14,632.07.

Purpose: The purpose of the I-94/Huron Street interchange non-motorized study is to identify and evaluate alternatives to provide an improved non-motorized crossing through the I-94 interchange area within Ypsilanti and Ypsilanti Township in Washtenaw County. Currently no bicycle or pedestrian facilities exist, forcing non-motorized travelers to cross I-94 using the median of Huron Street. The purpose of the increased scope of work and extension is for MDOT to evaluate a new alternative that was generated by local stakeholders (City of Ypsilanti, Ypsilanti Township, and the Washtenaw Area Transportation Study). This new alternative will be evaluated against previous developed alternatives to determine if future cost savings for MDOT and the local stakeholders can be captured.

Benefit: The primary benefit of the I-94/Huron interchange non-motorized study is that it will provide the non-motorized public within Washtenaw County a safer crossing of the I-94 interchange.

Funding Source: The funds for this study are from the Enhancement program. Federal Highway Administration Funds - \$58,528.26; State Restricted Trunkline Funds - \$14,632.07.

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

Risk Assessment: If this amendment is not approved, the consultant will not be able to evaluate a new alternative developed by the study's steering committee consisting of both local and MDOT officials. If this alternative is not fully evaluated as was done with the previous alternatives, MDOT risks the chance that the local officials will not accept the final results of the study and will deem the entire study inconclusive.

Cost Reduction: The costs are based on actual cost plus fixed fee not to exceed the contract maximum amount. Hours have been negotiated based on needed services.

New Project Identification: There are currently no non-motorized facilities within the study area. Therefore, any proposed non-motorized improvement identified by this study would result in a new construction project for the non-motorized facilities only.

Zip Code: 48197.

48. *TRANSPORTATION PLANNING - Increase Services, Extend Term
Amendatory Contract (2003-0182/A1) between MDOT and Planning & Zoning Center, Inc., will provide for an increase in services to include the preparation of the draft guidebook and other documentation to be reviewed by MDOT's Attorney General (AG) counsel and will extend the contract term by four months to allow sufficient time for the AG to review the materials and issue a legal opinion. The original contract provides for the development of a model noise ordinance guidebook to alleviate traffic noise impacts in local communities. The guidebook is a planning tool to be used to assist in the development of properties that abut a freeway or major artery. The revised contract term will be May 22, 2003, through September 30, 2004. The total contract amount remains unchanged at \$67,933.02. Source of Funds: 80% Federal Highway Administration Funds (\$54,346.42) and 20% State Restricted Trunkline Funds (\$13,586.60).

Purpose/Business Case: The purpose of this project is to fulfill the Michigan State Transportation Commission adoption of a highway noise policy regarding Type I and Type II noise abatement. Under the Type II provisions, MDOT is to work with local governmental agencies regarding land use planning and abatement provisions. The development of a model noise ordinance and guidebook is intended to provide options that local governments can use in developing land use plans along freeways and arterial highways.

Benefit: It costs MDOT \$1 million for each mile of noise walls it must construct. The ordinance and guidebook will help local agencies to develop plans and work with developers to help reduce or eliminate these costs in the future.

Funding Source: 80% Federal Highway Administration Funds (\$54,346.42) and 20% State Restricted Trunkline Funds (\$13,586.60). The funds for this study have been secured from the Federal Highway Administration allocation to MDOT from the State Planning and Research Program.

Commitment Level: The cost of the contract is fixed, and this amendment remains within that fixed price.

Risk Assessment: The risk is that local agencies could apply to MDOT for Type II noise attenuation and if within provisions of FHWA regulations, could require MDOT to construct a noise attenuation barrier. On the other hand, once the model ordinance and guidebook are available, no local agency whose jurisdiction abuts a state highway and which has land use planning authority, can request MDOT to consider Type II noise attenuation unless they have done the appropriate planning and zoning according to the guidebook.

Cost Reduction: This contract amendment remains within the original contract cost.

New Project Identification: This is not a new project.

Zip Code: 48906.

49. *TRANSPORTATION PLANNING - IDS Cultural Resource Studies
Contract (2004-0146) between MDOT and Mead & Hunt, Inc., will provide for cultural resource studies to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through five years. The maximum contract amount will be \$1,000,000, and the maximum amount of any authorization will be \$200,000. Authorizations over \$25,000 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.

50. *TRANSPORTATION PLANNING - IDS Cultural Resource Studies
Contract (2004-0148) between MDOT and ASC Group, Inc., will provide for cultural resource studies to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through five years. The maximum contract amount will be \$1,000,000, and the maximum amount of any authorization will be \$200,000. Authorizations over \$25,000 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.

51. *TRANSPORTATION PLANNING - IDS Cultural Resource Studies
Contract (2004-0149) between MDOT and Mannik & Smith Group, Inc., will provide for cultural resource studies to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through five years. The maximum contract amount will be \$1,000,000, and the maximum amount of any authorization will be \$200,000. Authorizations over \$25,000 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.
52. *TRANSPORTATION PLANNING - IDS Cultural Resource Studies
Contract (2004-0150) between MDOT and URS Corporation Great Lakes will provide for cultural resource studies to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through five years. The maximum contract amount will be \$1,000,000, and the maximum amount of any authorization will be \$200,000. Authorizations over \$25,000 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.
53. *TRANSPORTATION PLANNING - IDS Cultural Resource Studies
Contract (2004-0151) between MDOT and Irene Jackson and William R. Henry will provide for cultural resource studies to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through five years. The maximum contract amount will be \$200,000, and the maximum amount of any authorization will be \$50,000. Authorizations over \$25,000 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.
54. *TRANSPORTATION PLANNING - IDS Cultural Resource Studies
Contract (2004-0152) between MDOT and Charles K. Hyde will provide for cultural resource studies to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through five years. The maximum contract amount will be \$200,000, and the maximum amount of any authorization will be \$50,000. Authorizations over \$25,000 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.

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: March 10, 2004 - Secretary of State's Office, 3:30 PM
State Administrative Board Meeting: March 16, 2004 - State Capitol, 11:00 AM

CONTRACTS

1. *HIGHWAYS - Construction Engineering Services

Contract (2004-0136) between MDOT and HNTB Michigan, Inc., will provide for inspection and testing construction engineering and preliminary surveying services for the oversight of the reconstruction of I-94 from Beech Daly Road to Pelham Road and of US-24/Telegraph Road from south of Ecorse Road to Van Born Road, including a single point urban interchange and complete arch bridge construction of I-94 over US-24/Telegraph Road, along with signs, signals, storm sewer systems, lighting, and Intelligent Transportation System (ITS) components in the city of Taylor, Wayne County. The work items will include project administration and staking, inspection, quality control testing and reporting, measurement, computation and documentation of quantities, reporting and record keeping, and finaling all project documentation. This contract will be in effect from the date of award through June 15, 2006. The total contract amount will be \$3,893,360.67. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: This contract will provide for inspection and testing construction engineering and preliminary surveying services for the oversight of the reconstruction of I-94 from Beech Daly Road to Pelham Road and of US-24/Telegraph Road from south of Ecorse Road to Van Born Road, including a single point urban interchange and arch bridge construction of I-94 over US-24/Telegraph Road, along with signs, signals, storm sewer systems, lighting, and ITS components in the city of Taylor, Wayne County. The work items will include project administration and staking, inspection, quality control testing and reporting, measurement, computation and documentation of quantities, reporting and record keeping, and finaling all project documentation.

Benefit: This contract will provide for the construction engineering, inspection, testing, and preliminary surveying needed to assure that construction satisfies the project plans, proposal, specifications, and State of Michigan and Federal requirements. These services will also include administration, measurements, computations, documentation, record keeping, and close-out. The services must be provided to ensure that the Federal funding level is maintained.

Funding Source: Source of Funds: 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 provide the services outlined would result in the loss of Federal funds and be contrary to State policy and regulations.

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

New Project Identification: This is for oversight of a reconstruction project.

Zip Code: 48180.

*Denotes a non-standard contract/amendment

Funding Source:

53378A		
Federal Highway Administration Funds	81.85	%
City of Holland	0.62	%
State Restricted Trunkline Funds	17.53	%
72087A		
Federal Highway Administration Funds	100	%
74808A		
Federal Highway Administration Funds	81.85	%
City of Holland	0.23	%
State Restricted Trunkline Funds	17.92	%
75085A		
Federal Highway Administration Funds	81.85	%
State Restricted Trunkline Funds	18.15	%
77824A		
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: 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 and vehicle maintenance costs.

New Project Identification: Rehabilitation, reconstruction, and maintenance.

Zip Code: 49423

4.	LETTING OF MARCH 05, 2004	ENG. EST.	LOW BID
	PROPOSAL 0403090	\$ 139,633.61	\$ 159,783.12
	PROJECT MER 82024-78480		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - MAY 27, 2004		14.43 %

Emergency partial superstructure replacement of span 1 (S03 of 82024) on I-94 under Woodward Avenue in the city of Detroit, Wayne County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 226,332.98	Same	6
E. C. Korneffel Co.	\$ 159,808.12	\$ 159,783.12	1 **
J. Slagter & Son Construction Co.			
Midwest Bridge Company	\$ 163,229.44	Same	2
Dan's Excavating, Inc.	\$ 172,970.97	Same	4
Posen Construction, Inc.	\$ 209,951.54	Same	5
Walter Toebe Construction Co.	\$ 170,652.59	Same	3
Mark 1 Restoration Co. of MI, Inc.	\$ 239,348.69	Same	7

7 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:

78480A		
State Restricted Trunkline Funds	100	%

*Denotes a non-standard contract/amendment

7. LETTING OF MARCH 05, 2004
 PROPOSAL 0403012
 PROJECT BRO 51010-56566
 LOCAL AGRMT. 03-5641
 START DATE - MAY 01, 2004
 COMPLETION DATE - JULY 31, 2004

ENG. EST. LOW BID
 \$ 477,186.89 \$ 522,891.04

% OVER/UNDER EST.
 9.58 %

Remove existing structure, construction of a prestressed concrete box beam bridge and related approach work, on Huff Road over Pine Creek, in Norman Township, Manistee County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
L. W. Lamb, Inc.			
Rieth-Riley Construction Co., Inc.			
J. Slagter & Son Construction Co.			
S. L. & H. Contractors, Inc.	\$ 522,891.04	Same	1 **
Milbocker and Sons, Inc.	\$ 541,007.26	Same	4
Midwest Bridge Company			
Hardman Construction, Inc.	\$ 570,480.49	Same	6
Gerace Construction Company, Inc.			
E.T. MacKenzie Company	\$ 526,295.80	Same	2
Davis Construction, Inc.	\$ 578,149.59	Same	7
Cordes Excavating, Inc.			
Anlaan Corporation	\$ 562,417.85	Same	5
Prince Bridge & Marine, LTD	\$ 535,016.47	Same	3
J.E. Kloote Contracting, Inc.			

7 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 system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

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

Funding Source:

56566A	
Manistee County	5.13 %
Federal Highway Administration Funds	79.89 %
State Restricted Trunkline Funds	14.98 %

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 impact vehicular traffic to the point of restricting emergency services.

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

New Project Identification: Bridge replacement.

Zip Code: 49625

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