

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - July 30, 2003 - 3:30 P.M.
State Administrative Board Meeting - August 5, 2003 - 11:00 A.M.

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MINERAL LEASES

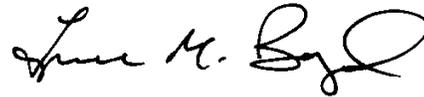
1. Direct Development/Nondevelopment Metallic Mineral Lease, Prime Meridian Resources, Inc. of Fond du Lac, Wisconsin, 500 acres, more or less, of Department of Natural Resources State-owned minerals, Section 33, T43N, R31W, Mansfield Township, Iron County.
Terms: 10 years, standard rental and royalty. \$1,000.00 bonus.
2. Direct Development Metallic Mineral Lease, Kennecott Exploration of West Vancouver, British Columbia, 40 acres, more or less of Department of Natural Resources State-owned minerals, Section 25 T51N, R30W, Arvon Township, Baraga County.
Terms: 10 years, standard rental and royalty. \$80.00 bonus.
3. Direct Nondevelopment Oil and Gas Lease, O.I.L. Energy Corp. of Traverse City, Michigan, 1.14 acres, more or less, of Department of Natural Resources State-owned minerals, lying within Section 25, T29N, R01E, Albert Township, Montmorency County.
Terms: One year term, no extensions, 3/16 royalty. \$250.00 bonus.
4. Direct Nondevelopment Oil and Gas Leases (2), Woodfield Resources, Inc. of Chicago, Illinois, 15.08 acres, more or less of Department of Transportation State-fee ownership, US-127 highway right-of-way, lying within Section 29, T02N, R01W, Vevay Township, Ingham County.
Terms: One-year term, no extensions, 3/16 royalty. \$400.00 bonus.
5. Direct Nondevelopment Oil and Gas Lease, T.I. Oil and Gas Management Company LLC, of Houston, Texas, 6.01 acres, more or less, of Department of Natural Resources, State-owned minerals, lying within Section 36, T02N, R07E, Milford Township, Oakland County.
Terms: One year term, no extensions, 3/16 royalty. \$525.00 bonus.

These items were formally approved by the Chief, Forest, Mineral and Fire Management of the Department of Natural Resources on June 4, 2003. The form of legal document involved in this transaction has previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:

Department of Natural Resources

A handwritten signature in black ink, appearing to read "Lynne M. Boyd". The signature is written in a cursive style with a large, looped initial "L".

By: _____
Lynne M. Boyd, Manager
Mineral and Land Management Section
Forest, Mineral and Fire Management

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: July 30, 2003 - Secretary of State's Office, 3:30 PM
State Administrative Board Meeting: August 5, 2003 - State Capitol, 11:00 AM

SUBCONTRACTS

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|----|--|--|-------------------|
| 1. | Fenstermacher Asphalt Paving
P.O. Box 1313
Big Rapids, MI 49307 | Shoulder Paving &
Spillway Installation | \$ 113,364 |
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Approval is requested to authorize the Lake County Road Commission to award a subcontract to add paved shoulders with rolled curbs, spillways, and drainage outlets on north M-37 (Wolf Lake Hill area) in Lake County. The contract is needed to establish positive drainage away from the roadbed and shoulders on M-37 (Wolf Lake Hill area). The project was advertised, and three bids were received. The lowest bid was selected. The contract will be in effect from the date of award through September 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The contract will establish positive drainage away from the roadbed and shoulders on M-37 (Wolf Lake Hill area) to prevent further deterioration and erosion.

Benefit: Prevents further erosion to the shoulder of M-37, which helps to ensure safer highways for the traveling public. The shoulder paving and spillway installation will reduce winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The shoulder on M-37 is unsafe for the traveling motorists. The contract will help eliminate shoulder erosion and washing of gravel.

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.

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| 2. | Causie Contracting Inc.
201 Plains Road
Mason, MI 48854 | Concrete Joint Repairs | \$49,948.55 |
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Approval is requested to authorize the Gratiot County Road Commission to award a subcontract for concrete joint repairs from Grafton Road to Alger Road on M-46 in Gratiot County. The project was advertised, and two bids were received. The lowest bid was selected. The contract will be in effect from the date of award through September 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To prevent further deterioration of the pavement along M-46 in Macomb County.
Benefit: The contract provides for safer highways for the traveling public. It also helps to reduce winter maintenance costs.
Funding Source: State Restricted Trunkline Funds.
Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.
Risk Assessment: The road surface at this location is becoming unsafe for motorists. If duties are not performed, the road 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.

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| 3. | Causie Contracting Inc.
201 Plains Road
Mason, MI 48854 | Concrete Joint Repairs | \$54,176.45 |
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Approval is requested to authorize the Gratiot County Road Commission to award a subcontract for concrete joint repairs located on Pine River Street (US 127 business route) from Emerson Street north to Barber Street in the city of Ithaca. The project was advertised, and two bids were received. The lowest bid was selected. The contract will be in effect from the date of award through September 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To prevent further deterioration of the pavement on Pine River Street (US 127BR) in the city of Ithaca.
Benefit: The contract provides for safer highways for the traveling public. It also helps to reduce winter maintenance costs.
Funding Source: 100% State Restricted Trunkline Funds.
Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.
Risk Assessment: The road surface at this location is becoming unsafe for motorists. If duties are not performed, the road 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.

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| 4. | Pyramid Paving Co.
1503 Pine Street
Essexville, MI 48732 | Bituminous Paving
Ramps | \$50,253.74 |
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Approval is requested to authorize the Midland County Road Commission to award a subcontract to resurface two ramps located on business US-10 (westbound off-ramp to Patrick Road and eastbound on ramp from James Savage Road) in Midland County. The project was advertised, and two bids were received. The lowest bid was selected. The contract will be in effect from the date of award through September 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To prevent further deterioration of the surface of the ramps.
Benefit: The contract provides for safer highways for the traveling public. It also helps to reduce winter maintenance costs.
Funding Source: 100% State Restricted Trunkline Funds.
Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: The road surfaces on these ramps are becoming unsafe for motorists. If duties are not performed, the road 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.

5. **Snowden, Inc.** **Concrete Patches** **\$51,859.26**
P.O. Box 439
Escanaba, MI 49829

Approval is requested to authorize the Midland County Road Commission to award a subcontract for concrete patches on northbound Eastman road, business route US-10, from M-20 to Bookness Avenue in Midland County. The project was advertised, and three bids were received. The lowest bid was selected. The contract will be in effect from the date of award through September 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To prevent further deterioration of the pavement on northbound Eastman Road (BR US-10). Work includes joint expansion and pavement repair.

Benefit: The contract provides for safer highways for the traveling public. It also helps to reduce winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The road surface at this location is becoming unsafe for motorists. If duties are not performed, the road 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.

6. **Saginaw Asphalt Paving Company** **Bituminous Aggregate** **\$203,093**
3200 Carrollton Road **& Surface Construction**
Carrollton, MI 48724

Approval is requested to authorize the Sanilac County Road Commission to award a subcontract to mill and overlay with joint repair on M-53 within the city of Marlette from north city limit to the south city limit. The project was advertised, and one bid was received and accepted. The contract will be in effect from the date of award through September 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To prevent further deterioration of the pavement. The contract includes 3 ft. of milling along the gutter edge, joint repair, hand patching, bituminous paving and required pavement marking on M-53 within the city limits of Marlette. The contract covers approximately 8000 ft. in length x 44 ft. width of pavement repair.

Benefit: The contract provides for safer highways for the traveling public. This is a safety upgrade which will help reduce winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The road surface at this location is becoming unsafe for motorists. If duties are not performed, the road 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.

7. **Saginaw Asphalt Paving Company** **Passing Flare** **\$23,909**
3200 Carrollton Road
Carrollton, MI 48724

Approval is requested to authorize the Sanilac County Road Commission to award a subcontract to install an asphalt passing flare on northbound M-53 at Clifford Road in Sanilac County. The project was advertised, and two bids were received. The lowest bid was selected. The contract will be in effect from the date of award through September 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To install an asphalt passing flare on Northbound M-53 at Clifford Road which is 300' long x 12' wide with 225' tapes at each end.
Benefit: This is a safety upgrade based on crash data received for this location from the Traffic and Safety unit at MDOT. This contract provides for safer highways 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: Based on the safety information received, the road upgrade is needed to prevent unsafe road conditions 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.

8. **Rieth-Riley Construction Co.** **Cold Milling** **\$124,200**
P.O. Box 1173 **& Bituminous Resurfacing**
Big Rapids, MI 49307

Approval is requested to authorize the Mecosta County Road Commission to award a subcontract for cold milling and bituminous resurfacing on various locations of old 131 from Morley to Big Rapids in Mecosta County. The project was advertised, and three bids were received. The lowest bid was selected. The contract will be in effect from the date of award through December 31, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To prevent further deterioration of the pavement on old 131. The contract provides cold milling of approximately 3,000 tons of existing asphalt and bituminous skip paving. It includes tack coat and bituminous mix 13A.
Benefit: The contract provides for safer highways for the traveling public. This contract will help reduce winter maintenance costs.
Funding Source: 100% State Restricted Trunkline Funds.
Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.
Risk Assessment: The road surface at this location is becoming unsafe for motorists. If duties are not performed, the road 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.

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| 9. | Parrish Excavating
1284 East Chicago Road
Quincy, MI 49082 | Drainage & Storm Sewer | \$21,916 |
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Approval is requested to authorize the Hillsdale County Road Commission to award a subcontract to install drainage structures and a storm sewer on the west side of M-49 at Bankers Road in Hillsdale County. The project was advertised, and two bids were received. The lowest bid was selected. The contract will be in effect from the date of award through September 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To allow proper drainage of the roadway. This location has a history of flooding.
Benefit: The contract provides for safer highways for the traveling public. Completing this project will correct the drainage problem and help reduce the winter maintenance cost.
Funding Source: 100% State Restricted Trunkline Funds.
Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.
Risk Assessment: The road surface at this location is becoming unsafe for motorists. Failure to perform this project will result in potential flooding of this intersection, creating a hazardous road condition for the traveling motorists.
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.

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| 10. | H & D, Inc.
06795 US-31
Bay Shore, MI 49711 | Shoulder Work | \$41,488.25 |
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Approval is requested to authorize the Emmet County Road Commission to award a subcontract for shoulder improvements on the US-23 off ramp from I-75 in Emmet County. The project was advertised, and three bids were received. The lowest bid was selected. The contract will be in effect from the date of award through September 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To improve the drainage and prevent soil erosion of the US-23 crossover ramp while helping to reduce the hazardous condition of storm waters depositing sand and gravel in the middle of the M-108 intersection. The contract includes the removal of guardrail sections, excavating poor existing shoulder material, replacing it with six inches of 22A gravel, placing 13A hot mix asphalt shoulders, curbs and spillways, then replacing the existing guardrail.
Benefit: The contract provides for safer highways for the traveling public. This contract will help reduce winter maintenance costs.
Funding Source: 100% State Restricted Trunkline Funds.
Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.
Risk Assessment: The road surface at this location is becoming unsafe for motorists. If duties are not performed, the road 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.

11. **Pavement Maintenance Systems, Inc. Micro Surfacing \$48,062.52**
384 Industrial Parkway
Imlay City, MI 48444

Approval is requested to authorize the Gladwin County Road Commission to award a subcontract for microsurfacing of 1.0 miles of M-61 from Bard road to the west Gladwin County line. The project was advertised, and two bids were received. The lowest bid was selected. The contract will be in effect from the date of award through September 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To prevent further deterioration of the pavement and to place pavement markings on the center and outside lanes.

Benefit: The contract provides for safer highways for the traveling public. This contract will help reduce winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The road surface at this location is becoming unsafe for motorists. If duties are not performed, the road 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.

12. **Central Asphalt Mill & Resurface \$47,281**
P.O. Box 389
Mt. Pleasant, MI 48858

Approval is requested to authorize the City of Clare to award a subcontract for additional work to be completed on US-127 business route. The original contract for 710' of cold milling and resurfacing was advertised and approved by the State Administrative Board on June 17, 2003 in the amount of \$84,970. Additional funding has been secured to complete the project, which includes 1,670' of cold milling and resurfacing. The low bidder was selected to complete the additional work, which will result in significant cost savings, as the contractor is already on site, and set up costs will not be incurred. The subcontract will be in effect from the date of award through September 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Work will include an additional 1,670 feet of cold milling and resurfacing on US-127BR from the north side of the Clare gas station driveway north to the Clare Industrial Parkway intersection located within the City of Clare, Clare County.

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

Funding Source: 100% State Restricted Trunkline Funds.

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

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

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

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

13. **Asphalt Concrete Services** **Hot Mastic Asphalt Repair** **\$900,000**
2715 S. Huron Road
Kawkawlin, MI 48631

Approval is requested to authorize the Ionia County Road Commission to award the second year of a renewable subcontract at an increased amount due to the poor road conditions resulting from the harsh winter. The contract was approved on July 2, 2002 by the State Administrative Board for one year with the option of four (4) additional one-year renewals upon mutual agreement of both parties. The contract was approved for \$100,000 per year (\$500,000 total) for hot mastic asphalt repair on I-96 east of M-66. Once the work began, it was discovered that the need for repairs on recessed and severely cracked pavement more than doubled the amount originally anticipated. Additional funding has been secured to meet this need and to complete the work. The low bidder was selected and has agreed to complete the additional work at the same unit price. The term of the contract will remain unchanged; prices are indicated below. The revised contract amount will be in effect from the date of approval through December 31, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Year 1: 2002	\$100,000
Year 2: 2003	\$200,000
Year 3: 2004	\$200,000
Year 4: 2005	\$200,000
Year 5: 2006	\$200,000

Purpose/Business Case: To repair the damaged, recessed or severely cracked pavement on I-96 in Ionia County. The work includes the use of a flexible mastic repair material to repair cracked surface areas.

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

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: Second year of a renewable contract with the option of three (3) additional one-year renewals at the same fixed amount.

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

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

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

14. **Shaler Excavating, Inc.** **Median Crossover** **\$114,466.75**
7549 W. Riverside Drive **Reconstruction**
Saranac, MI 48881

Approval is requested to authorize the Ionia County Road Commission to award a subcontract to reconstruct existing median crossovers to develop truck refuge areas and acceleration lanes on M-66 near I-96 in Ionia County. The project was advertised, and three bids were received. The lowest bid was selected. The contract will be in effect from the date of award through December 31, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To prevent further deterioration of the median crossovers and to provide acceleration lanes on M-66. Work on the median crossovers includes concrete curb and gutter, HMA approach, aggregate base, subbase and drainage items at two locations on M-66 at the I-96 interchange.

Benefit: The contract provides for safer highways for the traveling public. This contract will help reduce winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The road surface at these medians need to be reconstructed for safety reasons.

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.

CONTRACTS

15. HIGHWAYS - IDS Research Services

Authorization Revision (Z25/R3) under Contract (94-1699) between MDOT and Michigan State University will extend the authorization term by approximately three months to provide sufficient time for the university to complete the research services. The authorization was awarded three months later than anticipated under a contract that did not extend far enough to accommodate the full project term, which is twenty-four months. The original authorization provides for a preliminary mechanistic evaluation of Portland Concrete Cement cross-sections using ISLAB2000 (software that assesses the impact of rigid pavement design and construction variables on pavement response to temperature and loading). The revised authorization term will be January 22, 2002, through December 31, 2003. The total authorization amount remains unchanged at \$164,852. The contract term is January 17, 1995, through December 31, 2003. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

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

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

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

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

Risk Assessment: Without this evaluation and testing MDOT will not know if this is the appropriate software and design methodology to best fit the needs of the department.

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

New Project Identification: This is an existing research project

16. HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (99-0962/A3) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will increase the services, increase the contract amount by \$471,707.52, and extend the contract term by twenty-three months to allow for additional services to be completed. The additional services will provide for the preparation of a new Practical Alternative 5 (PA-5) to be added to the Draft Environmental Impact Statement (DEIS) for US-131 from the Indiana Toll Road (I-80/90) to north of Cowling Road in the village of Three Rivers, St. Joseph County. The project length is 16.4 miles. The original contract provided for the preparation of the DEIS followed by a Record of Decision (ROD). The revised contract term will be January 26, 2000, through August 28, 2005. The revised total contract amount will be \$4,150,434.56. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The Michigan Department of Transportation has committed to completing the EPE (Early Preliminary Engineering) Phase of the US-131 Improvement Study. The study includes completing a Draft and Final Environmental Impact Statement (EIS) followed by a Record of Decision (ROD) by FHWA. The ROD gives MDOT location and design approval to complete subsequent phases (design, right-of-way acquisition, and construction) should funding and priority dictate. The original purpose was to determine the future freeway location to allow the locals to incorporate the new freeway into their long term land use planning. The study team has been asked to include a low cost alternative (considering it meets the design year level of service and safety requirements) into a Draft EIS for public comment.

Benefit: By including freeway and non-freeway alternatives in the Draft EIS for public comment, MDOT will be able to make an informed decision on which alternative to carry forward to design.

Funding Source: 100% State Restricted Trunkline Funds

Commitment Level: This is an amendment to an existing contract. The additional services are necessary to complete the draft and final EIS, and obtain the ROD. The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not incorporating a low cost alternative would be: The potential of selecting the "No Build" alternative, in which case additional environmental clearances would be needed for future improvements along existing US-131; Selecting only a freeway alternative could raise the expectations of the communities involved and create unnecessary hardship to those property owners who are within the future freeway right-of-way, due to the fact that MDOT does not have right-of-way funds available for this project

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. MDOT staff have met with the consultant on numerous occasions in the last two months revising and refining the scope of services and negotiating the hours based on needed services. The original cost estimate was almost \$1,000,000 and through negotiations and scope clarifications we have reduced the amount to less than \$500,000.

New Project Identification: This is an EPE contract only. The addition of a new alternative will require revising the Draft EIS and require additional traffic and environmental studies necessary to compare all alternatives equally. The selected preferred alternate may eventually lead to the construction on a new alignment if funding and priority dictate, but not as part of this project.

17. HIGHWAYS – Increase Services and Amount

Amendatory Contract (2000-0024/A14) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for additional services for the design of temporary street lights to replace existing lights that will be removed during construction activities and will increase the contract amount by \$11,460.08. The original contract provides for the design of US-12 (Michigan Avenue) from Firestone Avenue to Livernois Road in the cities of Dearborn and Detroit, Wayne County (CS 82062 - JNs 59881C and 47064C). The contract term remains unchanged, March 3, 2000, through December 31, 2003. The revised total contract amount is \$1,905,128.19. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline funds.

Purpose/Business Case: To incorporate the design of temporary streetlights into the contract.

Benefit: Cost savings because if the work weren't added now, it would have to be done in construction, delaying the project.

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 project does not get let it would be an impact to the Metro Region 5 year plan.

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 services.

New Project Identification: This is an existing contract.

18. *HIGHWAYS - Retroactive Time Extension

Retroactive Amendatory Contract (2000-0124/A1) between MDOT and Wilcox Professional Services, LLC, will retroactively extend the contract term by one year to provide sufficient time for the consultant to complete the construction engineering services on M-45. The original contract provided for construction engineering services to be performed on M-45, 68th Avenue to 40th Avenue, Ottawa County (CS 70041 - JN 47840A). The revised contract term will be April 7, 2000, through July 31, 2004. The total contract amount remains unchanged at \$2,107,076.96. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

It was anticipated that the project work would be completed by the contract expiration date; however, delays in construction resulted in additional time needed for construction engineering. The amendment was originally scheduled for the April 1, 2003, Director's Agenda; changes in agenda requirements requiring this item to be submitted to the State Administrative Board further delayed the processing of this retroactive amendment.

Purpose/Business Case: To provide construction engineering services for widening from two to four lanes on M-45 with a boulevard.

Benefit: The benefits will be to improve the levels of safety and traffic flow, reducing congestion.

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: Due to the need for construction engineering services, the consultant has performed within the direction of the scope of services. Delays in the construction have caused the construction engineering services to need extending. The services include the finalizing of the engineering services.

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 services.

New Project Identification: This is not a new project.

19. *HIGHWAYS - Retroactive IDS Time Extension

Retroactive Amendatory Contract (2000-0159/A2) between MDOT and Finkbeiner, Pettis & Strout, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete ongoing projects. The original contract provides for design consultant services to be performed on an as needed/when needed basis. The revised contract term will be March 14, 2000, through March 14, 2004. The maximum dollar amount of the contract remains unchanged at \$3,000,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

The project manager requested a time extension and assumed that the expiration date had been revised. On June 3, 2003, the project manager was notified by the MDOT payments person that the authorization had expired on March 14, 2003. The service could not be suspended after the March 14, 2003, date because the project is still active.

Purpose/Business Case: To extend an indefinite services contract to provide sufficient time for the consultant to complete ongoing projects. The consultant needs to complete work on authorization (Z7/R1).

Benefit: Extending the contract will allow for the continued services on the authorizations needed for the improvement of Michigan roads.

Funding Source: The source of funding will still be Federal, Restricted State, or local funds, depending on the particular project authorized.

Commitment Level: Funding has been committed to each authorization that will be extended under the terms of the contract.

Risk Assessment: Increase in administrative costs and litigation if services on the current authorizations are not completed.

Cost Reduction: N/A

New Project Identification: This contract is not project or service specific.

20. HIGHWAYS - IDS Design Consultant Services

Retroactive Authorization Revision (Z7/R1) under Contract (2000-0159) between MDOT and Finkbeiner, Pettis & Strout, Inc., will retroactively extend the authorization term by one year to provide sufficient time for the consultant to complete the services. The original authorization (Z7) provided for the design of a center left turn lane at M-136 and State Road in St. Clair County (CS 77091 - JN 59178C). The revised authorization term will be October 7, 2002, through March 14, 2004. The total authorization amount remains unchanged at \$77,277.46. The revised contract term will be March 14, 2000, through March 14, 2004. Source of Funds: 80% Federal Highway Administration and 20% State Restricted Trunkline Funds.

The project manager requested a time extension and assumed that the expiration date had been revised. On June 3, 2003, the project manager was notified by the MDOT payments person that the authorization had expired on March 14, 2003. The service could not be suspended after the March 14, 2003, date because the project is still active.

Purpose/Business Case: The purpose is to provide for the design a center left turn lane at M-136 and State Road. Due to the timing of the IDS contract expiration, this authorization was written with an expiration date that was inadequate for the work proposed. The authorization was to be extended but was overlooked.

Benefit: There is an existing congestion problem at the intersection of M-136 and State Road. This congestion problem has resulted in delays to the public and back ups along both M-136 and State Road. This project will improve the overall operation of the intersection, and will reduce the long term maintenance costs to this area.

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

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

* Denotes a non-standard contract/amendment

Risk Assessment: Failure to implement this project will result in continuation of an existing congestion problem at this location. Additionally, failure to approve this additional services will result in a loss of approximately \$23,183 to Finkbeiner, Pettis & Strout, Inc.

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

New Project Identification: This project is not for a new roadway, it is for the improvement of an existing intersection.

21. HIGHWAYS - IDS Design Consultant Services

Retroactive Authorization Revision (Z4/R2) under Contract (2000-0177) between MDOT and Hubbell, Roth & Clark, Inc., will retroactively extend the authorization term by one year to provide sufficient time for the consultant to complete the services. The original authorization (Z4) provided for the design of the I-696 (W.P. Reuther Freeway) sound wall repair in Oakland County (CS 63102 - JN 53060C). This project includes all of the existing sound walls located within the MDOT right-of-way (ROW) along I-696 between the I-696 Freeway and the Service Drives. The revised authorization term will be October 1, 2002, through March 9, 2004. The total authorization amount remains unchanged at \$147,299.81. The contract term is March 9, 2000, through March 9, 2004. Source of Funds: 90% Federal Highway Administration and 10% State Restricted Trunkline Funds.

The project manager requested a time extension and assumed that the expiration date had been revised. On June 3, 2003, the project manager was notified by the MDOT payments person that the authorization had expired on March 9, 2003. The service could not be suspended after the March 9, 2003, date because the project is still active.

Purpose/Business Case: The purpose is to provide for the design of the I-696 (W.P. Reuther Fwy.) sound wall repairs. Due to the timing of the IDS contract this was written under the time was not adequate for the work proposed. The authorization was to be extended but was overlooked.

Benefit: The existing brick sound walls have experienced deterioration which has resulted in failures. These failures have caused both maintenance and safety issues. This project will improve the overall condition of the wall structure and will reduce the long term maintenance costs for this area.

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

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

Risk Assessment: Failure to implement this project will result in increased maintenance and safety issues. Additionally, failure to approve this retroactive amendment will result in a loss of approximately \$60,715 to Hubble, Roth, and Clark.

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

New Project Identification: This project is not for a new roadway, it is for the repair of existing sound walls.

22. HIGHWAYS - IDS Time Extension

Amendatory Contract (2000-0190/A2) between MDOT and Alfred Benesch & Company will extend the contract term by one year to provide sufficient time for the consultant to complete ongoing projects. The original contract provides for design consultant services to be performed on an as needed/when needed basis. The revised contract term will be March 9, 2000, through March 9, 2005. The maximum dollar amount of the contract remains unchanged at \$3,000,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: To extend an indefinite services contract to provide sufficient time for the consultant to complete ongoing projects.

Benefit: Extending the contract will allow for the continued services on the authorizations needed for the improvement of the states roads.

Funding Source: The source of funding will still be Federal, Restricted State, or local funds, depending on the particular project authorized.

Commitment Level: Funding has been committed to each authorization that will be extended under the terms of the contract.

Risk Assessment: Increase in administrative costs and litigation if services on the current authorizations are not completed.

Cost Reduction: N/A

New Project Identification: This contract is not project or service specific.

23. HIGHWAYS - IDS Design Consultant Services

Retroactive Authorization Revision (Z4/R3) under Contract (2000-0190) between MDOT and Alfred Benesch & Company will retroactively extend the authorization term by two years to provide sufficient time for the consultant to complete the services. The original authorization (Z4) provided for construction assistance on the M-6/US-131 Interchange in Kent County (CS 41064 - JN 33333A). The revised authorization term will be January 19, 2001, through March 9, 2005. The total authorization amount remains unchanged at \$181,264.99. The contract term is March 9, 2003, through March 9, 2004. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

The project manager requested a time extension due to delays and issues related to the original design and assumed that the expiration date had been revised. On June 3, 2003, the project manager was notified by the MDOT payments person that the authorization had expired on March 9, 2003. The service could not be suspended after the March 9, 2003, date because the project is still active as construction assistance during construction.

Purpose/Business Case: The purpose is to provide for construction engineering services during construction to comply with State and Federal regulations.

Benefit: To ensure compliance with the construction contract requirements by providing inspection and testing necessary to comply with FHWA rules and regulations for Federally-funded projects.

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 the 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 maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new project.

24. HIGHWAYS - IDS Design Consultant Services

Retroactive Authorization Revision (Z5/R4) under Contract (2000-0190) between MDOT and Alfred Benesch & Company will retroactively extend the authorization term by two years to provide sufficient time for the consultant to complete the services. The original authorization (Z5) provided for construction assistance on the M-6/US131 Interchange in Kent County (CS 41064 & 41131 - JN 34377A). The revised authorization term will be February 13, 2001, through March 9, 2005. The total authorization amount remains unchanged at \$289,558.91. The contract term is March 9, 2003, through March 9, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

The project manager requested a time extension due to delays and issues related to the original design and assumed that the expiration date had been revised. On June 3, 2003, the project manager was notified by the MDOT payments person that the authorization had expired on March 9, 2003. The service could not be suspended after the March 9, 2003, date because the project is still active as construction assistance during construction.

Purpose/Business Case: The purpose is to provide for construction engineering services during construction to comply with State and Federal regulations.

Benefit: To ensure compliance with the construction contract requirements by providing inspection and testing necessary to comply with FHWA rules and regulations for Federally-funded projects.

Funding Source: 100% State Restricted Trunkline 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 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 maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new project.

25. HIGHWAYS - IDS Design Consultant Services

Retroactive Authorization Revision (Z6/R2) under Contract (2000-0190) between MDOT and Alfred Benesch & Company will retroactively extend the authorization term by two years to provide sufficient time for the consultant to complete the services. The original authorization (Z6) provided for construction assistance on the M-6 from I-196 to Jackson Avenue in Ottawa County (CS 70025 - JN 33330A). The revised authorization term will be March 15, 2001, through March 9, 2005. The total authorization amount remains unchanged at \$34,147.74. The contract term is March 9, 2003, through March 9, 2004. Source of Funds: 81.81% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

The project manager requested a time extension due to delays and issues related to the original design and assumed that the expiration date had been revised. On June 3, 2003, the project manager was notified by the MDOT payments person that the authorization had expired on March 9, 2003. The service could not be suspended after the March 9, 2003, date because the project is still active as construction assistance during construction.

Purpose/Business Case: The purpose is to provide for construction engineering services during construction to comply with State and Federal regulations.

Benefit: To ensure compliance with the construction contract requirements by providing inspection and testing necessary to comply with FHWA rules and regulations for Federally-funded projects.

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 the 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 maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new project.

26. HIGHWAYS - IDS Design Consultant Services

Retroactive Authorization Revision (Z8/R3) under Contract (2000-0190) between MDOT and Alfred Benesch & Company will retroactively extend the authorization term by two years to provide sufficient time for the consultant to complete the services. The original authorization (Z8) provided for the design of M-1 over M-102 in Oakland County (CS 63051 - JN 51495F). The revised authorization term will be November 13, 2001, through March 9, 2005. The total authorization amount remains unchanged at \$260,470.58. The contract term is March 9, 2003, through March 9, 2004. Source of Funds: 80% Federal Highway Administration and 20% Restricted State Trunkline Funds.

The project manager requested a time extension due to delays and issues related to the original design and assumed that the expiration date had been revised. On June 3, 2003, the project manager was notified by the MDOT payments person that the authorization had expired on March 9, 2003. The service could not be suspended after the March 9, 2003, date because the project is still active as construction assistance during construction.

Purpose/Business Case: The purpose is to provide design plans for a bridge reconstruction project.

Benefit: The benefit will be the reconstruction of a public roadway, improving safety as well as providing a smoother ride..

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

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

Risk Assessment: Not extending this authorization will cause a stop in the design of the plans.

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 reconstruction project.

27. HIGHWAYS - IDS Design Consultant Services

Retroactive Authorization Revision (Z15/R2) under Contract (2000-0190) between MDOT and Alfred Benesch & Company will retroactively extend the authorization term by two years to provide sufficient time for the consultant to complete the services. The original authorization (Z15) provided for the construction assistance on I-75 from Goddard Avenue to Rouge River in Wayne County (CS 82194 - JN 45699A). The revised authorization term will be January 8, 2002, through March 9, 2005. The total authorization amount remains unchanged at \$20,003.48. The contract term is March 9, 2003, through March 9, 2004. Source of Funds: 80% Federal Highway Administration and 20% Restricted State Trunkline Funds.

The project manager requested a time extension due to delays and issues related to the original design and assumed that the expiration date had been revised. On June 3, 2003, the project manager was notified by the MDOT payments person that the authorization had expired on March 9, 2003. The service could not be suspended after the March 9, 2003, date because the project is still active as construction assistance during construction.

* Denotes a non-standard contract/amendment

Purpose/Business Case: The purpose is to provide for construction engineering services during construction to comply with State and Federal regulations.

Benefit: To ensure compliance with the construction contract requirements by providing inspection and testing necessary to comply with FHWA rules and regulations for Federally-funded projects.

Funding Source: 80% Federal Highway Administration and 20% Restricted State Trunkline 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 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 maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new project.

28. HIGHWAYS - IDS Design Consultant Services

Retroactive Authorization Revision (Z19/R3) under Contract (2000-0190) between MDOT and Alfred Benesch & Company will retroactively extend the authorization term by two years to provide sufficient time for the consultant to complete the services. The original authorization (Z19) provided for the construction assistance on I-75 from Goddard Avenue to Rouge River in Wayne County (CS 82191 - JN 51404A). The revised authorization term will be January 14, 2002, through March 9, 2005. The total authorization amount remains unchanged at \$138,428.78. The contract term is March 9, 2003, through March 9, 2004. Source of Funds: 80% Federal Highway Administration and 20% Restricted State Trunkline Funds.

The project manager requested a time extension due to delays and issues related to the original design and assumed that the expiration date had been revised. On June 3, 2003, the project manager was notified by the MDOT payments person that the authorization had expired on March 9, 2003. The service could not be suspended after the March 9, 2003, date because the project is still active as construction assistance during construction.

Purpose/Business Case: The purpose is to provide for construction engineering services during construction to comply with State and Federal regulations.

Benefit: To ensure compliance with the construction contract requirements by providing inspection and testing necessary to comply with FHWA rules and regulations for Federally-funded projects.

Funding Source: 80% Federal Highway Administration and 20% State Restricted Trunkline 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 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 maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new project.

29. HIGHWAYS - IDS Design Consultant Services
Retroactive Authorization Revision (Z21/R1) under Contract (2000-0190) between MDOT and Alfred Benesch & Company will retroactively extend the authorization term by two years to provide sufficient time for the consultant to complete the services. The original authorization (Z21) provided for the design of M-6 from east of Jackson Street to east of Burlingame Avenue in Kent County (CS 41064 - JN 54361C). The revised authorization term will be March 22, 2002, through March 9, 2005. The total authorization amount remains unchanged at \$246,690.49. The contract term is March 9, 2003, through March 9, 2004. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

The project manager requested a time extension due to delays and issues related to the original design and assumed that the expiration date had been revised. On June 3, 2003, the project manager was notified by the MDOT payments person that the authorization had expired on March 9, 2003. The service could not be suspended after the March 9, 2003, date because the project is still active as construction assistance during construction.

Purpose/Business Case: The purpose of this project is to provide design plans for the paving section of mainline M-6 by using alternate bidding of pavements.

Benefit: The benefit will be in the alternatives and a better construction price from the pavement selection.

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 the work has been estimated.

Risk Assessment: Not extending this authorization will cause a stop in the design of the plans.

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.

30. HIGHWAYS - IDS Design Consultant Services
Retroactive Authorization Revision (Z22/R1) under Contract (2000-0190) between MDOT and Alfred Benesch & Company will retroactively extend the authorization term by two years to provide sufficient time for the consultant to complete the services. The original authorization (Z22) provided for the design of M-6 from west of Eastern to west of Patterson Avenue in Ottawa County (CS 70025 - JN 53511C). The revised authorization term will be March 22, 2002, through March 9, 2005. The total authorization amount remains unchanged at \$146,693.67. The contract term is March 9, 2003, through March 9, 2004. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

The project manager requested a time extension due to delays and issues related to the original design and assumed that the expiration date had been revised. On June 3, 2003, the project manager was notified by the MDOT payments person that the authorization had expired on March 9, 2003. The service could not be suspended after the March 9, 2003, date because the project is still active as construction assistance during construction.

Purpose/Business Case: The purpose of this project is to provide design plans for the paving section of mainline M-6 by using alternate bidding of pavements.

Benefit: The benefit will be in the alternatives and a better construction price from the pavement selection.

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 the work has been estimated.

Risk Assessment: Not extending this authorization will cause a stop in the design of the plans.

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.

31. HIGHWAYS - IDS Design Consultant Services

Retroactive Authorization Revision (Z13/R1) under Contract (2000-0199) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will retroactively extend the authorization term by one year to provide sufficient time for the consultant to complete the services. The original authorization (Z13) provided for the design of the Grand River entrance ramp to I-94 westbound over the ramp to I-96 in Wayne County (S43 of 82123 - JN 59278D). The revised authorization term will be August 21, 2002, through March 9, 2004. The total authorization amount remains unchanged at \$144,473.71. The contract term is March 9, 2000, through March 9, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

The project manager requested a time extension and assumed the expiration date had been revised. On May 21, 2003, the project manager was notified by the MDOT payments person that the authorization had expired on March 9, 2003. The service could not be suspended after the March 9, 2003, date because the project is still active.

Purpose/Business Case: The work is for superstructure replacement, widening, and substructure repairs.

Benefit: The benefits of this work are a new bridge superstructure and repairs that will extend the life of this structure.

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: Risk assessment is higher continuous maintenance costs and decreased motorist 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 not a new project.

32. HIGHWAYS - IDS Design Consultant Services

Retroactive Authorization Revision (Z14/R1) under Contract (2000-0199) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will retroactively extend the authorization term by one year to provide sufficient time for the consultant to complete the services. The original authorization (Z14) provided for the design of the eastbound I-94 exit ramp to Grand River over the I-96 ramp in Wayne County (S47 of 82123 - JN 59278E). The revised authorization term will be August 21, 2002, through March 9, 2004. The total authorization amount remains unchanged at \$144,473.71. The contract term is March 9, 2000, through March 9, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

The project manager requested a time extension and assumed the expiration date had been revised. On May 21, 2003, the project manager was notified by the MDOT payments person that the authorization had expired on March 9, 2003. The service could not be suspended after the March 9, 2003, date because the project is still active.

Purpose/Business Case: The work is for superstructure replacement, widening, and substructure repairs.

Benefit: The benefits of this work are a new bridge superstructure and repairs that will extend the life of this structure.

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.

* Denotes a non-standard contract/amendment

Risk Assessment: Risk assessment is higher continuous maintenance costs and decreased motorist 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 not a new project.

33. HIGHWAYS - Increase Scope and Amount

Amendatory Contract (2000-0342/A5) between MDOT and URS Corporation Great Lakes will add additional services to authorize the consultant to redesign the proposed 38-acre wetland site on M-53 north of 33 Mile Road in Macomb County to nine acres of forested wetland and scrub-shrub and will increase the contract amount by \$25,460.43. The original contract provides for the development of a set of construction documents for the letting of the wetland mitigation site (CS 50015 - JN 59677C), and will add landscaping. The contract term remains unchanged, September 18, 2000, through June 30, 2004. The revised total contract amount will be \$3,898,437.50. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This revision is the result of MDOT's request to change the design to scale back the original 38 acre wetland mitigation plan to 9 acres of forested wetland and a small amount of scrub-shrub.

Benefit: MDOT will save money by moving the mitigation to another site which is more conducive to wetland creation.

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: It will cost to implement the original design rather than redesign and make use of a site that is better suited for wetland creation.

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 construction project.

34. *HIGHWAYS - Increase Scope and Amount, Extend Term

Amendatory Contract (2000-0812/A3) between MDOT and Wilcox Professional Services, LLC, will provide for additional studies and the preparation of plans for a segment of I-75 with a partial cloverleaf interchange at M-46, will increase the contract amount by \$1,441,547.28, and will extend the contract term by one year to provide sufficient time for the consultant to complete the work. The original contract provides for the design of I-75 from south of M-46 to north of the I-675 northbound off-ramp in Saginaw County (CS 73111 - JN 47478C). The revised contract term will be February 7, 2001, through December 31, 2004. The revised total contract amount will be \$5,322,234.61. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide and complete design engineering services for interchange operational improvements at I-75 and M-46, Buena Vista Township, Saginaw County.

Benefit: Benefits include reconstruction of freeway; reconstruction of seven bridges; improvement of operations; increased safety; geometry of ramps, freeway, and M-46; reduction in user delay costs; improved conditions for Delphi Plants; improved ride; and improved long-term maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If this amendment is not awarded, safety issues and congestion will not be resolved and higher maintenance costs to maintain I-75, M-46, and the bridges will be incurred.

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 reconstruction project.

35. HIGHWAYS - Increase Scope and Amount

Amendatory Contract (2001-0337/A3) between MDOT and Parsons Brinckerhoff Michigan, Inc. will add design services for road widening and reconstruction, storm sewer work, and bridge construction on I-94 from 12th Street to Sprinkle Road in the cities of Portage and Kalamazoo, Kalamazoo County (CS 39024/39022 - JN 54230C) and increase the contract by \$686,242.84. The original contract provides for the design and preparation of engineering documents and other related work necessary for the design of I-94 from west of 12th Street to Sprinkle Road. The contract term remains unchanged, June 22, 2001, through November 30, 2005. The revised total contract amount will be \$15,092,347.51. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Design services for road widening and reconstruction, storm sewer, and bridge construction on I-94 from 12th Street to Sprinkle Road in the Cities of Portage and Kalamazoo, Kalamazoo County

Benefit: Provide design services that are beyond the capacity of the Kalamazoo TSC development unit. Ensure the continuation and delivery of the five year plan.

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: Federal funding may be reduced without the completion of the five year plan.

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 project includes one additional lane in each direction and amounts to 33% of the project.

36. HIGHWAYS - IDS Construction Engineering Services

Retroactive Authorization Revision (Z6/R2) under Contract (2001-0482) between MDOT and Wilcox Professional Services, LLC, will retroactively extend the authorization term by one year to provide sufficient time for the consultant to complete the services. The original authorization (Z6) provided for construction engineering on US-10 from east of Evart easterly to M-66 in Osceola County. The revised authorization term will be December 19, 2001, through April 30, 2004. The total authorization amount remains unchanged at \$252,123.80. The contract term is May 15, 2001, through May 15, 2004. Source of Funds: 80% Federal Highway Administration and 20% State Restricted Trunkline Funds.

The project manager requested a time extension and assumed that the expiration date had been revised. On June 3, 2003, the project manager was notified by the MDOT payments person that the authorization had expired on April 30, 2003. The service could not be suspended after the April 30, 2003, date because the project is still active.

Purpose/Business Case: The purpose is to provided for construction engineering services during construction to comply with State and Federal regulations. Additional time is needed for the completion of field work.

Benefit: To ensure compliance with the construction contract requirements by providing inspection and testing necessary to comply with FHWA rules and regulations form Federally-funded projects.

Funding Source: 80% Federal Highway Administration and 20% State Restricted Trunkline 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 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 maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new project.

37. HIGHWAYS - IDS Design Consultant Services
Authorization (Z10) under Contract (2001-0669) between MDOT and Rowe, Inc., will provide for a road design survey for US-23 from Thompson Road to I-75, Genesee County (CS 25031 - JN 75247C). This authorization will be in effect from the date of award through April 29, 2005. The authorization amount will be \$280,118.81. The contract term is April 29, 2002, through April 29, 2005. Source of Funds: 81.85% Federal Highway Administrative Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of this project is to provide a road survey for the design of concrete pavement inlay and shoulder repairs.

Benefit: The ultimate road construction will provide improved road surface conditions and improved ride quality. The design can start upon completion of this road design survey.

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: Road surface conditions will continue to deteriorate unless this project is designed and built. The design cannot start until the survey is completed.

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

New Project Identification: This project is to repair existing roadway only.

38. HIGHWAYS - IDS Design Consultant Services
Authorization Revision (Z4/R1) under Contract (2001-0955) between MDOT and HNTB Michigan, Inc., will add services to the initial authorization to perform a Crash Analysis and Safety Review for the I-96 reconstruction project between I-94 and I-75 in the city of Detroit, Wayne County (CS 82124 - JN 48608C) and will increase the authorization amount by \$27,060.69. The original authorization (Z4) provides for the design of the reconstruction of the road, including ramp upgrading and drainage work. The work items include providing a report detailing the safety performance of the project location and providing detailed graphic depiction of countermeasures and cost/benefit analysis for crash concentration locations. The term of the authorization remains unchanged, October 8, 2002, through August 28, 2004. The revised authorization amount will be \$689,371.29. The contract term is August 28, 2001, through August 28, 2004. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: This revision will add additional design work for the performance of the necessary Crash Analysis and Safety Reviews for the road project.

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

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

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

Risk Assessment: The work to perform the Crash Analysis and Safety Review is being added to the project to ensure that the safety needs for this area are addressed.

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

New Project Identification: This project is reconstruction on an existing roadway with no capacity increase.

39. HIGHWAYS - IDS Design Consultant Services
Authorization (Z2) under Contract (2002-0137) between MDOT and Bergmann Associates will provide for design services to be performed on the US-31 Bascule Bridge over the Manistee River, Manistee County (B01 of 51011 - JN 59518D). The work items for this project will include electrical, mechanical, and structural rehabilitation and development of plans and special details for the preventative maintenance work on the bridge. This authorization will be in effect from the date of award through May 8, 2005. The authorization amount will be \$393,903.61. The contract term is May 8, 2002, through May 8, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of this project is to rehabilitate the electrical, mechanical and structural elements of the bascule bridge. This bridge is located on US-31 over the Manistee River, Manistee County.

Benefit: This work will maintain the bridge operational functions to both vehicular and navigational traffic for the next 15 to 20 years.

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: This is the preventative maintenance work scheduled for this bridge. If the repairs are not performed at this time, the bridge would deteriorate at a faster rate which may cause the bridge to be closed.

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 preventative maintenance project.

40. HIGHWAYS - IDS Design Consultant Services
Authorization (Z3) under Contract (2002-0137) between MDOT and Bergmann Associates will provide for the design of M-1 (Woodward Avenue) from Tuxedo Avenue to West Winchester Street, Wayne County (CS 82131 - JN 60442C). The work items for this project include cold milling, bituminous resurfacing, joint repairs, sidewalks, and curb and gutter replacement. This authorization will be in effect from the date of award through May 8, 2005. The authorization amount will be \$689,804.03. The contract term is May 8, 2002, through May 8, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide design services for the preparation of required plans for 3.9 miles of roadway.

Benefit: To improve the ride quality and safety for the public.

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: MDOT gains repaired road and bridges which lowers future maintenance costs, and increases the safety to the traveling public.

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 rehabilitation of existing roads.

41. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z1/R3) under contract (2002-0206) between MDOT and V3 Infrastructure Services, Ltd., will add services to revise final plans for changes in retaining walls A, B, and C and will increase the authorization amount by \$14,624.36. The original authorization (Z1) provides for the design of and design survey services for M-45 from east of Manzana Drive to east of I-196 in the cities of Walker and Grand Rapids, Kent County, for a total cost of \$395,892.83. The revised authorization term will be August 22, 2002, through December 8, 2003. The revised authorization amount will be \$410,517.19. The contract term is January 18, 2002, through January 18, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To revise final design of proposed retaining walls for a live load impact and to replace current proposed chain-link fencing along retaining walls with decorative fencing.

Benefit: Retaining walls will withstand vehicular impacts and will greatly reduce the impact of the proposed road widening to an historic house/property. Decorative fencing will improve retaining wall aesthetics and ROW condemnation will be avoided.

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: Current retaining wall design is substandard. To meet current safety standards, modifications to wall design are required. Current purposed chain-link fencing along walls is unacceptable to property owner. Condemnation is likely if decorative fencing is not used.

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 services.

New Project Identification: Amendment to an existing project design.

42. HIGHWAYS - Time Extension

Amendatory Contract (2002-0207/A5) between MDOT and Wade-Trim/Associates, Inc., will extend the contract by one year to provide sufficient time for the consultant to complete the project. The original contract provides for the design of I-96 (Telegraph Road - Jeffries Freeway), US-24 Telegraph Road, and Old M-14 Plymouth Road in the city of Detroit, Wayne County (CS 82122 - JN 45705C). The revised contract term will be March 29, 2002, through December 30, 2004. The total contract amount will remain unchanged at \$5,188,853.07. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: Extend the contract by one year to provide sufficient time for the consultant to complete the project. Additional services (Amendment 3) were added to this contract to change the scope of work for B02 of 82122 from a deck replacement to a superstructure replacement and the scope of work for R03 of 82123 from a joint replacement and deck patching to a deck replacement.

Benefit: Road and Bridges are repaired, safety for the public.

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: MDOT gains repaired road and bridges which lowers future maintenance costs, and increases the safety to the traveling public.

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 rehabilitation of existing roads and structures.

43. HIGHWAYS – Increase Services and Amount

Amendatory Contract (2002-0212/A2) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide additional services for the transportation of bituminous samples to the University Region and for inspection and replacement of the barrier wall on Creyts Road and will increase the contract amount by \$46,461.03. The original contract provides for construction engineering and inspection and testing on I-96 from the College Road overpass west and northerly to the Wacousta Road overpass in the townships of Delta, Windsor, Watertown, and Lansing, in the counties of Clinton, Eaton, and Ingham. The contract term remains unchanged, January 29, 2002, through May 31, 2004. The revised total contract amount will be \$3,447,803.06. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The business case for this work is to provide construction engineering, testing, inspection and office technician services on a state and federal aid road and bridge construction project.

Benefit: Application and verification that all contract work complies with the contract documents (proposal, specifications, material usage, etc...).

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 loss of federal aid monies and support on road and bridge projects.

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

New Project Identification: This is not a new project, it is a road and bridge reconstruction project on existing facilities.

44. HIGHWAYS - IDS Design Consultant Services

Authorization (Z12) under Contract (2002-0214) between MDOT and Capital Consultants, Inc., will provide for bridge approach design plans for deck replacement project work on the I-94 eastbound and westbound approaches to Sawyer Road structure S10 at the Exit 12 Interchange in Berrien County (CS 11015 - JN 55905C). The work items include profile transitions, widening of I-94, maintenance of traffic, ramp extensions, and freeway signing design work. This authorization will be in effect from the date of award through January 29, 2005. The authorization amount will be \$116,441.28. The contract term is January 29, 2002, through January 29, 2005. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This is the design phase of a deck replacement project for I-94 bridges over Sawyer Road in Sawyer (Exit 12). Design services for the road portion of the design project need to be outsourced to a pre-qualified design consultant since Coloma TSC does not have available design capacity to meet the design schedule.

Benefit: The needed bridge deck replacement will be accomplished through a low-bid construction contract.

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 bridge deck replacement is on the Five Year Road and Bridge Program. A delay in the scheduled 2005 construction will result in continued bad ride, an increase in reactive maintenance, and eventual risk of hazardous openings in the deck and/or loose material falling onto Sawyer Road.

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 rehabilitation project.

45. HIGHWAYS - IDS Traffic Signal Optimization

Authorization (Z1) under Contract (2002-0232) between MDOT and Parsons Transportation Group, Inc., will provide for traffic signal timing optimization of 36 signals along the Hall Road corridor in Macomb County (CS 50900 - JN 59194). The authorization will be in effect from August 6, 2003 through February 14, 2005. The authorization amount will be \$133,609.97. The contract term is February 14, 2002, through February 14, 2005. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: This project is part of the FHWA Congestion Mitigation and Air Quality (CMAQ) program. As a result, MDOT received approximately \$280,000 to retime traffic signals in Macomb County. A portion of these funds are going to be used in 2003 to optimize the Hall Road corridor from approximately Elizabeth Road to Van Dyke, which consists of approximately 36 signals. Signal optimization projects consist of three parts: Data Collection, Signal Optimization and Implementation. This contract is for the all three components along the Hall Road corridor.

Benefit: Optimizing the signal timings along Hall Road will have significant region-wide benefits. This project is anticipated to result in a reduction of approximately 38 tons per year of VOC emissions. National studies of similar programs have shown significant reductions in travel time. There are numerous documented safety benefits of signal optimization. Improving the timing of traffic signals can reduce the number of crashes along a corridor by 10%. Using a consultant for this effort will permit MDOT to optimize the signal timings in a timely fashion and implement these new timings to provide these benefits to the citizens of Michigan.

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: This project is a necessary step to optimize traffic signals along the Hall Road corridor. Doing nothing means that motorists currently using Hall Road will continue to waste significant amounts of fuel, produce excess auto emissions, and waste countless hours stuck in needless congestion. This project is intended to reduce emissions, fuel usage and congestion and increase capacity along both corridors by making the signals operate more efficiently.

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 construction project.

46. HIGHWAYS - IDS Traffic Signal Optimization

Authorization (Z2) under Contract (2002-0232) between MDOT and Parsons Transportation Group, Inc., will provide for traffic signal timing optimization of 51 signals along the Woodward Avenue corridor in the cities of Detroit and Highland Park in Wayne County (CS 82400 - JN 74234). The authorization will be in effect from August 6, 2003 through February 14, 2005. The authorization amount will be \$137,141.58. The contract term is February 14, 2002, through February 14, 2005. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: This project is part of the FHWA Congestion Mitigation and Air Quality (CMAQ) program. As a result, MDOT received approximately \$355,000 to retime traffic signals in the City of Detroit. A portion of these funds are going to be used in 2003 to optimize the Woodward Avenue corridor from approximately the State Fair Grounds to Adams Road, which consists of approximately 51 signals. Signal optimization projects consist of three parts: Data Collection, Signal Optimization and Implementation. This contract is for the signal optimization and implementation along Woodward Avenue.

Benefit: Optimizing the signal timings along Woodward Avenue will have significant region-wide benefits. This project is anticipated to result in a reduction of approximately 38 tons per year of VOC emissions. National studies of similar programs have shown significant reductions in travel time. There are numerous documented safety benefits of signal optimization. Improving the timing of traffic signals can reduce the number of crashes along a corridor by 10%. Using a consultant for this effort will permit MDOT to optimize the signal timings in a timely fashion and implement these new timings to provide these benefits to the citizens of Michigan.

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: This project is a necessary step to optimize traffic signals along the Woodward Avenue corridor. Doing nothing means that motorists currently using Woodward Avenue will continue to waste significant amounts of fuel, produce excess auto emissions, and waste countless hours stuck in needless congestion. This project is intended to reduce emissions, fuel usage and congestion and increase capacity along both corridors by making the signals operate more efficiently.

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 construction project.

47. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z15/R1) under Contract (2002-0255) between MDOT and Spicer Group, Inc., will provide for construction engineering services performed on an as needed basis and will increase the authorization amount by \$69,668.72. The original authorization provides for as needed/when needed services for three projects, but should have been provided all jobs that have been or will be performed for the Davison TSC. The original authorization term remains unchanged, April 4, 2003, through April 30, 2004. The revised authorization amount will be \$168,957.64. The contract term is January 17, 2002, through January 17, 2005. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: This revision will correct the way the original as needed/when needed basis construction engineering was set up for the Davison TSC. One authorization should have been set up to cover the services, allowing the consultant to charge various job numbers to the authorization. Instead, individual authorizations were set up for all job numbers the consultant might be assigned to within the scope of services. They have not and will not be assigned to every job and should not have had an authorization for each. Seven individual authorizations are being cancelled and the amounts are being transferred to this authorization. None of the original authorizations exceeded \$100,000 and none were on a previous agenda.

Benefit: 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 are reduced or eliminated. Contracting this service will enhance our ability to provide adequate construction engineering services for projects currently administered by in-house staff.

Funding Source: Federal, Restricted State 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: 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: None of the jobs under this authorization are new construction jobs.

48. HIGHWAYS - Increase Scope and Amount

Amendatory Contract (2002-0294/A2) between MDOT and HNTB Michigan, Inc., will provide for additional construction engineering inspection services for the roads portion of this project and will increase the contract amount by \$923,690.40. The original contract provides for construction oversight services for the bridge portion of I-75, from Goddard Road to the Rouge River in Wayne County (CS 82194 - JN 45699). The contract term remains unchanged, February 20, 2002, through June 30, 2004. The revised total contract amount will be \$4,345,155.40. Source of Funds: 90% Federal Highway Administration Funds, 8.75% State Restricted Trunkline Funds, and 1.25% City of Detroit and City of Lincoln Park (ACT 51) Funds.

* Denotes a non-standard contract/amendment

Purpose/Business Case: This contract is for the negotiated fees to perform construction inspection for the I-75 expressway reconstruction project. The project limits are along I-75 from Goddard to just north of the Rouge River Bridge. The project length is 4.680 miles and the existing pavement is in extremely poor condition. The existing roadway consists of 6 lanes (3 lanes in each direction) and the project includes all the ramps and bridges within the project limits. This project is in the second year of reconstruction. The project is part of the 5 year road plan.

Benefit: The approval of this contract will allow MDOT to meet its inspection obligations as required by the Federal Highway Administration. The approval of this addition to the contract will insure that there is no break in inspection services for this project.

Funding Source: 90% Federal Highway Administration Funds, 8.75% State Restricted Trunkline Funds and 1.25% City of Detroit, City of Lincoln Park ACT 51 Funds.

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

Risk Assessment: This is an on going construction project, therefore, not approving the additional contract for services will result in no inspection services for this project. The MDOT office is unable to staff this project if the contract is not approved. Therefore, we would be at risk of losing federal funds.

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 not a new expressway, it is a reconstruction of the existing road. This is the second year of the construction, with no capacity increase.

49. *HIGHWAYS - Logo Signing Program

Contract (2002-0491) between MDOT and Michigan Logos, Inc., will provide for the advertising, erection, and maintenance of logo signs statewide at MDOT-designated freeway interchanges. The contract will be in effect from the date of award through December 31, 2007, and will be renewable for an additional six years upon mutual agreement of the parties. The contract will be at no cost to MDOT. The entire cost will be borne by businesses in proximity to the selected interchanges. MDOT will receive a percentage of the Michigan Logos, Inc., profits. This project was initiated by legislative mandate. This contract was approved on the March 27, 2003, State Transportation Commission agenda with an end date of September 30, 2007. The negotiations took longer than anticipated, so the decision was made to extend the contract term through December 31, 2007.

Purpose/Business Case: Renegotiation of existing contract in order for MDOT to collect a portion of the revenue generated from the Logo Signing Program.

Benefit: Will provide for MDOT to collect a portion of the revenue generated from the Logo Signing Program. The revenue collected will go into the State Trunkline Fund, as dictated by Michigan law. The existing contract does not provide for this opportunity.

Funding Source: This is a revenue contract. Funds will come from businesses in proximity to the selected interchanges.

Commitment Level: MDOT will receive 5 percent of the revenue generated from the Logo Signing Program through December 31, 2003, and 10 percent of the revenue generated from the Logo Signing Program from January 1, 2004, through remainder of the contract term, including any renewal.

Risk Assessment: Not awarding this contract would mean that MDOT would receive no revenue from Michigan Logos, Inc.

Cost Reduction: This is a revenue contract.

New Project Identification: Renegotiation of an existing contract.

50. *HIGHWAYS - IDS Research Services
Contract (2002-0532) between MDOT and Michigan State University will provide for research services to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years or until the last authorization has been completed, whichever is longer. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. 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. HIGHWAYS - IDS Research Services
Contract (2002-0546) between MDOT and Wayne State University will provide for research services to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years or until the last authorization has been completed, whichever is longer. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. 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. HIGHWAYS - IDS Research Services
Authorization (Z1) under Contract (2002-0546) between MDOT and Wayne State University will provide for research services for Phase II of the Load and Resistance Factor Design (LRFD) project, which will determine what scaling of the HL93 bridge design load configuration will provide trunkline bridges designed using the LRFD bridge design code a consistent reliability index of 3.5. Parts of this study are being performed by Michigan Technological University under Authorization (Z1), Contract (2003-0063). The authorization will be in effect from date of award through eighteen months. The authorization amount will be \$64,801. The contract term will be from date of award through three years or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

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

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

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

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

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

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

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

53. *HIGHWAYS - Retroactive Time Extension

Retroactive Amendatory Contract (2002-0613/A1) between MDOT and Wilcox Professional Services, LLC, will retroactively extend the contract term by one year to provide sufficient time for the consultant to complete the design services. The original contract provided for the early preliminary engineering for the design of I-94 from Rouge River to Wyoming Avenue in Wayne County (CS 82022 - JN 55848). The revised contract term will be January 30, 2003, through May 7, 2004. The total contract amount remains unchanged at \$903,613.88. Source of Funds: 100% State Restricted Trunkline Funds.

The Project Manager assumed the contract term was adequate and therefore did not request an extension. It was anticipated that the project would be completed by the expiration date; however, due to MDOT's decision to perform additional field reviews and further the discussions with the FHWA, additional time is requested. The FHWA's input was needed on the alternative selections and many design exceptions that will be required.

Purpose/Business Case: Consultant is providing a final scoping package for the rehabilitation work in the I-94 corridor between the Rouge River and Wyoming Ave.

Benefit: Reconstructing these roadway interchanges and bridges will provide for improved safety, greatly reduced maintenance costs, and a better ride for motorists.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If this project is not undertaken, safety would not improve and the existing pavement condition and bridges would continue to deteriorate, resulting in higher maintenance costs and a worse ride for motorists. Also, by not undertaking this project, MDOT would be less likely to achieve its goal of having 90 percent of State roads in good condition by 2007.

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

New Project Identification: This project involves reconstruction of existing roadways and bridges.

54. HIGHWAYS - IDS Design Consultant Services

Authorization (Z3) under Contract (2002-0682) between MDOT and Hardesty & Hanover, LLP, will provide for the design of the electrical, mechanical and structural rehabilitation of the Blossomland Bascule Bridge (B01) on M-63 over St. Joseph River in Berrien County (CS 11053 - JN 72819D). This authorization will be in effect from the date of the award through September 20, 2005. The authorization amount will be \$441,647. The contract term is September 20, 2002, through September 20, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of this project is to rehabilitate the electrical, mechanical and structural elements of the bascule bridge. This bridge is located on M-63 over St. Joseph River in Berrien County.

Benefit: This work will maintain the bridge for operation to both vehicular and navigational traffics for the next 15 to 20 years.

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: This is the preventive maintenance work schedule for this bridge. If the repairs are not performed at this time, the bridge will deteriorate at a faster rate which may cause the bridge to be closed.

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 preventive maintenance project.

55. HIGHWAYS - IDS Design Consultant Services

Authorization (Z7) under Contract (2002-0686) between MDOT and HH Engineering, Ltd., will provide for the bridge rehabilitation design of structure S17 at I-75 under M-15 in Oakland County (CS 53172 - JN 51497G). The work items include superstructure replacement, pier cap replacements, shoulder widening, substructure repair, slope paving replacement, approach work, and maintaining traffic. This authorization will be in effect from the date of award through September 20, 2005. The authorization amount will be \$212,185.01. The contract term is September 20, 2002, through September 20, 2005. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: Rehabilitation of (S17) at I-75 under M-15 in Oakland County.

Benefit: Safety for the traveling public.

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: If the repairs are not done, the bridge will eventually have to be closed. This structure has many temporary supports, and needs new beams. The risk associated with not doing this project is very high.

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: No, This is a rehabilitation project.

56. *HIGHWAYS - Real Estate Mapping Services

Contract (2002-0734) between MDOT and Giffels-Webster Engineers, Inc., will provide for the update of the Lenawee County map book for the Real Estate Support Area. This update will include transferring the original hand-drawn maps into electronic format and incorporating all additional right-of-way takes and sales of excess properties. This contract will be in effect from the date of the award through September 30, 2003. The amount of this contract will be \$53,805. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To update the right of way maps and transfer to electronic format.

Benefit: Provides current information and electronic access.

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

Commitment Level: The costs are fixed.

Risk Assessment: Incorrect information could be provided resulting in encroachments and project delays.

Cost Reduction: Updated information provides for more efficient planning of highways and electronic format provides for quick access.

New Project Identification: This is a map-updating project.

57. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Amendatory Contract (2002-5455) between MDOT and the Berrien County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

Bituminous pavement work along Enterprise Way from Highway M-63 easterly to the west city limits of Benton Harbor, including grading, drainage structures, concrete curb and gutter, storm sewer, and permanent pavement marking work.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
State Restricted Economic Development Funds	\$312,100	\$ 32,900	\$345,000
Berrien County Road Commission Funds	<u>\$208,130</u>	<u>\$169,470</u>	<u>\$377,600</u>
Total Funds	<u>\$520,230</u>	<u>\$202,370</u>	<u>\$722,600</u>

EDA 11522 - 46677
 Amendment

The purpose of this amendment is to provide for the construction costs of the eastern portion of the Enterprise Way project from the west city limits of Benton Harbor to Paw Paw Avenue to be used as match participation for this project.

Purpose/Business Case: To amend original contract to be able to use construction costs of an adjacent project, funded 100 percent locally, as match participation for this project.

Benefit: To be able to include construction costs related to the overall Economic Development grant as match for this portion.

Funding Source: State Transportation Economic Development Funds and Berrien County Road Commission Funds.

Commitment Level: 60% State up to \$345,000 and the balance by Berrien County; based on estimate.

Risk Assessment: With amendment, MDOT follows through on its intent to include construction costs of an adjacent project, 100 percent locally funded, as match participation for the grant covering this project.

Cost Reduction: N/A. (Original contract was for low bid.)

New Project Identification: N/A. (Original contract was for constructing new roadway.)

58. HIGHWAYS - IDS Research Services
 Contract (2003-0026) between MDOT and the University of Michigan will provide for research services to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years or until the last authorization has been completed, whichever is longer. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. 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.

59. HIGHWAYS - IDS Research Services

Contract (2003-0063) between MDOT and Michigan Technological University will provide for research services to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years or until the last authorization has been completed, whichever is longer. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. 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.

60. HIGHWAYS - IDS Research Services

Authorization (Z1) under Contract (2003-0063) between MDOT and Michigan Technological University will provide for research services for Phase II of the Load and Resistance Factor Design (LRFD) project, which will determine what scaling of the HL93 bridge design load configuration will provide trunkline bridges designed using the LRFD bridge design code a consistent reliability index of 3.5. Parts of this study are being performed by Wayne State University under Authorization (Z1), Contract (2002-0546). The authorization will be in effect from date of award through eighteen months. The authorization amount will be \$69,538. The contract will be in effect from the date of award through three years or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

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

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

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

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

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

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

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

61. HIGHWAYS - IDS Design Consultant Services

Authorization (Z4) under Contract (2003-0073) between MDOT and Great Lakes Engineering Group, LLC, will provide for Capital Scheduled Maintenance (CSM) bridge project scoping on two corridors of bridges, I-69 from I-96 to US-127 in Clinton County and I-96 from the west Livingston County line to US-23 in Livingston County (CSs 47065, 47066, 19042, and 19043 - JN 76083). The work items include site evaluation, data collection, and report preparation. This authorization will be in effect from the date of award through November 20, 2005. The authorization amount will be \$194,573.34. The contract term is November 20, 2002, through November 20, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of this project is to perform Bridge scoping on two corridors of bridges identifying needed Capital Scheduled Maintenance work activities. The two corridors are I-69 from I-96 to US-127 in Clinton County, and I-96 from the West Livingston County line to US-23 in Livingston County.

Benefit: The deliverables from this project will serve as a basis to create Capital Scheduled Maintenance construction projects to be let in FY04.

* Denotes a non-standard contract/amendment

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If scoping is not done at this time, a future scoping contract for a more expensive bridge repair alternative will be required.

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. This project involves the scoping of existing bridges and identifying needed maintenance work to prolong the life of these structures.

62. HIGHWAYS - IDS Design Consultant Services

Authorization (Z15) under Contract (2003-0079) between MDOT and URS Corporation Great Lakes will provide for the design of US-12 from Centerville Road to 500 feet east of the east city limits of Sturgis in St. Joseph County (CS 78022 - JN 50786C). The work items include removing the existing pavement and reconstructing the roadway, along with new concrete curb and gutter and new storm sewer. The length of the project is 1.64 miles. This authorization will be in effect from the date of award through November 21, 2005. The authorization amount will be \$198,880.33. The contract term is November 21, 2002, through November 21, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Design services for road reconstruction, storm sewer, and railroad crossing improvements on US-12 from Centerville Road to the east city limits of Sturgis, St. Joseph County.

Benefit: Provide design services that are beyond the capacity of the Kalamazoo TSC development unit. Ensure the continuation and delivery of the five year plan.

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: Federal funding may be reduced without the completion of the five year plan.

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: Reconstruction work.

63. HIGHWAYS - IDS Design Consultant Services

Authorization (Z18) under Contract (2003-0079) between MDOT and URS Corporation Great Lakes will provide the design of the I-94 business loop (BL) from Dove Road to Water Street within the city limits of Port Huron, St. Clair County (CS 77032 - JN 55660C). The work items include resurfacing of roadway, including pavement repairs and guardrail removal and replacement. The length of the project is 2.6 miles. This authorization will be in effect from the date of award through November 21, 2005. The authorization amount will be \$154,249.57. The contract term is November 21, 2002, through November 21, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To Design a Mill and Resurface project for roadway reconstruction.

Benefit: Extend the life of the roadway with deep milling and resurfacing.

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 project were not undertaken, the existing pavement condition would continue to deteriorate.

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

New Project Identification: This project is for reconstruction of an existing roadway.

* Denotes a non-standard contract/amendment

64. HIGHWAYS - IDS Design Consultant Services
Authorization (Z19) under Contract (2003-0079) between MDOT and URS Corporation Great Lakes will provide for the design of the reconstruction of M-29, from Chartier Street to Broadway Street in Marine City and Cottreville Township, St. Clair County (CS 77052 - JN 50531C). The work items include cold milling and hot mix asphalt resurfacing of the roadway, including pavement repair and guardrail removal and replacement. The project length is 1.26 miles. This authorization will be in effect from the date of award through January 3, 2005. The authorization amount will be \$109,223.11. The contract term is November 21, 2002, through November 21, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To design a Mill and Resurface project for roadway reconstruction.

Benefit: Extend the life of the roadway with deep milling and resurfacing.

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 project were not undertaken, the existing pavement condition would continue to deteriorate.

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

New Project Identification: This project is for reconstruction of an existing roadway.

65. *HIGHWAYS - Real Estate Mapping Services
Contract (2003-0195) between MDOT and JCK & Associates, Inc., will provide for the update of the Isabella County map book for the Real Estate Support Area. This update will include transferring the original hand-drawn maps into electronic format and incorporating all additional right-of-way takes and sales of excess properties. This contract will be in effect from the date of the award through September 30, 2003. The amount of this contract will be \$36,959. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To update the right of way maps and transfer to electronic format.

Benefit: Provides current information and electronic access.

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

Commitment Level: The costs are fixed.

Risk Assessment: Incorrect information could be provided resulting in encroachments and project delays.

Cost Reduction: Updated information provides for more efficient planning of highways and electronic format provides quick access.

New Project Identification: This is a map-updating project.

66. HIGHWAYS - IDS Real Estate Services
Contract (2003-0329) between MDOT and Moore & Bruggink, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the specific project of each authorization. This contract was previously approved at the July 1, 2003, State Administrative Board meeting with an incorrect maximum authorization amount.

67. HIGHWAYS - IDS Engineering Services
Contract (2003-0485) between MDOT and Baker & Associates 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.
68. HIGHWAYS - IDS Engineering Services
Contract (2003-0487) between MDOT and EarthData-Towell of Michigan, LLC, 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.
69. HIGHWAYS - IDS Engineering Services
Contract (2003-0488) between MDOT and Rowe, 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.
70. HIGHWAYS - IDS Engineering Services
Contract (2003-0491) between MDOT and BRI, 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.
71. *HIGHWAYS – IDS Claims Review Services
Contract (2003-0508) between MDOT and Crawford & Company, an insurance firm, will provide for services to assist the Office of Attorney General, Highway Negligence Division, in dealing with the State of Michigan’s liability exposure to be performed on an as needed/when needed basis as directed by the Office of Attorney General. Construction contractors are required to make payments on claims for damage that could occur during construction activity. If claims are not processed accurately and in a timely manner, the Office of Attorney General, Highway Negligence Division, will use Crawford & Company to process insurance payments on claims for property or personal injury that occur during construction activity, to complete audits on insurance claims, to provide expert witness services, and to perform other services as directed by the Office of Attorney General. MDOT will attempt to recover all costs related to these services through future litigation. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

* Denotes a non-standard contract/amendment

72. HIGHWAYS - IDS Claims Review Services

Authorization (Z1) under Contract (2003-0508) between MDOT and Crawford & Company, an insurance firm, will provide for the administration of damage claim services for the 11.08 miles of overband crack fill and double chipseal on M-45, from east of US-31 easterly to west of 68th Street in Grand Haven, Robinson and Allendale Townships, Ottawa County (CS 70041 - 56969A), and will provide assistance to the Office of Attorney General, Highway Negligence Division, for the State of Michigan's liability exposure related to the subject project. The third-party claims administration (TPA) of damage claims related to this project was the responsibility of the prime contractor's insurance carrier. Due to complications related to the performance of the prime contractor and its insurance carrier, the TPA by the prime contractor's insurance carrier is no longer feasible. The work item includes processing insurance payments on claims for property or personal injury that occurred during the construction activity. MDOT will attempt to recover all costs related to this service through future litigation. The authorization will be in effect from the date of award through three years. The authorization amount will be \$250,000. The contract will be in effect from the date of award through three years. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The original contract was for 11.08 miles of overband crack fill and double chip seal on M-45, from east of US-31 easterly to west of 68th Street, in Grand Haven, Robinson and Allendale Townships, Ottawa County. Due to the failure of this seal there were a large number of related damage claims filed by motorists. The road has since been repaired. However, neither the Contractor nor their insurance company have taken acceptable strides toward the processing of these claims.

Benefit: These claims have not been satisfactorily processed by the contractor's insurance carrier. This contract would provide for an outside party to independently audit and process each claim in a more acceptable manner. This contract will allow the motorists to have their damage claims taken care of, while MDOT and the Attorney General's office pursue action against the Contractor and their insurance carrier separately.

Funding Source: 100% State Restricted Trunkline Funds

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

Risk Assessment: These claims have not yet been processed. A further delay in the processing of these claims could result in litigation between the Public and the State of Michigan.

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

New Project Identification: This is not a new project; the initial project was for the rehabilitation of an existing roadway.

73. HIGHWAYS - IDS Engineering Services

Contract (2003-0520) between MDOT and URS Corporation Great Lakes 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.

74. HIGHWAYS - IDS Engineering Services
 Contract (2003-0521) between MDOT and MACTEC Engineering and Consulting of Michigan, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

75. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2003-5193) between MDOT and Jackson County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category F Funds:

Bituminous paving work along Argyle Street from Brown Street to Lawrence Avenue, including gravel shoulders, ditches, and storm sewer work.

Estimated Funds:

State Restricted Economic Development Funds	\$375,000
Jackson County Road Commission Funds	<u>\$285,000</u>
Total Funds	<u>\$660,000</u>

EDF 38566 - 74655
 Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: State Transportation Economic Development Funds and Jackson County Road Commission Funds.

Commitment Level: 57% State up to \$375,000 and the balance by Jackson County Road Commission; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improvement of existing roadway.

76. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Amendatory Contract (2003-5251) between MDOT and City of Ann Arbor will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Bituminous and timber pathway construction work along Barton Drive from North Parking Lot of Bandemer Park to the intersection of Barton Drive and Longshore Drive.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMENDED</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$122,700	\$3,300	\$126,000
City of Ann Arbor Funds	\$117,800	\$2,200	\$120,000
Total Funds	<u>\$240,500</u>	<u>\$5,500</u>	<u>\$246,000</u>

STE 81406 – 43828; Washtenaw County
 Amendment

The purpose of this amendment is to provide for the correction of the Federal funding participation ratio from 51 percent to 51.22 percent. The total estimated cost reflects the maximum cost that the Federal Highway Administration will participate in.

Purpose/Business Case: Amend original contract to provide for the correction in the Federal Funding participation ratio from 51 percent to 51.22 percent.

Benefit: To correct an error in the original contract.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Ann Arbor Funds.

Commitment level: 51.22% Federal up to \$126,000 and the balance by City of Ann Arbor; based on estimate.

Risk Assessment: With amendment, City will be able to receive Federal Funds due them.

Cost Reduction: N/A. (Original contract was for low bid.)

New Project Identification: N/A. (Original contract was for new pathway.)

77. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
 Contract (2003-5305) between MDOT and the Midland County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program:

PART A

The removal and replacement of the structure B01 of 56-14-10, which carries Freeland Road over Bullock Creek, Sections 16 and 21, T13N, R1E, Mount Haley Township, Midland County, Michigan; the reconstruction of the approaches to the structure for approximately 223 feet westerly and 322 feet easterly of the structure.

PART B

Nameplate installation work for the structure B01 of 56-14-10, which carries Freeland Road over Bullock Creek.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$308,400	\$ 0	\$308,400
State Restricted Trunkline Funds	\$ 57,900	\$ 0	\$ 57,900
Midland County Road Commission Funds	\$ <u>19,200</u>	\$ <u>800</u>	\$ <u>20,000</u>
Total Funds	<u>\$385,500</u>	<u>\$800</u>	<u>\$386,300</u>

BRO 56014 - 59777

Letting of 7/9/2003

Purpose/Business Case: To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Midland County Road Commission Funds.

Commitment Level: 80% Federal, 15% State, 5% Midland County for Part A; 100% Midland County for Part B; both parts based on estimate.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replace existing structure.

78. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
 Contract (2003-5306) between MDOT and the St. Joseph County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program.

The removal and replacement of the structure B01 of 78-11-21, which carries Thomas Street over the White Pigeon River, Section 18, T8S, R12W, Mottville Township, St. Joseph County, Michigan; the reconstruction of the approaches to the structure for approximately 100 feet northerly and 104 feet southerly of the structure.

Estimated Funds:

Federal Highway Administration Funds	\$270,800
State Restricted Trunkline Funds	\$ 50,800
St. Joseph County Road Commission Funds	\$ 16,900
Total Funds	<u>\$338,500</u>

BRO 78011 - 59830
 Letting of 7/9/2003

Purpose/Business Case: To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and St. Joseph County Road Commission Funds.

Commitment Level: 80% Federal, 15% State, 5% St. Joseph County; based on estimate.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replace existing structure.

79. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
 Contract (2003-5313) between MDOT and Tuscola County Road Commission will provide for funding participation in the construction of the following improvements under the State Critical Bridge Program:

The removal and replacement of the structure B01 of 79-01-36, which carries Kindler Road over the Wiscoggin Drain, Section 23, T15N, R8E, Akron Township, Tuscola County, Michigan; the reconstruction of the approaches to the structure for approximately 64 feet westerly and 249 feet easterly of the structure; hot mix asphalt paving, guardrail, and slope restoration work along Clark Road from Kindler Road southerly approximately 185 feet.

Estimated Funds:

State Restricted Trunkline Funds	\$400,100
Tuscola County Road Commission Funds	\$ 21,100
Total Funds	<u>\$421,200</u>

MCS 79001 - 56642
 Letting of 7/9/2003

Purpose/Business Case: To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

Funding Source: State Critical Bridge Funds and Tuscola County Road Commission Funds.

Commitment Level: 95% State, 5% Tuscola County; based on estimate.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replace existing structure.

80. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
Contract (2003-5316) between MDOT and the Huron County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program.

PART A

The removal and replacement of the structure B01 of 32-21-03, which carries Ruppel Road over Ocha Creek, Section 15, T17N, R15E, Rubicon Township, Huron County, Michigan; the reconstruction of the approaches to the structure for approximately 500 feet westerly and 260 feet easterly of the structure.

PART B

Riprap work outside of the right-of-way limits and nameplate installation work for the structure B01 of 32-21-03, which carries Ruppel Road over Ocha Creek.

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$313,500	\$ 0	\$313,500
State Restricted Trunkline Funds	\$ 58,800	\$ 0	\$ 58,800
Huron County Road Commission Funds	\$ 19,600	\$3,100	\$ 22,700
Total Funds	<u>\$391,900</u>	<u>\$3,100</u>	<u>\$395,000</u>

BRO 32021 - 56535

Letting of 7/9/2003

Purpose/Business Case: To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Huron County Road Commission Funds.

Commitment Level: 80% Federal, 15% State, 5% Huron County for Part A; 100% Huron County for Part B; both parts based on estimate.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replace existing structure.

81. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
 Contract (2003-5318) between MDOT and the Eaton County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program.

The removal and replacement of the structure B01 of 23-15-20, which carries Spicerville Highway over the Battle Creek River, Sections 2 and 11, T1N, R5W, Walton Township, Eaton County, Michigan; the reconstruction of the approaches to the structure for approximately 470 feet westerly and 515 feet easterly of the structure.

Estimated Funds:

Federal Highway Administration Funds	\$362,100
State Restricted Trunkline Funds	\$ 67,900
Eaton County Road Commission Funds	\$ <u>22,600</u>
Total Funds	<u>\$452,600</u>

BRO 23015 - 56490
 Letting of 7/9/2003

Purpose/Business Case: To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Eaton County Road Commission Funds.

Commitment Level: 80% Federal, 15% State, 5% Eaton County; based on estimate.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replace existing structure.

82. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
 Contract (2003-5319) between MDOT and the Eaton County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program.

The removal and replacement of the structure B01 of 23-13-11, which carries Dow Road over Sebewa Creek, Section 12, T4N, R6W, Sunfield Township, Eaton County, Michigan; the reconstruction of the approaches to the structure for approximately 177 feet northwesterly and 370 feet southeasterly of the structure.

Estimated Funds:

Federal Highway Administration Funds	\$301,000
State Restricted Trunkline Funds	\$ 56,400
Eaton County Road Commission	\$ <u>18,900</u>
Total Funds	<u>\$376,300</u>

BRO 23013 - 56489
 Letting of 7/9/2003

Purpose/Business Case: To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Eaton County Road Commission Funds.

Commitment Level: 80% Federal, 15% State, 5% Eaton County; based on estimate.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replace existing structure.

83. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
Contract (2003-5320) between MDOT and the Lapeer County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program.

The removal and replacement of the structure B01 of 44-09-26, which carries Armstrong Road over the North Branch Mill Creek Drain, Sections 21 and 28, T8N, R12E, Goodland Township, Lapeer County, Michigan; the reconstruction of the approaches to the structure for approximately 461 feet westerly and 192 feet easterly of the structure.

Estimated Funds:

Federal Highway Administration Funds	\$239,600
State Restricted Trunkline Funds	\$ 44,900
Lapeer County Road Commission Funds	<u>\$ 15,000</u>
Total Funds	<u>\$299,500</u>

BRO 44009 - 53452

Letting of 7/9/2003

Purpose/Business Case: To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Lapeer County Road Commission Funds.

Commitment Level: 80% Federal, 15% State, 5% Lapeer County; based on estimate.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replace existing structure.

84. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
 Contract (2003-5322) between MDOT and the Branch County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program.

The removal and replacement of the structure B01 of 12-09-13, which carries Cady Road over Hog Creek, Section 19, T5S, R6W, Girard Township, Branch County, Michigan; the reconstruction of the approaches to the structure for approximately 317 feet southerly and 457 feet northerly of the structure.

Estimated Funds:

Federal Highway Administration Funds	\$318,300
State Restricted Trunkline Funds	\$ 59,700
Branch County Road Commission Funds	\$ 19,900
Total Funds	<u>\$397,900</u>

BRO 12009 - 59691
 Letting of 7/9/2003

Purpose/Business Case: To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Branch County Road Commission Funds.

Commitment Level: 80% Federal, 15% State, 5% Branch County; based on estimate.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replace existing structure.

85. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2003-5336) between MDOT and City of Muskegon will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Grading, multi-use pathway, and pedestrian bridge work for Phase IV of the Lakeshore Trail (Shoreline Drive) from Third Street to Fisherman's Landing Park.

Estimated Funds:

Federal Highway Administration Funds	\$240,000
City of Muskegon Funds	\$ 60,000
Total Funds	<u>\$300,000</u>

STE 61407 – 50984; Muskegon 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 Muskegon Funds.

Commitment level: 80% Federal up to \$240,000 and the balance by City of Muskegon; 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.

86. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5338) between MDOT and the Village of Chatham will provide for funding participation in the construction of the following improvements utilizing Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

Reconstruction work along H-01 (Rock River Road) from Nykannen Road northerly approximately 1400 feet, including earth excavation, subbase, aggregate base, hot mix asphalt surfacing, drainage improvement, intersection improvement, traffic control, pavement marking, and restoration work.

Estimated Funds:

Federal Highway Administration Funds being used in lieu of State Restricted Economic Development Funds	\$ 89,300
Village of Chatham Funds	<u>\$ 38,200</u>
Total Funds	<u>\$127,500</u>

EDDF 02555 – 58434; Alger County
Letting of 7/9/2003

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: Federal Minimum Guarantee Funds and Village of Chatham Funds

Commitment Level: 70% Federal, 30% Village of Chatham; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improve existing roadway.

87. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2003-5339) between MDOT and the Village of Cassopolis will provide for funding participation in the construction of the following improvements utilizing Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

PART A

Resurfacing work along South East Street from Johnson Street northerly to State Street (Highway M-60), including coldmilling, hot mix asphalt surfacing, drainage structure cover, and pavement marking work.

PART B

Sanitary sewer manhole cover work along South East Street from Johnson Street northerly to State Street (Highway M-60).

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds being used in lieu of State Restricted Economic Development Funds	\$58,400	\$ 0	\$58,400
Village of Cassopolis Funds	<u>\$14,600</u>	<u>\$4,100</u>	<u>\$18,700</u>
Total Funds	<u>\$73,000</u>	<u>\$4,100</u>	<u>\$77,100</u>

EDDF 14555 – 74959; Cass County
 Letting of 7/9/2003

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: Federal Minimum Guarantee Funds, State Transportation Economic Development Funds, and Village of Cassopolis Funds.

Commitment Level: 80% Federal, 20% Village of Cassopolis; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improve existing roadway.

88. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2003-5341) between MDOT and the Osceola County Road Commission will provide for participation in the following improvements:

Guardrail upgrading and retrofit work along 20 Mile Road over the East Branch of the Pine River, along 20 Mile Road over Coe Creek, and along 20 Mile Road at Noggle Lake.

Estimated Funds:

Federal Highway Administration Funds	\$106,000
Osceola County Road Commission Funds	<u>\$ 26,500</u>
Total Funds	<u>\$132,500</u>

STH 67609 - 59925
 Local Force Account

Purpose/Business Case: To replace and improve guardrail.

Benefit: Improve roadside safety.

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

Commitment level: 80% Federal up to \$200,000 and the balance by Osceola County Road Commission.

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

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

New Project Identification: Replace existing guardrail.

89. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2003-5346) between MDOT and the Marquette County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds:

Rehabilitation work along County Road 492 from County Road HJ easterly approximately 0.4 miles, including coldmilling, aggregate base, hot mix asphalt surfacing, superelevation correction, drainage improvement, aggregate shoulder, pavement marking, and traffic control work.

Estimated Funds:

State Restricted Economic Development Funds	\$75,100
Marquette County Road Commission Funds	<u>\$18,800</u>
Total Funds	<u>\$93,900</u>

EDD 52555 - 54613
 Local Force Account

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: State Transportation Economic Development Funds and Marquette County Road Commission Funds

Commitment Level: 80% State, 20% Marquette County Road Commission.

* Denotes a non-standard contract/amendment

Risk Assessment: Possible loss of development opportunities.

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

New Project Identification: Improve existing roadway.

90. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5361) between MDOT and the Van Buren County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds and Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

Rehabilitation work along County Road 681 from County Road 380 northerly to County Road 388, including trenching, widening, hot mix asphalt surfacing, aggregate shoulders, drainage improvement, intersection improvement, pavement marking, and restoration work.

Estimated Funds:

Federal Highway Administration Funds being used in lieu of State Restricted Economic Development Funds	\$495,600
Federal Highway Administration Funds	\$ 89,400
State Restricted Economic Development Funds	\$113,750
Van Buren County Road Commission Funds	<u>\$113,750</u>
Total Funds	<u>\$812,500</u>

EDDF 80555 - 73401

Letting of 7/9/2003

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: Federal Minimum Guarantee Funds, Federal Surface Transportation Program Funds, State Transportation Economic Development Funds, and Van Buren County Road Commission Funds.

Commitment Level: 72% Federal, 14% State, 14% Van Buren County Road Commission; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improve existing roadway.

91. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2003-5368) between MDOT and the City of Hancock will provide for participation in the following improvements:

Storm sewer sediment removal work along Hecla Street, Birch Street, Michigan Street, Elevation Street, Scallon Street, Tezcuco Street, Reservation Street, Dunstan Street, Ingot Street, Ohio Street, Summit Street, Quincy Street, White Street, Franklin Street, and Water Street.

Estimated Funds:

Federal Highway Administration Funds	\$47,232
City of Hancock Funds	<u>\$11,808</u>
Total Funds	<u>\$59,040</u>

ER 31437 – 73501; Houghton County
 Local Force Account

Purpose/Business Case: To clean out storm sewers.

Benefit: Restore roadway facilities damaged by a natural disaster.

Funding Source: Federal Emergency Relief Funds and City of Hancock Funds.

Commitment level: 80% Federal, 20% City of Hancock.

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

Cost Reduction: Emergency repair work performed by local agency as approved by Federal Highway Administration.

New Project Identification: Clean out existing storm sewers.

92. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2003-5387) between MDOT and Village of Mackinaw City will provide for participation in the construction under contract by the Village of the following Transportation Enhancement improvements:

Streetscaping work along Jamet Street from Louvigny Street easterly to Highway I-75, including landscaping, sidewalk paver, street furniture, and street lighting work.

Estimated Funds:

Federal Highway Administration Funds	\$49,675
Village of Mackinaw City Funds	<u>\$49,675</u>
Total Funds	<u>\$99,350</u>

STE 24071 – 72177; Emmet 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: Beautification of transportation.

Funding Source: Federal Transportation Enhancement Activities Funds and Village of Mackinaw City Funds.

* Denotes a non-standard contract/amendment

Commitment level: 50% Federal up to \$49,675 and the balance by Village of Mackinaw City; based on estimate.
Risk Assessment: Contract required in order for Village to receive these Federal Funds.
Cost Reduction: Low bid.
New Project Identification: New beautification of existing roadway.

93. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5388) between MDOT and City of Warren will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Installation and monitoring of catch basin inlet filters at various intersections citywide.

Estimated Funds:

Federal Highway Administration Funds	\$ 94,875
City of Warren Funds	\$ <u>31,625</u>
Total Funds	<u>\$126,500</u>

STE 50558 – 58184; Macomb 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: Improve quality of water that results from roadway runoff.
Funding Source: Federal Transportation Enhancement Activities Funds and City of Warren Funds.
Commitment level: 75% Federal up to \$94,875 and the balance by City of Warren; based on estimate.
Risk Assessment: Contract required in order for City to receive these Federal Funds.
Cost Reduction: Low bid.
New Project Identification: New improvements to address quality of water that results from roadway runoff.

94. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5396) between MDOT and the City of Walker will provide for funding participation in the following improvements:

Construction of a right turn lane from westbound Highway M-45 (Lake Michigan Drive) to northbound Highway M-11 (Wilson Avenue).

Estimated Funds:

State Restricted Trunkline Funds	<u>\$350,000</u>
Total Funds	<u>\$350,000</u>

M 41061 – 72143; Kent County
 Local Letting

Purpose/Business Case: Construction of right turn lane to provide for future traffic flow at intersection.
Benefit: The City of Walker agrees to improve three other quadrants of the intersection.
Funding Source: State Trunkline and Bridge Construction Funds.
Commitment Level: 100% State; lump sum payment
Risk Assessment: Loss of future economic development opportunities

Cost Reduction: Since MDOT is paying the cost of the turn lane in the northeast quadrant, the City agrees to construct turn lanes in the other three quadrants in the future at their own expense.

New Project Identification: New construction of right turn lane.

95. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5417) between MDOT and City of Wayne will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Landscaping work along Michigan Avenue (Highway US-12) from Hannan Road easterly to the CSX Railroad.

Estimated Funds:

Federal Highway Administration Funds	\$241,437.00
City of Wayne Funds	<u>\$ 60,359.25</u>
Total Funds	<u>\$301,796.25</u>

STE 82061 – 58245; Wayne 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: Beautification of transportation system.

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

Commitment level: 80% Federal up to \$241,437 and the balance by City of Wayne; based on estimate.

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

Cost Reduction: Low bid.

New Project Identification: New beautification of existing roadway.

96. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5418) between MDOT and City of Southgate will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Landscaping work at the interchange of Highway I-75 and Northline Road and along Northline Road from Highway I-75 to DeVoe Avenue, including retaining walls work.

Estimated Funds:

Federal Highway Administration Funds	\$584,298.00
City of Southgate Funds	<u>\$146,074.50</u>
Total Funds	<u>\$730,372.50</u>

STE 82191 – 58217; Wayne 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: Beautification of transportation system

* Denotes a non-standard contract/amendment

Funding Source: Federal Transportation Enhancement Activities Funds and City of Southgate Funds.
Commitment level: 80% Federal up to \$584,298 and the balance by City of Southgate; based on estimate.
Risk Assessment: Contract required in order for City to receive these Federal Funds.
Cost Reduction: Low bid.
New Project Identification: New beautification existing roadway.

97. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5423) between MDOT and City of Flat Rock will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Bicycle path work along East Huron River Drive from Arsenal Road to Church Street, along Church Street from East Huron River Drive to Gibraltar Road, along Gibraltar Road from Church Street to Highway I-75, along a Detroit Edison easement located parallel to Highway I-75 from Gibraltar Road to Woodruff Road, along Woodruff Road from Highway I-75 to Fort Street, and along Fort Street from Woodruff Road to the Rockwood Mecure Park and Community Center.

Estimated Funds:

Federal Highway Administration Funds	\$ 693,783.00
City of Flat Rock Funds	<u>\$ 502,394.59</u>
Total Funds	<u>\$1,196,177.59</u>

STE 82071 - 58213

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 Flat Rock Funds.

Commitment level: 58% Federal up to \$693,783 and the balance by City of Flat Rock; 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.

* Denotes a non-standard contract/amendment

98. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2003-5425) between MDOT and Benzie County Road Commission will provide for participation in the construction under contract by the County of the following Transportation Enhancement improvements:

Improvement work at the road/stream crossing Site B-17 of the Betsie River Watershed, including culvert replacement, earthwork, guardrail, erosion control, and restoration work.

Estimated Funds:

Federal Highway Administration Funds	\$52,550.00
Benzie County Road Commission Funds	<u>\$41,289.29</u>
Total Funds	<u>\$93,839.29</u>

STE 10900 - 58125

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 improve quality of water that results from roadway runoff.

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

Commitment level: 56% Federal up to \$52,550 and the balance by Benzie County Road Commission; based on estimate.

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

Cost Reduction: Low bid.

New Project Identification: Replace existing culvert.

99. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2003-5427) between MDOT and the City of Iron River will provide for funding participation in the construction of the following improvements utilizing Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

Reconstruction work along River Avenue from approximately 280 feet south of Allen Street northerly to Allen Street, along Allen Street from River Avenue easterly to Mineral Avenue, and along Mineral Avenue from Allen Street northerly to the north city limits, including earth excavation, subbase, aggregate base, concrete curb and gutter, hot mix asphalt surfacing, drainage improvement, traffic control, and restoration work.

Estimated Funds:

Federal Highway Administration Funds being used in lieu of State Restricted Economic Development Funds	\$144,100
City of Iron River Funds	<u>\$ 36,000</u>
Total Funds	<u>\$180,100</u>

EDDF 36555 - 39324; Iron County

Letting of 8/1/2003

* Denotes a non-standard contract/amendment

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: Federal Minimum Guarantee Funds and City of Iron River Funds.

Commitment Level: 80% Federal, 20% City of Iron River; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improve existing roadway .

100. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5428) between MDOT and the Marquette County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds:

Resurfacing work along County Road 480 from County Road 553 westerly to Feather Ridge Road, including machine grading, aggregate base, coldmilling, hot mix asphalt surfacing, aggregate shoulder, pavement marking, and traffic control work.

Estimated Funds:

State Restricted Economic Development Funds	\$73,900
Marquette County Road Commission Funds	<u>\$18,500</u>
Total Funds	<u>\$92,400</u>

EDD 52555 - 74251

Local Force Account

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: State Transportation Economic Development Funds and Marquette County Road Commission Funds

Commitment Level: 80% State, 20% Marquette County Road Commission.

Risk Assessment: Possible loss of development opportunities.

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

New Project Identification: Improve existing roadway.

101. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5446) between MDOT and the Marquette County Road Commission will provide for participation in the following improvements:

Hot mix asphalt resurfacing work along County Road 557 from approximately 0.3 miles south of the Big West River bridge over the Escanaba River southerly approximately 0.7 miles, including machine grading, aggregate shoulder, pavement marking, and traffic control work.

Estimated Funds:

Federal Highway Administration Funds	\$73,600
Marquette County Road Commission Funds	<u>\$18,400</u>
Total Funds	<u>\$92,000</u>

STL 52071 - 74250
Local Force Account

Purpose/Business Case: To improve roadway surface.

Benefit: Improve and extend life of roadway.

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

Commitment level: 80% Federal, 20% Marquette County Road Commission.

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

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

New Project Identification: Improve existing roadway.

102. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5447) between MDOT and the Marquette County Road Commission will provide for participation in the following improvements:

Hot mix asphalt resurfacing work along County Road 426 from approximately 0.5 miles east of County Road SA to approximately 1.2 miles east of County Road SA, including machine grading, aggregate shoulder, pavement marking, and traffic control work.

Estimated Funds:

Federal Highway Administration Funds	\$73,600
Marquette County Road Commission Funds	<u>\$18,400</u>
Total Funds	<u>\$92,000</u>

STL 52008 - 74249
Local Force Account

Purpose/Business Case: To improve roadway surface.

Benefit: Improve and extend life of roadway.

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

Commitment level: 80% Federal, 20% Marquette County Road Commission.

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

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

New Project Identification: Improve existing roadway.

103. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5461) between MDOT and the Road Commission for Oakland County will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

Bituminous overlay work along Brown Road from east of Joslyn Avenue to Giddings Road, along Giddings Road from Brown Road to Silver Bell Road, and along Silver Bell Road from Giddings Road to Highway M-24, including cracking and seating work.

Estimated Funds:

State Restricted Economic Development Funds	\$2,761,050
Road Commission for Oakland County Funds	\$ 0
Total Funds	<u>\$2,761,050</u>

EDA 63522 - 74761

Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: State Transportation Economic Development Funds and Road Commission for Oakland County Funds; Contingent upon availability and approval, State Transportation Economic Development Funds may be converted to State Build Michigan III Funds in future fiscal years.

Commitment Level: 100% State up to \$2,761,050 and the balance by Road Commission for Oakland County; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improve existing roadway.

104. MULTI-MODAL (Aeronautics) - Time Extension

Amendatory Contract (2000-0058/A3) between MDOT and the Southwest Michigan Regional Airport Authority (SMRAA) will extend the term of the contract by six months to allow sufficient time for Federal Aviation Administration (FAA) staff to complete the document review and approval of the runway safety area study. The original contract provides for a runway safety area study at the Southwest Michigan Regional Airport in Benton Harbor, Michigan. The revised contract term will be February 10, 2000, through February 9, 2004. The total contract amount remains unchanged at \$50,000. Source of Funds: FAA (via Block Grant) - \$45,000; State Restricted Aeronautics Funds - \$2,500; SMRAA Funds - \$2,500.

Purpose/Business Case: A time extension is needed to extend the consultant contract for a runway safety area study at the airport. The consultant has submitted the work that needs Federal Aviation Administration (FAA) review. The extension provided extra time for the FAA review.

* Denotes a non-standard contract/amendment

Benefit: Currently, the FAA has a requirement that all runway safety areas be brought up to Federal standards if an airport receives Federal airport improvement funds. A study has been completed by the consultant and needs to be reviewed by the FAA before the contract can be closed out. Upon completion of the FAA review, the contract will be closed.

Funding Source: FAA Funds (via Block Grant) - \$45,000; State Restricted Aeronautics Funds - \$2,500; Southwest Michigan Regional Airport Authority Funds - \$2,500; Contract Total - \$50,000.

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

Risk Assessment: If the contract is not extended and the FAA wants revisions, there will not be a mechanism to incorporate the revisions. Without the study, future FAA funding for airport improvements at this site would be in jeopardy.

Cost Reduction: The consultant contract was originally reviewed by the project manager for completeness and appropriateness.

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

105. *MULTI-MODAL (Aeronautics) - Install Automated Weather Observation System

Contract (2003-0355) between MDOT and the Frankfort City/County Airport Authority (FCCAA) will provide Federal and State grant funds for the installation of an Automated Weather Observation System (AWOS) at the Dow Memorial Airport in Frankfort, 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) - \$90,000; State Restricted Aeronautics Funds - \$5,000; FCCAA Funds - \$5,000; Contract Total - \$100,000.

Purpose/Business Case: The AWOS system is an electronic system with sensors that measures several weather conditions and reports them through the internet and telephone connections.

Benefit: The AWOS system will provide essential weather data to pilots for flight decisions and also to the National Weather Bureau for its coverage of conditions across the country.

Funding Source: FAA Funds (via Block Grant) - \$90,000; State Restricted Aeronautics Funds - \$5,000; FCCAA Funds - \$5,000; Contract Total - \$100,000.

Commitment Level: The contract has a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed, as the sponsor cannot afford to fund the project without Federal and State participation.

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

New Project Identification: This is installation of new electronic equipment.

106. MULTI-MODAL (Aeronautics) - Design and Construction of Runway Improvements

Contract (2003-0505) between MDOT and the City of Midland will provide Federal and State grant funds for the design and construction for the installation of a precision approach path indicator and runway end indicator lights on runway 18/36 and runway 6/24 and for runway safety area improvements at the Jack Barstow Airport in Midland, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$226,500; State Restricted Aeronautics Funds - \$12,583; City of Midland Funds - \$12,584; Contract Total - \$251,667.

Purpose/Business Case: The project includes the design and installation of precision approach path indicator lights and runway end identifier lights, which are aircraft landing aids on both ends of runways 18/36 and 6/24.

Benefit: When aircraft approach a runway, especially at night, these lights visually identify the end of the runway and help in keeping the aircraft at a proper approach angle for safe landing. The installation of these lights at the airport will increase the margin of safety at the airport and increase the efficiency of the airport.

Funding Source: FAA Funds - \$226,500; State Restricted Aeronautics Funds - \$12,583; City of Midland Funds - \$12,584; Contract Total - \$251,667.

* Denotes a non-standard contract/amendment

Commitment Level: The contract for the design has a fixed cost as does the cost of 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 cost of the design was examined by the project manager for completeness and appropriateness of the cost. The construction will be bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is an enhancement to existing facilities.

107. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2003-0509) between MDOT and Mayfield Township will provide Federal grant funds for the land acquisition costs of parcels E6, E7, E8, E9, E10, and E11 at the Dupont-Lapeer Airport in Lapeer, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$58,500; Mayfield Township Funds - \$6,500; Contract Total - \$65,000.

Purpose/Business Case: The project is for land acquisition services for the acquisition of air easements at Dupont-Lapeer Airport. These easements are required to provide for obstacle-free approaches to runway 18/36.

Benefit: The benefit derived from the contract is that the preliminary work required will determine the costs of acquiring the easements before a grant is issued to purchase. The acquisition of the easements gives the airport the ability to keep the approaches to runway 18/36 clear of obstructions.

Funding Source: FAA Funds (via Block Grant) - \$58,500; Mayfield Township Funds - \$6,500; Contract Total - \$65,000.

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

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

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

New Project Identification: This is new project.

108. MULTI-MODAL (Aeronautics) - Installation of a High Security Gate

Contract (2003-0510) between MDOT and the Menominee/Marinette Twin County Airport Commission will provide Federal and State grant funds for the installation of a high security gate at the Menominee/Marinette Twin County Airport in Menominee, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$46,800; State Restricted Aeronautics Funds - \$2,600; Menominee/Marinette Twin County Airport Commission Funds - \$2,600; Contract Total - \$52,000.

Purpose/Business Case: The project includes installation of a high security gate at the airport to protect against unauthorized entry to the airport.

Benefit: The gate will provide greater security to aircraft and the facility itself.

Funding Source: FAA Funds (via Block Grant) - \$46,800; State Restricted Aeronautics Funds - \$2,600; Menominee/Marinette Twin County Airport Commission Funds - \$2,600; Contract Total - \$52,000.

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 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 an enhancement to an existing facility.

109. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2003-0511) between MDOT and the Southwest Michigan Regional Airport Authority (SMRAA) will provide State grant funds for the land acquisition costs of parcels E64 and 64, E138 and 138, and 148 through 197 at the Southwest Michigan Regional Airport in Benton Harbor, Michigan. The contract will be in effect from the date of award through three years. Source of Funds: State Restricted Aeronautics Funds - \$351,000; SMRAA Funds - \$39,000; Contract Total - \$390,000.

Purpose/Business Case: The contract will provide funding for consultant costs of land acquisition needed for the construction of a runway extension at the airport. A future grant will be proposed for the actual purchase of the property. This contract will provide enough funding for the work needed to determine the cost of the property for the first phase of the land acquisition.

Benefit: The current primary runway at Southwest Michigan Regional Airport near Benton Harbor is 5,109 feet in length and does not have the FAA required 1,000 feet runway safety areas on each end. The airport is extending the runway to 6,000 feet with proper runway safety areas. In doing so the airport must acquire approximately 244 individual properties. This contract provides for the consultant costs in the first phase of the property acquisition process. When the runway is complete, the airport will be able to serve more business customers with better facilities to the economic benefit of the region.

Funding Source: State Restricted Aeronautics Funds - \$351,000; Southwest Michigan Regional Airport Authority Funds - \$39,000; Contract Total - \$390,000.

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

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 State participation.

Cost Reduction: The consultant contract was reviewed by an MDOT real estate specialist for completeness and appropriateness of the costs.

New Project Identification: This is a new project.

110. MULTI-MODAL (Aeronautics) - Construction of Airport Rehabilitation and Associated Work

Contract (2003-0515) between MDOT and the Oscoda-Wurtsmith Airport Authority will provide Federal and State grant funds for the construction of the rehabilitation and expansion of hangar #3, fuel farm, t-hangars, and associated site work, and the purchase of snow removal equipment (blower) at the Oscoda-Wurtsmith Airport in Oscoda, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$3,738,000; State Restricted Aeronautics Funds - \$24,667; Oscoda-Wurtsmith Airport Authority Funds - \$390,666; Contract Total - \$4,153,333.

Purpose/Business Case: The project includes the rehabilitation and expansion of hangar #3, construction of a fuel farm, T-hangars with associated site work, and the purchase of snow removal equipment.

Benefit: The benefits derived from these projects are associated with converting a former military airfield into a civilian airport. The hangar work will make the existing hangar #3 compatible with civilian use and to construct T-hangars to accommodate small general aviation aircraft. The construction of a fuel farm is to replace an old technology military system located away from the aircraft area with a modern system located on the apron. The snow removal equipment will be used to keep the airport open during winter storms.

Funding Source: FAA Funds (via Block Grant) - \$3,738,000; State Restricted Aeronautics Funds - \$24,667; Oscoda-Wurtsmith Airport Authority Funds - \$390,666; Contract Total - \$4,153,333.

Commitment Level: The contact has a fixed cost for the construction.

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

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

New Project Identification: This is new project.

* Denotes a non-standard contract/amendment

111. MULTI-MODAL (Aeronautics) - Construction of Apron Rehabilitation
Contract (2003-0516) between MDOT and the Oscoda-Wurtsmith Airport Authority will provide Federal and State grant funds for the construction of the rehabilitation of a general aviation apron at the Oscoda-Wurtsmith Airport in Oscoda, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$300,000; State Restricted Aeronautics Funds - \$16,666; Oscoda-Wurtsmith Airport Authority Funds - \$16,668; Contract Total - \$333,334.

Purpose/Business Case: The project is the rehabilitation of the general aviation apron at the Oscoda-Wurtsmith Airport.

Benefit: Oscoda-Wurtsmith Airport is a former military airfield. As such, there were no facilities available to serve small general aviation aircraft. The airport is now constructing facilities designed for general aviation aircraft.

Funding Source: FAA Funds (via State Block Grant) - \$300,000; State Restricted Aeronautics Funds - \$16,666; Oscoda-Wurtsmith Airport Authority Funds - \$16,668; Contract Total - \$333,334.

Commitment Level: The contract has 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 will be bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is an enhancement to existing facilities.

112. MULTI-MODAL (Aeronautics) - Construction of Instrument Landing System and Service Road
Contract (2003-0517) between MDOT and the Oscoda-Wurtsmith Airport Authority will provide Federal and State grant funds for the construction of an instrument landing system (ILS) and ILS service road at the Oscoda-Wurtsmith Airport in Oscoda, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$710,910; State Restricted Aeronautics Funds - \$39,495; Oscoda-Wurtsmith Airport Authority Funds - \$39,495; Contract Total - \$789,900.

Purpose/Business Case: An Instrument Landing System will be built to replace an existing system.

Benefit: The existing Instrument Landing System (ILS) at Oscoda-Wurtsmith Airport is an old military system that repair parts are difficult to obtain. The project will replace the old system with a new, modern, civilian system that can be properly maintained by FAA personnel.

Funding Source: FAA Funds (via Block Grant)- \$710,910; State Restricted Aeronautics Funds - \$39,495; Oscoda-Wurtsmith Airport Authority Funds - \$39,495; Contract Total - \$789,900.

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 will be bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is a replacement of an existing facility.

113. MULTI-MODAL (Aeronautics) - Approach Clearing, Airport Improvements and Equipment Purchase

Contract (2003-0519) between MDOT and the Cheboygan County Airport Authority will provide Federal and State grant funds for the design and construction of an approach clearing and drainage improvements, crack sealing, pavement marking, and the purchase of snow removal equipment (plow truck) at the Cheboygan County Airport in Cheboygan, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$101,900; State Restricted Aeronautics Funds - \$5,661; Cheboygan County Airport Authority Funds - \$5,661; Contract Total - \$113,222.

Purpose/Business Case: The project is for the clearing of approach surfaces, drainage improvements, crack sealing, and paint marking of pavements and the purchase of snow removal equipment at the airport.

Benefit: The clearing of the approaches will maintain the safety of aircraft arriving and leaving the airport. The crack sealing will improve the life cycle of the pavement while the paint marking will aid aircraft in their use of the airport at night and in all weather conditions. The purchase of the snow removal equipment will enable the airport to be open quickly in winter storm conditions.

Funding Source: FAA Funds (via Block Grant) - \$101,900; State Restricted Aeronautics Funds - \$5,661; Cheboygan County Airport Authority Funds - \$5,661; Contract Total - \$113,222.

Commitment Level: The contract has a fixed cost for the construction and equipment purchase.

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: The construction is maintenance of the facility while the equipment purchase is needed for maintenance operations.

114. *MULTI-MODAL - Reduce Loan Amount

Amendatory Contract (98-0365/A1) between MDOT and Ogihara America Corporation will reduce the loan amount to reflect the actual project cost, which was \$19,434.84 below the estimate. The original contract provided financial assistance in the form of a loan for construction of a rail spur and switching facility in the city of Howell. Provisions included in the contract permit the loan to be forgiven incrementally over a five-year period if Ogihara America Corporation meets its annual shipping and/or receiving commitment of 900 freight carloads. The contract term remains unchanged, from June 11, 1998, until one year after the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid or forgiven. The revised total contract amount will be \$433,065.16. Source of Funds: FY 1998 State Restricted Comprehensive Transportation Funds - \$433,065.16.

Purpose/Business Case: Reduces the contract amount to reflect the actual, rather than estimated, loan amount.

Benefit: The actual cost to construct the rail facility proved to be less than anticipated, resulting in a lower loan amount and a lower expenditure of State funds. Since the loan repayments are calculated as a percentage of the loan, this reduces the company's repayments as well.

Funding Source: FY 1998 State Restricted Comprehensive Transportation Funds - \$433,065.16.

Commitment Level: The project was accomplished at a lower cost than originally anticipated.

Risk Assessment: Failure to amend this contract could lead to confusion as the loan is repaid. This amendment is necessary for the loan repayment phase to go smoothly.

Cost Reduction: The actual cost of the project was less than estimated.

New Project Identification: The rail construction project for which the initial contract was written was a new construction project and has been completed.

115. MULTI-MODAL - Time Extension

Amendatory Contract (98-0749/A3) between MDOT and Yates Township, Lake County, will extend the contract term by one year to allow additional time to complete paving of the transit agency's parking lot. The original contract provides FY 1998 Federal Section 5311 Program funding for paving of the parking lot. Recently, Yates Township started providing transportation for the schools and acquired additional buses, resulting in a need to also expand the parking lot. There were not enough funds in the contract to complete the expanded paving, but Yates Township has now received additional funding for this project in their FY 2002 Section 5311 Program contract, and the project can now move forward. The revised contract term will be September 30, 1998, through September 29, 2004. The total cost of the contract remains unchanged at \$40,000. Source of Funds: Federal Transit Administration Funds - \$32,000; FY 1998 State Restricted Comprehensive Transportation Funds - \$8,000.

Purpose/Business Case: Time extension to expand and pave the transit agency's parking lot.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$32,000; FY 1998 State Restricted Comprehensive Transportation Funds - \$8,000.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding this amendment are the potential loss of Federal funds and the needed transit improvements may not be made.

Cost Reduction: Grant amount is determined by FTA and is not negotiated. The project will be bid out for most efficient use of funds.

New Project Identification: Not a new construction project.

116. MULTI-MODAL - Time Extension and Change in Scope

Amendatory Contract (99-0438/A2) between MDOT and the Schoolcraft County Board of Commissioners will extend the contract term by one year and change the project line item from facility upgrade to facility construction. The original contract provides State matching funds to Schoolcraft County's FY 1999 Federal Section 5311 Capital Program grant. Originally, the transit system planned to make improvements to its existing facility, but the City of Manistique now wants the transit system to move to another location in the city. A new transit facility is now being planned using funding from this contract as well as several other contracts. The revised contract term will be September 13, 1999, through September 12, 2004. The total contract amount remains unchanged at \$25,000. Source of Funds: Federal Transit Administration Funds - \$20,000; FY 1999 State Restricted Comprehensive Transportation Funds - \$5,000.

Purpose/Business Case: Will change the line item from facility upgrade to facility construction and will provide for extension of contract term by one year.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$20,000; FY 1999 State Restricted Comprehensive Transportation Funds - \$5,000.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not amending this contract are the potential loss of Federal funds and the new transit facility would not be constructed.

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

New Project Identification: This is for construction of a new transit facility.

117. MULTI-MODAL - Time Extension

Amendatory Contract (2000-0401/A1) between MDOT and the Greater Lapeer Transportation Authority (GLTA) will extend the contract term for six months to enable delivery of a bus to occur within the contract term. The bus has been ordered, and delivery is expected within the six-month time extension period. The original contract provides funding for GLTA's FY 2000 Section 5311 Capital Program grant. The revised contract term will be August 11, 2000, through February 10, 2004. The total contract amount remains unchanged at \$108,584. Source of Funds: Federal Transit Administration Funds - \$86,867; FY 2000 State Restricted Comprehensive Transportation Funds - \$21,717.

Purpose/Business Case: Extends term by six months to allow sufficient time for the delivery of a bus under the FY 2000 Section 5311 Capital Program.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$86,867; FY 2000 State Restricted Comprehensive Transportation Funds - \$21,717.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding this time extension is the potential loss of Federal funds to Michigan.

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

New Project Identification: Not a new construction project.

118. MULTI-MODAL - Time Extension

Amendatory Contract (2000-0408/A1) between MDOT and the Kalkaska Public Transit Authority (KPTA) will extend the contract term by one year to allow KPTA sufficient time to purchase a van that will not be delivered until after the current contract expiration date. The original contract provides State matching funds to KPTA's FY 2000 Federal Section 5311 Capital Program grant. This time extension is needed due to staff reassignments within the agency that caused delays in the bidding process. The revised contract term will be August 11, 2000, through August 10, 2004. The total contract amount remains unchanged at \$40,000. Source of Funds: Federal Transit Administration Funds - \$32,000; FY 2000 State Restricted Comprehensive Transportation Funds - \$8,000.

Purpose/Business Case: To extend the contract term by one year to allow sufficient time for the purchase of a transit van.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$32,000; FY 2000 State Restricted Comprehensive Transportation Funds - \$8,000.

Commitment Level: Contract is based on cost estimates.

Risk Assessment: The risks of not awarding this amendment are reduced public safety and inefficient operations due to improper/outdated equipment.

Cost Reduction: All items will be bid for best use of funds.

New Project Identification: Not a new construction project.

119. MULTI-MODAL - Time Extension and Change in Scope
Amendatory Contract (2000-0420/A1) between MDOT and the Schoolcraft County Board of Commissioners will extend the contract term by one year and change the project line item for facility improvement to facility construction. The original contract provides State matching funds to Schoolcraft County's FY 2000 Federal Section 5311 Capital Program grant. Originally, the transit system planned to make improvements to its existing facility, but the City of Manistique now wants the transit system to move to another location in the city. A new transit facility is now being planned using funding from this contract as well as several other contracts. The revised contract term will be August 11, 2000, through August 10, 2004. The total contract amount remains unchanged at \$65,000. Source of Funds: Federal Transit Administration Funds - \$52,000; FY 2000 State Restricted Comprehensive Transportation Funds - \$13,000.

Purpose/Business Case: Will change the line item for facility improvement to facility construction and will provide for extension of contract term by one year

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$52,000; FY 2000 State Restricted Comprehensive Transportation Funds - \$13,000.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding this amendment are the potential loss of Federal funds and the new transit facility would not be constructed.

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

New Project Identification: This is for construction of a new transit facility.

120. MULTI-MODAL - Time Extension
Amendatory Contract (2000-0421/A3) between MDOT and the Shiawassee Area Transportation Agency (SATA) will extend the contract term by two years, as SATA anticipates construction of a transit facility and the items in this contract provide equipment needed for the new office. The original contract provides State matching funds to SATA's FY 2000 Federal Section 5311 Capital Program grant. The revised contract term will be August 11, 2000, through August 10, 2005. The total contract amount remains unchanged at \$31,250. Source of Funds: Federal Transit Administration Funds - \$25,000; FY 2000 and FY 2002 State Restricted Comprehensive Transportation Funds - \$5,966; SATA Funds - \$284.

Purpose/Business Case: Provides additional time for the purchase of communication, office and computer equipment, and a phone system, to be installed at SATA's new transit facility, when completed.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$25,000; FY 2000 and FY 2002 State Restricted Comprehensive Transportation Funds - \$5,966; SATA Funds - \$284.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not providing this time extension is the potential loss of federal funds to Michigan, and the needed transit improvements may not be made.

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

New Project Identification: Not a new construction project.

121. *MULTI-MODAL - Increase Amount and Extend Term

Amendatory Contract (2000-0793/A3) between MDOT and Indian Trails, Inc., located in Owosso, will extend the contract term by 22 months and provide additional State funding of \$694,238 for the additional months of service. The original contract provides state funding for the operation of the intercity bus routes from Grand Rapids to St. Ignace, and from Bay City to St. Ignace. The revised contract term will be December 1, 2000, through September 30, 2005. The revised total contract amount will be \$2,015,587. Source of Funds: FY 2001-FY 2005 State Restricted Comprehensive Transportation Funds - \$2,015,587.

This amendment was previously approved by the State Transportation Commission on April 24, 2003. Marketing activities are subject to Executive Directive 2003-8, and the additional funds of \$110,000 to be used for marketing the intercity service have been removed from this amendment. The amendment now includes only additional funds for the operation of the intercity routes for the additional 22 months.

Purpose/Business Case: Provides state funding for intercity service from Grand Rapids to St. Ignace, and Bay City to St. Ignace.

Benefit: Provides a basis framework of intercity service in the northern lower peninsula.

Funding Source: FY 2001-FY 2005 State Restricted Comprehensive Transportation Funds - \$2,015,587.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding this amendment is that intercity bus service for these two routes would be discontinued.

Cost Reduction: Service was bid out and the contract was awarded to lowest bidder.

New Project Identification: Not a new construction project.

122. MULTI-MODAL - Time Extension

Amendatory Contract (2001-0870/A1) between MDOT and the Bay Area Transportation Authority (BATA) in Traverse City will extend the contract term by one year as the study will not be completed prior to the original expiration date. The original contract provides State funds for a coordination study. BATA has retained a contractor to perform the study, but the project was delayed due to the need to have staff focus temporarily on a millage campaign rather than the study. The revised contract term will be August 8, 2001, through August 7, 2004. The total contract amount remains unchanged at \$70,000. Source of Funds: FY 2001 State Restricted Comprehensive Transportation Funds - \$70,000.

Purpose/Business Case: Will extend the contract term for one year to allow the agency sufficient time to complete a coordination study.

Benefit: Increase public safety and public transportation through improved transportation infrastructure.

Funding Source: FY 2001 State Restricted Comprehensive Transportation Funds - \$70,000.

Commitment Level: Contract is based on cost estimates.

Risk Assessment: The risks of not doing this project are reduced public safety and inefficient operations.

Cost Reduction: All items will be bid for the best use of funds.

New Project Identification: Not a new project.

123. MULTI-MODAL - Section 5307 Capital

Project Authorization (Z5) under Master Agreement (2002-0020) between MDOT and the Blue Water Area Transportation Commission (BWATC) in St. Clair County will provide State matching funds for BWATC's FY 2003 Federal Section 5307 Program grant for the purchase of maintenance equipment, computer equipment, and spare parts for rehabilitation/rebuilding work and for facility renovation. The authorization will be in effect from June 18, 2003, through June 17, 2006. The authorization 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. The total authorization amount will be \$236,500. 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 - \$189,200; FY 2003 State Restricted Comprehensive Transportation Funds - \$47,300.

Purpose/Business Case: Provides for the purchase of rehab/rebuild spare parts, maintenance equipment, computer equipment and facility renovation.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$189,200; FY 2003 State Restricted Comprehensive Transportation Funds - \$47,300.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding this authorization are the potential loss of Federal funds and the needed transit improvements may not be made.

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

New Project Identification: This is not a new construction project.

124. MULTI-MODAL - Section 5307 Capital

Project Authorization (Z9) under Master Agreement (2002-0033) between MDOT and the City of Detroit will provide State matching funds to the City of Detroit's FY 2003 Federal Section 5307 grant for preventive maintenance, engineering services, the purchase of communication equipment and service/support vehicles, and facilities improvements. The effective date of this authorization is May 21, 2003, and the authorization will be in effect for three years. The authorization 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. The total amount of the authorization will be \$11,573,864. 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 - \$9,259,090; FY 2003 State Restricted Comprehensive Transportation Funds - \$2,314,774.

This authorization was previously approved by the State Transportation Commission on June 26, 2003, and the State Administrative Board on July 1, 2003. Subsequently, a reduction was made to the Federal application amount and, therefore, the State match amount was also reduced. The authorization now includes the revised state match amount of \$2,314,774.

Purpose/Business Case: Provides State matching funds for the City of Detroit's Federal Section 5307 grant, which includes preventive maintenance, engineering services, the purchase of communication equipment and service/support vehicles, and facilities improvements.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$9,259,090; FY 2003 State Restricted Comprehensive Transportation Funds - \$2,314,774.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding this authorization is the potential loss of Federal funds.

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

New Project Identification: This is not a new construction project.

125. MULTI-MODAL - Section 5307

Project Authorization Revision (Z5/R2) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership (ITP) in Grand Rapids will adjust project line item amounts, will increase State matching funds by \$42,340 for the purchase of seven para transit vans, and will reduce local funding by \$42,340. The original authorization provided State matching funds to ITP's FY 2002 Federal Section 5307 Program grant, under which one line item authorized the purchase of ten expansion vans, seven for a van pool program and three for para transit services. Local funds instead of State funds were used to match the Federal funds for the van pool program vans. ITP is now purchasing all ten vans for para transit service, and State funds will provide the match to the Federal funds for all ten vans. The authorization term remains unchanged, May 1, 2002, through April 30, 2005. The total authorization amount remains unchanged at \$8,684,995. Source of Funds: Federal Transit Administration Funds - \$6,950,496; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$1,709,589; ITP Funds - \$24,910.

Purpose/Business Case: Provides State matching funds for seven additional para transit vans.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Source of Funds: Federal Transit Administration Funds - \$6,950,496; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$1,709,589; ITP Funds - \$24,910.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding this amendment are that Federal funds would be lost and the needed transit improvements would not be made.

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

New Project Identification: Not a new construction project.

126. MULTI-MODAL - Section 5307

Project Authorization (Z10) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership (ITP) in Grand Rapids will provide State matching funds for the agency's FY 2003 Federal Section 5307 and Congestion Mitigation and Air Quality (CMAQ) Program grant. Project items include the purchase of computer software, computer hardware, paratransit vehicles, service vehicles, associated capital maintenance items, shop equipment, Intelligent Transportation System equipment, office equipment/furniture, bike stands/racks, facility equipment, storage/shelving units, bus shelters, bus shelters (terminals), bus stop signs, information displays, support equipment, replacement buses (CMAQ), and vanpool vans (CMAQ); the lease of land/bus terminal and tires; the renovation of a maintenance facility; the rehabilitation of an administration/maintenance facility; the completion of capital costs of contracting, preventive maintenance, architectural and engineering services, project administration, and contingency. The authorization will be in effect from June 16, 2003, through June 15, 2006. The authorization 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. The total amount of the authorization will be \$8,496,052. 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 - \$6,796,841; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$1,581,261; ITP Funds - \$117,950.

Purpose/Business Case: Provides State matching funds to ITP's FY 2003 Federal Section 5307 and Congestion Mitigation and Air Quality (CMAQ) Program grant.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$6,796,841; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$1,581,261; ITP Funds - \$117,950.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding this authorization are that Federal funds would be lost and the needed transit improvements would not be completed.

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

New Project Identification: Not a new construction project.

127. MULTI-MODAL - Section 5307 Capital

Project Authorization (Z12) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA) in Flint provides State matching funds for MTA's FY 2003 Federal Section 5307 Program grant for the purchase of shop equipment, computer hardware and software, passenger shelters, and support vehicles, and for preventive maintenance, facility lease, facility renovations, associated maintenance capital lease, and safety/security services. The authorization will be in effect from March 25, 2003, through March 24, 2006. The authorization 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. The total cost of the authorization is \$5,298,561. 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 - \$4,238,849; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$1,059,712.

Purpose/Business Case: Provides for the purchase of shop equipment, computer hardware and software, passenger shelters, and support vehicles, and for preventive maintenance, facility lease, facility renovations, associated maintenance capital lease, and safety/security services.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$4,238,849; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$1,059,712.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding this authorization are the potential loss of Federal funding and the agency would not be able to get the needed equipment to provide the necessary services.

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

New Project Identification: Not a new construction project.

128. MULTI-MODAL - Section 5307 Capital

Project Authorization Revision (Z4/R1) under Master Agreement (2002-0082) between MDOT and Saginaw Transit Authority Regional Services (STARS) will add line items for an administrative facility lease and for the acquisition of furniture/graphics, will reduce the State share by \$9,000, and will increase the local share by \$9,000. The original authorization provides State matching funds to STARS FY 2002 Federal Section 5307 Program grant. The authorization term remains unchanged, June 14, 2002, through June 13, 2005. The total cost of the authorization remains unchanged at \$2,060,800. 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 - \$1,648,640; FY 2003 State Restricted Comprehensive Transportation Funds - \$403,160; STARS Funds - \$9,000.

Purpose/Business Case: Adds line items to STARS FY 2002 Section 5307 grant for an administrative facility lease and for the acquisition of furniture/graphics, reduces State funds by \$9,000 and increases local funds by \$9,000.

Benefit: Increase public service through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$1,648,640; FY 2003 State Restricted Comprehensive Transportation Funds - \$403,160, STARS Funds - \$9,000.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not doing this is the potential loss of over \$2 million in Federal funds and the needed transit improvements may not be made.

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

New Project Identification: Not a new construction project.

129. MULTI-MODAL - Section 5307 Program

Project Authorization (Z2) under Master Agreement (2002-0090) between MDOT and Twin Cities Area Transportation Authority (TCATA) in Benton Harbor will provide State matching funds for TCATA's FY 2003 Federal Section 5307 Capital Program grant for the purchase of five replacement light-duty cutaway buses and one staff car. The effective date of the authorization will be March 25, 2003, and the authorization will be in effect for three years. The authorization 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. The total authorization amount will be \$295,500. 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 - \$236,400; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$58,100; TCATA Funds - \$1,000.

Purpose/Business Case: Provides State matching funds for TCATA's FY 2003 Federal Section 5307 Capital Program grant, for the purchase of five replacement light-duty cutaway buses and one staff car.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$236,400; FY 2003 State Restricted Comprehensive Transportation Funds - \$58,100; Local: - \$1,000.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding this authorization are that Federal funds would be lost and the needed transit improvements would not be completed.

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

New Project Identification: Not a new construction project.

130. *MULTI-MODAL - Time Extension and Increase in Amount

Retroactive Amendatory Contract (2003-0068/A2) between MDOT and the National Railroad Passenger Corporation (Amtrak) will extend the contract term by three months and provide additional State funding of \$1,425,000 for the additional months of service. The contract provides financial support for the daily operation of intercity rail passenger service between Port Huron, Lapeer, Flint, Durand, Lansing/East Lansing, Battle Creek, Kalamazoo, Dowagiac, Niles and Chicago, and between Grand Rapids, Holland, Bangor, St. Joseph/Benton Harbor, New Buffalo and Chicago. This amendment will allow for the continuation of these existing services from July 1, 2003, through September 30, 2003. The revised contract term will be October 1, 2002, through September 30, 2003. The revised total contract amount will be \$5,700,000. Source of Funds: FY 2003 State Restricted Comprehensive Transportation Funds - \$5,700,000.

Purpose/Business Case: Provides funds to Amtrak for the daily operation of intercity rail passenger service between Port Huron, Lapeer, Flint, Durand, Lansing/East Lansing, Battle Creek, Kalamazoo, Dowagiac, Niles and Chicago, and between Grand Rapids, Holland, Bangor, St. Joseph/Benton Harbor, New Buffalo and Chicago.

Benefit: This service provides the people of Michigan a balanced transportation system.

Funding Source: FY 2003 State Restricted Comprehensive Transportation Funds- \$5,700,000.

Commitment Level: Contract based on cost estimates.

Risk Assessment: Not providing these funds will result in the discontinuation of rail passenger service to Michigan's traveling public outside of the Detroit -Chicago Corridor.

Cost Reduction: Amtrak is currently looking into a new cost allocation system that may reduce costs to the states. This reduction will only come with a commitment of Federal dollars to Amtrak.

New Project Identification: This is not a new project. This subsidy covers the same service as in previous years.

131. *MULTI-MODAL - Section 5310 Capital

Contract (2003-0267) between MDOT and the Huron County Transit Corporation will provide FY 1996 and FY 1997 Federal Section 5310 Program funds, State matching funds, and insurance proceeds for a replacement bus. The previous bus was destroyed in an accident. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled. The total project cost will be \$90,854. Source of Funds: Federal Transit Administration Funds- \$38,701; FY 2002 State Restricted Comprehensive Transportation Funds - \$9,675; Insurance Proceeds - \$42,478.

Purpose/Business Case: Provides Federal and State funding for the purchase of a replacement bus for a bus destroyed in an accident in Huron County.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds- \$38,701; FY 2002 State Restricted Comprehensive Transportation Funds - \$9,675; Insurance - \$42,478.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not undertaking this project are that Federal funds will be lost and the replacement vehicle will not be purchased.

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

New Project Identification: Replacement vehicle.

132. *MULTI-MODAL - Marine Passenger Capital

Contract (2003-0356) between MDOT and the Eastern Upper Peninsula Transportation Authority (EUPTA) will provide State funds for capital improvements to the St. Mary's River Ferry System, which consists of marine passenger service between Sault Ste. Marie-Sugar Island, Barbeau-Neebish Island, and DeTour-Drummond Island. Project items include dredging at DeTour/Drummond Island, construction of a permanent docking cell at Sugar Island, and emergency repairs. The contract will be in effect from the date of award through three years. The total cost of the contract is \$656,778. Source of Funds: FY 2003 State Restricted Comprehensive Transportation Funds - \$591,100; EUPTA Funds - \$65,678.

Purpose/Business Case: Provides for dredging at DeTour/Drummond Island, construction of a permanent docking cell at Sugar Island and emergency repairs.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: FY 2003 State Restricted Comprehensive Transportation Funds - \$591,100; EUPTA Funds - \$65,678.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not completing the project is possible interruption of service at DeTour/Drummond Island due to low water levels and risk to the vessel and public safety at Sugar Island.

Cost Reduction: The projects will be bid for the most cost effective use of funds.

New Project Identification: Construction of a permanent docking cell at Sugar Island.

133. *MULTI-MODAL - Economic Development

Contract (2003-0493) between MDOT and the Luce County Economic Development Corporation (EDC) will provide financial assistance in the form of a loan for the construction of 3,709 feet of new track (including one turnout) for rail freight transportation and to promote economic development. This project will enable a public log-loading yard, currently located in a residential neighborhood within the Village of Newberry, to relocate to the industrial park and will allow the company, now shipping by truck, to use rail. In addition, another existing manufacturing company will be able to receive magnesium shipments directly from the west coast using rail. The project will create 34 positions within the City of Newberry, Luce County. The total cost of the entire development is estimated to be \$647,000 and includes crossing and signal work and rehabilitation of existing track. (Luce County EDC is also partnering with Canadian National Railway, Sustainable Forest Products, and Northern Casting Company on this project). MDOT's loan is estimated to be \$126,000, or up to 50 percent of the rail transportation project cost. Provisions included in the contract permit the loan to be forgiven incrementally over a five-year period if Luce County EDC meets its commitment of shipping and/or receiving 264 rail carloads of freight annually. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully forgiven or repaid. Source of Funds: FY 2003 State Restricted Comprehensive Transportation Funds - \$126,000; Luce County EDC Funds - \$126,000.

Purpose//Business Case: Provides financial assistance to construct 3,709 feet of track into the Luce County Industrial Park. It will enable a public log loading yard, currently located in a residential neighborhood within the Village of Newberry, to relocate to the industrial park and will allow the company, now shipping solely by truck, to use rail. In addition, another existing manufacturing company will be able to receive magnesium shipments directly from the west coast using rail.

* Denotes a non-standard contract/amendment

Benefit: The project will relocate Sustainable Forest Products, Inc., a public log loading yard currently located in a residential area to the industrial park. The residents of the Village of Newberry will not have to endure the nuisance, i.e. noise, vibration, etc. of having a log loading yard in their neighborhood. The existing logging company will be able to ship by rail and lower its transportation costs. Northern Casting Co.(NCC), existing manufacturing company will be able to receive magnesium shipments directly from the west coast using rail. As such, the company will realize transportation cost savings and be able to expand their console and steering wheel manufacturing business.

Funding Source: FY 2003 State Restricted Comprehensive Transportation Funds - \$126,000; Luce County EDC - \$126,000.

Commitment Level: The contract cost is based on cost estimates. Work will be competitively bid. Luce County EDC will contribute \$90,000 for the crossing and signal work and \$100,000 for local match and other project related expenses; the company using the log loading facility will contribute \$10,000. Canadian National Railway is contributing \$95,000 to pay for the rehabilitation of existing track.

Risk Assessment: If this project is not constructed, the Village of Newberry will continue to endure the nuisance of having a public log loading facility in a residential neighborhood; Northern Casting will have to rely solely on trucking magnesium from the Detroit region, and its ability to expand its manufacturing facility would be quite uncertain.

Cost Reduction: Luce County Economic Development Corporation will award the project to the lowest bidder.

New Project Identification: New construction project.

134. *MULTI-MODAL - Intercity Bus Equipment Lease

Contract (2003-0497) between MDOT and Greyhound Lines, Inc., will provide for MDOT to contractually lease for \$1,000 per year per vehicle five intercity highway coaches to Greyhound Lines, Inc. MDOT will purchase the coaches under separate purchase order and lease them to Greyhound Lines for a minimum of six years or 450,000 miles. Greyhound is requesting the buses to maintain its existing scheduled regular route round-trip service between Detroit, Muskegon, Traverse City, and Chicago, Illinois, and between Grand Rapids and Chicago, serving intermediate towns and cities. These buses will allow continuation of this service, prevent community isolation or further loss of service, and increase compliance with the Americans with Disabilities Act. Source of Funds: Greyhound Lines, Inc. Funds - \$5,000 per year.

Purpose/Business Case: Provides for the lease of five intercity highway motorcoaches to Greyhound Lines, Inc., to maintain and preserve their existing daily scheduled regular route service from various locations in the lower peninsula, serving all intermediate urban and rural communities. The motorcoaches replace older motorcoaches that have reached the end of their useful life.

Benefit: The new motorcoaches will improve the quality, safety and reliability of intercity bus services to a large number of lower income travelers and contributes to the continued stabilization of the Michigan intercity bus industry that has been in a state of flux since deregulation and on the decline for years. For the most part, intercity bus regular route service is not a profit making segment of bus companies' services. On high density routes, costs equal revenues. Buses provided by MDOT remove such overhead burdens as debt service, interest and maintenance costs, keeping regular route operations at break even or minimizing any loss. The buses keep the state from providing operating assistance and in many instances generate improved frequency and service quality attracting new passengers and increasing ridership and revenue.

Funding Source: Greyhound Lines, Inc. Funds - \$5,000 per year.

Commitment Level: Contract based on cost estimates.

Risk Assessment: Not providing the motorcoaches could result in the abandonment of the regular route services or in schedule frequency reduction and it could place the State in the position of having to dramatically provide operating assistance support to keep the services in operation.

Cost Reduction: Grant amount is determined from estimates provided by the manufacturer that are generally not negotiated.

New Project Identification: Not a new project.

135. TRANSPORTATION PLANNING - Project Authorization

Authorization (Z15) issued under the Master Agreement (2003-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide assistance in purchasing scanning equipment and paying for staff time for analyzing crash data. The authorization will be in effect from the date of award through September 30, 2003. The total authorization amount will be \$62,500. The contract term is October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Highway Administration Funds and 20% Washtenaw County Funds.

Purpose/Business Case: To assist the Washtenaw Area Transportation Study (WATS) in safety-conscious planning activities.

Benefit: To adhere to Federal planning activities.

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

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

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

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

New Project Identification: This is not a new project. The project agreement is required between the State and the local agency to pass through Federal dollars for planning purposes.

136. *TRANSPORTATION PLANNING - Documentation of Historic Shipwrecks

Contract (2003-0229) between MDOT and the Chippewa County Road Commission will provide archaeological research and documentation from several historic shipwrecks located within the Whitefish Point Underwater Preserve. This is a transportation enhancement-funded project under Section 106 of the National Preservation Act. The contract will be in effect from the date of award through February 1, 2005. The contract amount will be \$300,000. Source of Funds: Federal Highway Administration Funds - \$225,000; Chippewa County Road Commission Funds - \$75,000.

Purpose/Benefit Case: Archaeological research and survey, documentation, and public museum exhibition of resultant data from several shipwrecks located within the Whitefish Point Underwater Preserve. Authorized by TEA-21 and performed under Section 106 of the National Historic Preservation Act, this is a transportation enhancement-funded project under the categories of "Historic Resource Surveys and Archaeological Planning Research/Interpretation of Archaeological Sites."

Benefit: Documenting historic shipwrecks while refining methods in underwater archaeology and resource documentation/preservation; creating direct public access to local museum exhibits, illustrations, and booklets of Michigan's underwater historic archaeological resources at Whitefish Point; and, promoting tourism/economic development.

Funding Source: TEA-21, Transportation Enhancement Funds (Federal) \$225,000, Local Match (Chippewa County Road Commission \$75,000).

Commitment Level: This project budget is estimated with actual State costs not to exceed \$225,000.

Risk Assessment: The risk of not performing this activity is the potential for destructive processes to further degrade these historical archaeological resources prior to their proper recordation and preservation.

Cost Reduction: The Chippewa County Road Commission has accessed their 25% match for this project through the use of a cooperating agreement with the Great Lakes Shipwreck Historical Society and their resources as a single source for performance of the work. Cost savings were initially realized by increasing the Local Match from \$65,000 to \$75,000 with the TEA amount requested revised from \$300,000 to \$225,000.

New Project Identification: This is a new research project and not part of any other MDOT undertaking.

* Denotes a non-standard contract/amendment

137. *TRANSPORTATION PLANNING - Jurisdictional Transfer MOU (Berrien County)
Memorandum of Understanding (MOU)(2003-0360) between MDOT and the Berrien County Road Commission will transfer jurisdiction of 1.91 miles of Napier Road/Proposed Temporary US-31, from the westbound I-94 ramp pair easterly to the terminus of relocated US-31 freeway. Jurisdiction will transfer from the County to MDOT upon award. This is a zero dollar MOU.

Purpose/Business Case: Jurisdictional transfer of a county road to MDOT under the authority of Act 51 of 1951.
Benefit: The county road, Napier Road, will provide a temporary link between the temporary northern terminus of new US-31 freeway and I-94. It is unknown how long the "temporary" situation will exist, so MDOT and the public are best served by having a trunkline-to-trunkline connection in this area for the duration.
Funding Source: There are no funds associated with this Memorandum of Understanding.
Commitment Level: There is no cost associated with this Memorandum of Understanding.
Risk Assessment: If the jurisdiction is not transferred, MDOT could be liable for situations in which the roadway is being used for trunkline-to-trunkline connection without having the corresponding responsibility for its repair and maintenance.
Cost Reduction: There is no cost associated with the Memorandum of Understanding.
New Project Identification: This project is associated with the construction of new roadway, US-31 freeway. However, the roadway to be transferred, Napier Road, is an existing roadway.

Funding Source:

Federal Highway Administration Funds	72.69 %
State Restricted Trunkline Funds	17.13 %
Village of Three Oaks	10.18 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

146. LETTING OF JULY 09, 2003	ENG. EST.	LOW BID
PROPOSAL 0307048	\$ 1,979,484.85	\$ 1,753,414.48
PROJECT STE 70041-74032, ETC		
LOCAL AGRMT. 03-5293		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - JUNE 01, 2006		-11.42 %

2.872 mi enhancement landscaping, lighting, irrigation, and signing, on M-45 from 60th Avenue easterly to 48th Avenue and from 68th Avenue easterly to 60th Avenue in Allendale Township, Ottawa County.

BIDDER	AS-READ	AS-CHECKED	
Strain Electric Company			
Windemuller Electric, Inc.			
Severance Electric Co., Inc.	\$ 2,371,388.97	Same	5
Trans Tech Electric, L.P.			
Intec Co., Inc.	\$ 1,753,414.48	Same	1 **
Allstate Electric, Inc.			
J. Ranck Electric, Inc.	\$ 2,258,651.99	Same	4
John R. Howell, Inc.	\$ 1,974,422.14	Same	3
DVT Electric, Inc	\$ 1,942,876.70	Same	2

5 Bidders

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

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

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

Funding Source:

74032A	
Federal Highway Administration Funds	60.68 %
Allendale Township	39.32 %
74033A	
Federal Highway Administration Funds	56.88 %
Allendale Township	43.12 %

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

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

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

New Project Identification: New Construction.

147. LETTING OF JULY 09, 2003
 PROPOSAL 0307049
 PROJECT BHI 82251-58006
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 01, 2003

	ENG. EST.	LOW BID
	\$ 723,825.00	\$ 539,963.12
	% OVER/UNDER EST.	
	-25.40 %	

Substructure repair, structural steel repair, cleaning and coating structural steel, and maintaining traffic for S02 on I-375 under Madison Avenue in the city of Detroit, Wayne County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 699,232.00	Same	3
E. C. Korneffel Co.	\$ 864,344.00	Same	10
Progress Company			
J. Slagter & Son Construction Co.	\$ 833,927.00	Same	8
Midwest Bridge Company	\$ 655,703.00	Same	2
Abhe & Svoboda, Inc.	\$ 951,610.00	Same	11
Atsalis Brothers Painting Co.	\$ 539,963.12	Same	1 **
Posen Construction, Inc.			
Walter Toebe Construction Co.	\$ 735,716.16	Same	5
Anlaan Corporation	\$ 818,950.00	Same	7
Sea Way Painting, LLC	\$ 1,138,643.00	Same	12
North Star Painting Co., Inc.			
G & M Painting Enterprises, Inc.			
Venus Painting	\$ 753,870.00	Same	6
Icarus Industrial Painting	\$ 756,035.00	\$ 726,035.00	4
Pannex Painting Company, Inc.	\$ 837,468.00	Same	9
Royal Bridge, Inc.			

12 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:

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

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

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

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

158. LETTING OF JULY 09, 2003
 PROPOSAL 0307069
 PROJECT AIM 70064-73201
 LOCAL AGRMT.
 START DATE - SEPTEMBER 02, 2003
 COMPLETION DATE - MAY 21, 2004

ENG. EST. LOW BID
 \$ 1,711,836.43 \$ 1,506,174.10

% OVER/UNDER EST.
 -12.01 %

Demolish existing rest area building, construct new quad-4 building, site work, paving, and utilities on I-96 westbound at the Fruitport rest area in Crockery Township, Ottawa County.

BIDDER	AS-READ	AS-CHECKED	
Bierlein Companies, Inc.			
Kamminga & Roodvoets, Inc.	\$ 1,696,812.13	Same	3
Wadel Stabilization, Inc.			
Homrich, Inc.			
Dore & Associates Contracting, Inc.			
Nashville Construction Company			
E.T. MacKenzie Company			
Brenner Excavating, Inc.			
Diversco Construction Company	\$ 1,582,982.25	Same	2
North American Dismantling			
Rapid Construction, Inc.			
Griffith Builders Inc.	\$ 1,832,004.21	\$ 1,819,324.71	5
Mark A. Reenders Const., Inc.			
Nobles, Inc.			
3-S Construction	\$ 1,711,000.00	Same	4
Cycon Enterprises, Inc.	\$ 1,496,706.60	\$ 1,506,174.10	1 **

5 Bidders

Purpose/Business Case: The primary goal of rest area development is to establish and maintain a comprehensive system responsive to safety and service needs of commercial and recreational motorists. Rest area development and preservation projects are subject to the same levels of highway planning, environmental documentation, and public involvement required for all projects.

Benefit: Rest areas provide services to approximately 50 million visitors. There are 68 rest areas and 13 welcome centers. Projects undertaken retard future deterioration, and maintain and improve the services and facilities that over the years require replacement due to infrastructure deterioration. New sites are being planned to meet new Federal guidelines and requirements. In comparison, 23 million travelers visited the 94 Michigan State Parks and less than one million travelers visited Mackinac Island in 2001.

Funding Source:

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

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

Risk Assessment: Rest area buildings were constructed with an estimated life expectancy of 20 to 25 years. The building fixture counts, accessibility guidelines, parking standards, and sewage disposal systems have since worn out and require replacement. New buildings are sized to accommodate the increased traffic, provide barrier-free access, and provide sewage and water systems that meet current standards. Without replacement or expansion, these facilities would cease to provide service.

Cost Reduction: Many of our facilities are old and exceeded their originally designed life expectancy. New buildings are designed to be more efficient to maintain and operate. MDOT is reviewing the new Federal spacing criteria that permits us to eliminate two facilities and replace with one, thus saving development, operating, and maintenance dollars.

New Project Identification: New Construction.

159. LETTING OF JULY 09, 2003
 PROPOSAL 0307082
 PROJECT ANH 29011-75118
 LOCAL AGRMT.
 START DATE - SEPTEMBER 03, 2003
 COMPLETION DATE - OCTOBER 29, 2003

ENG. EST. LOW BID
 \$ 2,295,908.88 \$ 2,243,641.92
 % OVER/UNDER EST.
 -2.28 %

6.01 mi of detail 7 and detail 8 joint repairs and hot mix asphalt overlay on US-127 from north M-57 to north of Pierce Road in Northstar and Washington Townships, Gratiot County.

BIDDER	AS-READ	AS-CHECKED	
Thompson-McCully Company	\$ 2,243,641.92	Same	1 **
Central Asphalt, Inc.	\$ 2,487,890.60	Same	2

2 Bidders

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

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

Funding Source:

Federal Highway Administration Funds 80.20 %
 State Restricted Trunkline Funds 19.80 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

160. LETTING OF JULY 09, 2003
 PROPOSAL 0307083
 PROJECT NH 63081-74340
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 21, 2003

ENG. EST. LOW BID
 \$ 693,952.50 \$ 719,252.57
 % OVER/UNDER EST.
 3.65 %

3.99 mi of concrete pavement repair on M-10 from M-102 (8 Mile Road) northerly to Lahser Road in the city of Southfield, Oakland County.

BIDDER	AS-READ	AS-CHECKED	
Kelcris Corporation	\$ 719,252.57	Same	1 **
Snowden, Inc.			
Causie Contracting, Inc.	\$ 754,172.50	Same	2
Florence Cement Company	\$ 756,705.57	Same	3
Angelo Iafrate Construction Company			
Six-S, Inc.	\$ 799,314.16	Same	4

4 Bidders

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

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

Funding Source:

Federal Highway Administration Funds 81.85 %
 State Restricted Trunkline Funds 18.15 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

161. LETTING OF JULY 09, 2003 ENG. EST. LOW BID
 PROPOSAL 0307084 \$ 197,484.79 \$ 232,743.77
 PROJECT STE 29012-73843, ETC
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - SEPTEMBER 08, 2003
 COMPLETION DATE - 22 working days 17.85 %

0.38 km of enhancement streetscaping including sidewalk replacement, decorative concrete, and trees on M-46, from Pine Street easterly to Franklin Street, in the city of St. Louis, in Pine River and Bethany Townships, Gratiot County.

BIDDER	AS-READ	AS-CHECKED	
Eastlund Concrete Construction, Inc	\$ 232,743.77	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 261,474.74	Same	2
Miller Development, Inc			
Youngstrom Contracting			

2 Bidders

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

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

Funding Source:

73843A
 Federal Highway Administration Funds 81.85 %
 State Restricted Trunkline Funds 18.15 %
 75243A
 Federal Highway Administration Funds 81.85 %
 State Restricted Trunkline Funds 18.15 %

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

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

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

New Project Identification: New Construction.

162. LETTING OF JULY 09, 2003
 PROPOSAL 0307085
 PROJECT M 81105-58297
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 19, 2005

ENG. EST.	LOW BID
\$ 350,585.55	\$ 345,531.46
	% OVER/UNDER EST.
	-1.44 %

Hot mix asphalt and concrete park and ride with curb and gutter, drainage and acceleration lane on Miller Road off M-14 in the city of Ann Arbor, Washtenaw County.

BIDDER	AS-READ	AS-CHECKED	
Thompson-McCully Company	\$ 392,244.85	Same	3
Peter A. Basile Sons, Inc.	\$ 345,531.46	Same	1 **
Ajax Paving Industries, Inc.	\$ 388,999.91	Same	2
Florence Cement Company			
Angelo Iafrate Construction Company			
Pro-Line Asphalt Paving Corp.			

3 Bidders

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

Benefit: Reduction in transportation related emissions

Funding Source: State Restricted Trunkline Funds 100 %

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

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

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

New Project Identification: Expansion and resurfacing of existing parking area.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

Federal Highway Administration Funds 99.23 %
 State Restricted Trunkline Funds 0.77 %

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

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

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

New Project Identification: Reconstruction.

172. LETTING OF JULY 09, 2003 ENG. EST. LOW BID
 PROPOSAL 0307098 \$ 1,078,176.44 \$ 1,016,203.52
 PROJECT NH 82192-60128
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 06, 2003 -5.75 %

6.25 mi of microsurfacing, cleaning transverse longitudinal cracks, overband crack fill, and permanent pavement marking on M-39 from Ford Road to McNichol Road in the cities of Detroit and Dearborn, Wayne County.

A 2003 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
John Carlo, Inc.	\$ 1,190,942.06	Same	3
Strawser Incorporated	\$ 1,094,356.64	\$ 1,097,356.64	2
Fahrner Asphalt Sealers, Inc.			
Terry Construction, Inc.	\$ 1,016,203.52	Same	1 **

3 Bidders

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

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

Funding Source:

Federal Highway Administration Funds 81.85 %
 State Restricted Trunkline Funds 18.15 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

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: State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

178.	LETTING OF JULY 09, 2003	ENG. EST.	LOW BID
	PROPOSAL 0307107	\$ 85,139.88	\$ 81,939.20
	PROJECT M 33051-M60394		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 15, 2003		-3.76 %

0.2 mi of hot mix asphalt cold milling and resurfacing, lengthening turn lane and culvert work at the M-43 and M-52 intersection in the township of Leroy, Ingham County.

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.			
Thompson-McCully Company			
L & L Construction Co., Inc.	\$ 87,429.00	cannot total	n/c
C & D Hughes, Inc.	\$ 81,939.20	Same	1 **
Cadwell Brothers Construction	\$ 106,031.17	Same	2
Aggregate Industries-Central Region	\$ 140,000.00	Same	3

4 Bidders

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

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

Funding Source: State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

LOCAL PROJECTS

180. LETTING OF JULY 09, 2003 ENG. EST. LOW BID
 PROPOSAL 0307003 \$ 821,373.70 \$ 744,349.55
 PROJECT BRO 46016-59747, ETC
 LOCAL AGRMT. 03-5329 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 15, 2003 -9.38 %

Removal of an existing one-span pony truss bridge and construction of a one-span precast concrete box beam with composite concrete deck bridge and related approaches on Sutton Road over Schenk Ben Kelly Drain, along with removal of a one-span steel beam concrete deck bridge and construction of a one-span precast concrete box with composite concrete deck bridge and related work on Rixom Highway over Little Rasin River in Ridgeway Township, Lenawee County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
E. C. Korneffel Co.	\$ 792,254.29	Same	10
J. Slagter & Son Construction Co			
S. L. & H. Contractors, Inc.	\$ 754,441.25	Same	4
Milbocker and Sons, Inc.	\$ 752,268.61	Same	3
Midwest Bridge Company			
Hardman Construction, Inc.			
Posen Construction, Inc.			
Walter Toebe Construction Co.	\$ 784,636.65	Same	9
E.T. MacKenzie Company	\$ 763,061.65	Same	5
Davis Construction, Inc.	\$ 744,349.55	Same	1 **
Anlaan Corporation	\$ 751,267.00	Same	2
Prince Bridge & Marine, LTD.	\$ 777,082.25	Same	7
Harper Structures, Inc.	\$ 781,410.35	Same	8
J.E. Kloote Contracting, Inc.	\$ 772,954.19	Same	6

10 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:

59747A	
Lenawee County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %
59748A	
Lenawee County	5.15 %
Federal Highway Administration Funds	79.87 %
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.

181. LETTING OF JULY 09, 2003
 PROPOSAL 0307004
 PROJECT BRO 56014-59777
 LOCAL AGRMT. 03-5305
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 01, 2003
 Remove existing structure, construction of a prestressed concrete box beam bridge, and related approach work on Freeland Road over Bullock Creek in Mount Haley Township, Midland County.

ENG. EST. LOW BID
 \$ 386,286.66 \$ 266,757.75
 % OVER/UNDER EST.
 -30.94 %

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
E. C. Korneffel Co.			
J. Slagter & Son Construction Co.			
S. L. & H. Contractors, Inc.	\$ 325,559.00	Same	2
Milbocker and Sons, Inc.	\$ 330,088.45	Same	3
Midwest Bridge Company			
Fisher Contracting Company			
C.R. Hunt Construction Co.			
Hardman Construction, Inc.			
John Henry Excavating, Inc.			
Gerace Construction Company. Inc.	\$ 412,034.92	Same	12
Walter Toebe Construction Co.	\$ 355,589.42	Same	6
E.T. MacKenzie Company	\$ 379,593.20	Same	9
Miller Development, Inc	\$ 266,892.75	\$ 266,757.75	1 **
Davis Construction, Inc.	\$ 380,904.14	Same	10
Anlaan Corporation	\$ 343,202.24	Same	5
Prince Bridge & Marine, LTD.	\$ 371,082.92	Same	8
Heystek Contracting Inc.	\$ 334,776.00	Same	4
3-S Construction	\$ 369,551.04	Same	7
J.E. Kloote Contracting, Inc.			
Todd T. Kneisel Construction Co.	\$ 388,309.58	Same	11

12 Bidders

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:

Midland County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

183. LETTING OF JULY 09, 2003
 PROPOSAL 0307006
 PROJECT STU 82457-56135
 LOCAL AGRMT. 03-5369
 START DATE - 10 days after award
 COMPLETION DATE - 55 working days

	ENG. EST. \$ 887,231.50	LOW BID \$ 855,337.52
	% OVER/UNDER EST.	
	-3.59 %	

0.292 mi of bituminous resurfacing, concrete pavement repair, concrete curb cap repair, adjusting drainage structures, and pavement markings on Five Mile Road from Levan Road to Farmington Road, Wayne County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Thompson-McCully Company	\$ 855,337.52	Same	1 **
Ajax Paving Industries, Inc.	\$ 924,491.33	Same	3
Florence Cement Company	\$ 877,125.97	Same	2
Angelo Iafrate Construction Company			
Barrett Paving Materials, Inc.	\$ 953,269.48	Same	4
ABC Paving Company			

4 Bidders

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

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

Source of Funds:

56135A	
Wayne County	18.79 %
Federal Highway Administration Funds	81.21 %

186. LETTING OF JULY 09, 2003
 PROPOSAL 0307009
 PROJECT STU 82457-74500
 LOCAL AGRMT. 03-5349
 START DATE - 10 days after award
 COMPLETION DATE - 55 working days

ENG. EST. LOW BID
 \$ 875,376.00 \$ 895,918.30

% OVER/UNDER EST.
 2.35 %

2.34 km of bituminous resurfacing, concrete pavement repair, concrete curb cap repair, concrete sidewalk, adjusting drainage structures, and watermain relocation, on Sheldon Road from Joy Road to Ann Arbor Trail, Wayne County.

7.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Thompson-McCully Company	\$ 895,918.30	Same	1 **
Ajax Paving Industries, Inc.	\$ 930,221.72	Same	2
Florence Cement Company			
Angelo Iafrate Construction Company			
Barrett Paving Materials, Inc.	\$ 1,077,732.91	Same	3
ABC Paving Company			

3 Bidders

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

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

Source of Funds:

74500A	
Wayne County	19.95 %
Federal Highway Administration Funds	80.05 %

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

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

Source of Funds:

56139A
 Federal Highway Administration Funds 81.85 %
 City of Roseville 18.15 %

190. LETTING OF JULY 09, 2003
 PROPOSAL 0307014 ENG. EST. LOW BID
 \$ 802,455.00 \$ 614,618.50
 PROJECT STU 82457-74089
 LOCAL AGRMT. 03-5304 % OVER/UNDER EST.
 START DATE - SEPTEMBER 10, 2003
 COMPLETION DATE - SEPTEMBER 25, 2003 -23.41 %

1.87 mi of hot mix asphalt cold milling, hot mix asphalt paving, drainage structure adjusting, guardrail replacement, pavement markings, and restoration on Huron River Drive from Grant Road to Pennsylvania Avenue, in the city of Romulus, Wayne County.

7.00 % DBE participation required

BIDDER		AS-READ	AS-CHECKED	
Thompson-McCully Company	\$	682,146.50	Same	3
Ajax Paving Industries, Inc.	\$	614,618.50	Same	1 **
Florence Cement Company				
Barrett Paving Materials, Inc.	\$	654,325.00	Same	2
ABC Paving Company				

3 Bidders

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

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

Source of Funds:

74089A
 Federal Highway Administration Funds 81.85 %
 City of Romulus 18.15 %

Purpose/Business Case: The project is for the reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

Presque Isle County	10.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	10.00 %

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

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

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

New Project Identification: Resurfacing.

205.	LETTING OF JULY 09, 2003	ENG. EST.	LOW BID
	PROPOSAL 0307029	\$ 59,499.72	\$ 55,650.14
	PROJECT STH 33609-73802		
	LOCAL AGRMT. 03-5330		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 20 working days		-6.47 %

0.01 mi of left turn lane construction including curb and gutter, concrete sidewalk, hot mix asphalt paving, and pavement markings on Harrison Road at Crescent Road intersection and Harrison Road at Wilson Road in the city of East Lansing, Ingham County.

BIDDER		AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$	68,716.69	Same	5
Rieth-Riley Construction Co., Inc.				
Thompson-McCully Company				
L & L Construction Co., Inc.	\$	55,650.14	Same	1 **
C & D Hughes, Inc.	\$	66,859.04	Same	4
Tom's Advanced Paving Company	\$	64,527.25	Same	3
Cadwell Brothers Construction	\$	63,191.41	Same	2
Aggregate Industries-Central Region	\$	84,472.21	Same	6

6 Bidders

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

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

Source of Funds:

73802A		
City of East Lansing	20.00 %	
Federal Highway Administration Funds	80.00 %	

207. LETTING OF JULY 09, 2003
 PROPOSAL 0307031
 PROJECT STL 58460-56262
 LOCAL AGRMT. 03-5362
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 20, 2003

ENG. EST. LOW BID
 \$ 473,614.30 \$ 439,779.02
 % OVER/UNDER EST.
 -7.14 %

1.70 mi of hot mix asphalt resurfacing, base widening, replacement joint repairs, and aggregate shoulders on Grafton Road from Telegraph to Newport Road, Monroe County.

BIDDER	AS-READ	AS-CHECKED	
Thompson-McCully Company	\$ 470,504.95	Same	2
Ajax Paving Industries, Inc.	\$ 521,553.20	Same	4
Barrett Paving Materials, Inc.	\$ 472,899.90	Same	3
C & D Hughes, Inc.			
ABC Paving Company			
Gerken Paving, Inc.	\$ 439,779.02	Same	1 **

4 Bidders

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

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

Source of Funds:

56262A

Monroe County	20.00 %
Federal Highway Administration Funds	80.00 %

209. LETTING OF JULY 09, 2003
 PROPOSAL 0307037
 PROJECT STUL 77412-56299
 LOCAL AGRMT. 03-5370
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 01, 2003

ENG. EST. LOW BID
 \$ 257,241.50 \$ 245,919.07

% OVER/UNDER EST.
 -4.40 %

0.83 mi of cold milling hot mix asphalt surface, hot mix asphalt resurfacing, paved shoulder, and minor drainage improvements on River Road from Busha Highway to Huron Boulevard in the city of Marysville, St. Clair County.

BIDDER	AS-READ	AS-CHECKED	
Thompson-McCully Company	\$ 310,808.03	Same	5
Ajax Paving Industries, Inc.	\$ 267,145.12	Same	3
John Carlo, Inc.	\$ 269,938.08	Same	4
Ace Asphalt & Paving	\$ 245,919.07	Same	1 **
Florence Cement Company			
Barrett Paving Materials, Inc.	\$ 257,395.46	Same	2
ABC Paving Company			
Pro-Line Asphalt Paving Corp.	\$ 321,402.49	Same	6

6 Bidders

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

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

Source of Funds:

56299A		
Federal Highway Administration Funds	81.85 %	
City of Marysville	18.15 %	

216. LETTING OF JULY 09, 2003
 PROPOSAL 0307044
 PROJECT BRT 44008-39060
 LOCAL AGRMT. 03-5323, 035323
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 20, 2004

ENG. EST. LOW BID
 \$ 1,308,302.50 \$ 1,080,689.39
 % OVER/UNDER EST.
 -17.40 %

Removal of a three-span concrete bridge and construction of a three-span precast concrete box beam bridge and related approach work on Genesee Road over Grand Trunk Western Railroad in Elba Township, Lapeer County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 1,438,073.57	Same	10
E. C. Korneffel Co.	\$ 1,397,130.57	Same	9
J. Slagter & Son Construction Co.			
S. L. & H. Contractors, Inc.			
Milbocker and Sons, Inc.	\$ 1,234,451.02	Same	6
Midwest Bridge Company	\$ 1,183,156.80	Same	5
Fisher Contracting Company			
Dan's Excavating, Inc	\$ 1,250,057.00	Same	7
Gerace Construction Company. Inc.	\$ 1,264,979.37	Same	8
Posen Construction, Inc.	\$ 1,161,550.80	Same	3
Walter Toebe Construction Co.	\$ 1,080,689.39	Same	1 **
Davis Construction, Inc.	\$ 1,104,991.54	Same	2
Anlaan Corporation	\$ 1,182,948.00	Same	4
Prince Bridge & Marine, LTD.	\$ 1,445,583.29	Same	11

11 Bidders

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

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

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

Funding Source:

Lapeer County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

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

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

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

New Project Identification: Bridge replacement.

224. LETTING OF JULY 09, 2003
 PROPOSAL 0307075
 PROJECT STH 82609-73995, ETC
 LOCAL AGRMT. 03-5391
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 31, 2003

ENG. EST. LOW BID
 \$ 378,250.80 \$ 374,888.08

% OVER/UNDER EST.
 -0.89 %

Traffic signal modernization and pavement markings on Hubbell Road at Plymouth, Joy and West Chicago Roads, and on Vernor Highway at Central and Junction Streets in the city of Detroit, Wayne County.

BIDDER	AS-READ	AS-CHECKED	
Posen Construction, Inc.	\$ 538,958.00	Same	3
Motor City Electric Utilities Co.	\$ 374,888.08	Same	1 **
Metropolitan Power & Lighting, Inc.			
John R. Howell, Inc.			
Rauhorn Electric, Inc.	\$ 414,653.74	Same	2

3 Bidders

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

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

Source of Funds:

73995A	
City of Detroit	20.00 %
Federal Highway Administration Funds	80.00 %
73998A	
City of Detroit	20.00 %
Federal Highway Administration Funds	80.00 %

229. LETTING OF JULY 09, 2003
 PROPOSAL 0307081
 PROJECT EDDF 02555-58434
 LOCAL AGRMT. 03-5338
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 15, 2003

ENG. EST. \$ 127,217.55
 LOW BID \$ 151,358.00
 % OVER/UNDER EST. 18.98 %

0.27 mi of reconstruction including earth excavation, subbase, aggregate base, hot mix asphalt surfacing, drainage improvements, intersection improvements, and restoration on H-01 (Rock River Road) from Nykannen Road northerly in the village of Chatham, Alger County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 224,642.38	Same	3
A. Lindberg & Sons, Inc.	\$ 151,358.00	Same	1 **
Payne & Dolan, Inc.			
C. Oberstar Excavating, Inc.	\$ 164,532.32	Same	2
CRS/Shaw Contracting Co.			

3 Bidders

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

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

Source of Funds:

Village of Chatham 30.00 %
 Federal Highway Administration Funds 70.00 %

UPTRAN PROJECTS

230. LETTING OF JULY 09, 2003
 PROPOSAL 0307080
 PROJECT AO 84004-75281
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - JULY 31, 2004

ENG. EST. \$ 1,177,451.00
 LOW BID \$ 1,035,614.24
 % OVER/UNDER EST. -12.05 %

Spot main line track rehabilitation and side track extension on State-owned railway in Gratiot, Isabella, Shiawassee, and Wexford Counties.

BIDDER	AS-READ	AS-CHECKED	
Armond Cassil Railroad Construction	\$ 1,035,614.24	Same	1 **
CR Construction Company of Ohio	\$ 1,173,394.40	Same	2

2 Bidders

Purpose/Business Case: This project rehabilitates railroad track at various locations and extends a side track.

Benefit: The track rehabilitation improves safety and track condition; the siding extension facilitates rail operations.

Funding Source: State Restricted Trunkline Funds - 100 %

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

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

Cost Reduction: Lower vehicle maintenance costs and accident-related costs to the public.

New Project Identification: The siding extension portion of this project is new construction.

EXTRAS

231. **Item Number 2003-37**

Control Section/Job Number: 33403-50152A Local Agency Project

Contractor: **Withdrawn @ T&MR** Bailey Excavating, Inc.
1073 Toro Drive
P. O. Box 660
Jackson, Michigan 49204

Designed By: Consultant
Engineer's Estimate: \$1,870,025.95

Description of Project:

1.0 m. of bituminous and plain concrete road reconstruction with concrete curb and gutter, storm sewer and watermain on Lake Lansing Road, Lansing city limits to US-127, Ingham County.

Administrative Board Approval Date:	May 7, 2002	
Contract Date:	May 20, 2002	
Original Contract Amount:	\$1,997,228.99	
Total of Overruns/Changes (Approved to Date):	-49,951.61	- 02.50 %
Total of Extras/Adjustments (Approved to Date):	98,259.96	+ 04.92 %
THIS REQUEST	<u>207,467.57</u>	<u>+ 10.39 %</u>
Revised Total	<u>\$2,253,004.91</u>	+ 12.81 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 2.42% over the original budget for an **Authorized to Date Amount** of \$2,045,537.34.

Approval of this extra will place the authorized status of the contract +12.81 % over (+\$255,775.92) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None.

Contract Modification Number(s): 8

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

Sanitary Sewer Force Account Final Payment	1.00dlr.@ \$207,467.57	<u>\$207,467.57</u>
Total		<u>\$207,467.57</u>

Reason for the pay items above: during construction it became evident that the original work associated with the eight inch sanitary sewer was inadequate. The existing sanitary sewer had deteriorated beyond the condition anticipated in the plans. The price for this work was established through force account in accordance with 109.07.C. of the 2003 Interim Specifications for Highway Construction. For this extra, the Ingham County Road Commission will be paying 100 % of the cost. Invoices were kept on material

costs, labor was accounted for hourly and was charged in accordance with the David Bacon Act, and the equipment rates were compared to the Primedia Blue Book rates. Documentation of this work can be found in the project files at the Lansing Transportation Service Center

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

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

Purpose/Business Case: This request supplements funds to the original contract to include the above items of work to the contract.

Benefit: Including this item in the contract addresses the need to replace more of the sanitary sewer than was originally anticipated.

Funding Source: FHWA, 69.38 %; Ingham County, 30.62 % for contract. However, this item is funded 100% by Ingham County.

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

Risk Assessment: Not replacing the old, decrepit sanitary sewer could result in new pavement being removed and replaced, to fix a sanitary sewer failure at substantial cost in the near future.

Cost Reduction: The lowest possible price has been incurred.

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

232. **Item Number 2003 - 38**

Control Section/Job Number: 39405-49374A Local Agency Project

Contractor: Robert Bailey Contractors
1727 Construction Drive
Kalamazoo, Michigan 49001

Designed By: Consultant
Engineer's Estimate: \$3,219,096.00

Description of Project:

1.38 mi. of bituminous reconstruction and widening, aggregate base, storm sewer, watermain, concrete curb and gutter, drainage structures, permanent pavement markings, and traffic signals on West Milham Avenue from Oakland Drive easterly to 400 ft. east of Westnedge Drive, and Constitution Boulevard from 270 ft. south of West Milham Avenue north to West Milham Avenue in the city of Portage, Kalamazoo County.

Administrative Board Approval Date:	May 7, 2002	
Contract Date:	May 8, 2002	
Original Contract Amount:	\$2,713,520.62	
Total of Overruns/Changes (Approved to Date):	58,133.68	+ 02.14 %
Total of Extras/Adjustments (Approved to Date):	166,250.86	+ 06.13 %
THIS REQUEST	<u>252,845.33</u>	<u>+ 09.32 %</u>
Revised Total	<u>\$3,190,750.49</u>	+ 17.59 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 8.27 % over the original budget for an **Authorized to Date Amount** of \$2,937,905.16.

Approval of this extra will place the authorized status of the contract + 17.59 % over (+\$477,229.87) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 4, r.15; 9, r.14.

Payment is requested for the following Extra(s)/Adjustment(s) to the contract:

CM 4, r.15

Retaining Walls, Segmented	2,163.800sft@\$48.00/sft	103,862.40
Pavers, Brick-Modified	3,462.600sft@\$16.50/sft	57,132.90

Reason for the pay items above: during construction it became necessary to construct a retaining wall behind the new sidewalk, to avoid existing utilities and avoid steeply sloping adjacent ground, and preserve existing trees within the right-of-way. The City of Portage requested that the walls be built according to standard City specifications and materials. Also, during construction the extent and scope of the brick pavers was expanded by the local agency to address many irregularly shaped areas adjacent to the new sidewalk, curb, and traffic signal mast arms. The additional piecework entailed considerable labor beyond the work specified in the plans and specifications. To account for this incurred effort, a new item, Paver, Brick-Modified, was created with a unit price of \$16.50 per sft. These unit prices were negotiated for the work. The new price was a composite of the original contract item and the labor rates from Davis Bacon. The contractor and Local Agency agreed with the pricing. These items are entirely paid for by the City of Portage.

CM 9, r.4

Adj. to Subgrade Undercutting Type I	8,596.000cyd@\$5.00/cyd	42,980.00
Sand Backfill over Watermain	5,430.000cyd@\$9.00/cyd	48,870.00

Reason for the pay items above: these items pay for the sand backfill over the storm sewer. The note on plan sheet 2 indicates any unsuitable material removed from the storm sewer trench is to be replaced with sand backfill, which will be paid for as "Subgrade Undercutting, Type II". This bid item was inadvertently not included in the proposal. The removal of the unsuitable material is included in the item "Subgrade Undercutting, Type I". Replacement with sand backfill is included with the item "Sand Backfill over Watermain." The unit prices for this extra work compare favorably with MDOT published average unit prices for similar work. Documentation for this work can be obtained by contacting the Kalamazoo Transportation Service Center.

Total \$252,845.30

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

This Extra was recommended for approval by the State Transportation Commission at its July 31, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request supplements funds to the original contract to include the above items of work to the contract.

Benefit: The inclusion of these pay items ensures that the project will be built in such a manner as to have stable slopes close to the pavement. Additionally, the backfill of the sanitary system will be built to standard.

Funding Source: FHWA, 64.65 %; City of Portage, 35.35 %.

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

Risk Assessment: MDOT is responsible for building good slopes along the side of its projects. Failure to backfill the sanitary sewer properly could result in contamination of the environment.

Cost Reduction: The lowest possible price has been negotiated.

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

233. **Item Number 2003 - 39**

Control Section/Job Number: 39405 - 49379A Local Agency Project

Contractor: Thompson-McCully Company
5905 Belleville Road
Belleville, Michigan 48111

Designed By: Consultant
Engineer's Estimate: \$1,991,999.95

Description of Project:

3.016 km of pavement removal, cold milling, bituminous pavement, storm sewer, traffic signals, curb and gutter on Parkview Avenue from 200 m west of Drake Road to east of Oakland in the city of Kalamazoo, Kalamazoo County.

Administrative Board Approval Date:	September 4, 2001	
Contract Date:	March 21, 2002	
Original Contract Amount:	\$2,175,568.77	
Total of Overruns/Changes (Approved to Date):	36,937.47	+ 1.70 %
Total of Extras/Adjustments (Approved to Date):	178,779.50	+ 8.22 %
THIS REQUEST	<u>47,328.00</u>	<u>+ 2.18 %</u>
Revised Total	<u>\$2,438,613.74</u>	+ 12.10 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 9.92 % over the original budget for an **Authorized to Date Amount** of \$2,391,285.74.

Approval of this extra will place the authorized status of the contract + 12.10 % over (+ \$263,044.97) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 6, r.4

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

Remove Temporary Signals	1.000 ls @ \$1,320.00/ls	\$ 1,320.00
TS One Way Bracket Arm Mounted, LED	6.000 ea @ \$1,210.00/ea	7,260.00
TS Ped, Two Way Bracket Arm Mounted, LED	4.000 ea @ \$1,650.00/ea	6,600.00
TS One Way Mast Arm Mounted, LED	12.000 ea @ \$1,095.00/ea	13,140.00
Pedestal, Aluminum	6.000 ea @ \$1,045.00/ea	6,270.00
Pedestal, Foundation	6.000 ea @ \$935.00/ea	5,610.00
Pedestal, Remove	2.000 ea @ \$77.00/ea	154.00
Steel Landscape Edging, 100mm	440.000 m @ \$11.00/m	4,840.00
TS Ped, One Way Pedestal Mounted	2.000 ea @ \$990.00/ea	1,980.00
TS Ped, Pedestal Mounted, Removal	2.000 ea @ \$77.00/ea	<u>154.00</u>
Total		<u>\$47,328.00</u>

Reason for the pay items above: the above pay items were recommended to be incorporated into the plans by the city traffic engineer. The widening of this project at the Greenleaf and Parkview intersection required the above items to control traffic and pedestrian movements in the safest manner possible. The plans did not adequately address the traffic control needs. The unit prices and lump-sum price for this extra work were negotiated in accordance with Standard Spec. 109.07.A. and B. of the 1996 Standard Specifications for Highway Construction and compare favorably with MDOT published average unit prices for similar work. Documentation can be obtained by contacting the Kalamazoo Transportation Service Center.

Section 103.4 – EXTRA WORK – of the 1996 Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

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

Purpose/Business Case: This request adds funds to the original contract to pay for the above items.

Benefit: The above items of work allow the traffic signals at the intersection of Parkview and Greenleaf to operate more efficiently.

Funding Source: FHWA, 83.23 %; City of Kalamazoo, 16.77 %.

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

Risk Assessment: Omission of these items would make the intersection not as safe as it could be, by MDOT standards, and might result in property damage, personal injury and/or death.

Cost Reduction: The lowest possible price has been negotiated.

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

234. **Item Number 2003 - 40**

Control Section/Job Number: 39405 – 49403A Local Agency Project

Contractor: Peter's Construction
 3325 East Kilgore Road
 Kalamazoo, Michigan 49001-5533

Designed By: Consultant
 Engineer's Estimate: \$1,721,286.50

Description of Project:

1.91 km of bituminous roadway widening from two lanes to five lanes, including pavement removal, cold milling, grading, drainage structures, concrete curb and gutter, and pavement markings on Stadium Drive from 20 m west of Sixth Street to Eighth Street in Kalamazoo County.

Administrative Board Approval Date:	February 5, 2002	
Contract Date:	February 6, 2002	
Original Contract Amount:	\$1,374,648.38	
Total of Overruns/Changes (Approved to Date):	-7,665.90	- 0.56 %
Total of Extras/Adjustments (Approved to Date):	77,709.30	+ 5.65 %
THIS REQUEST	<u>95,683.35</u>	<u>+ 6.96 %</u>
Revised Total	<u>\$1,540,375.13</u>	+ 12.05 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 5.09 % over the original budget for an **Authorized to Date Amount** of \$1,444,691.78.

Approval of this extra will place the authorized status of the contract +12.05 % over (+\$165,726.75) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 4, r.2

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

Watermain, Conflict, 300 mm- Labor and Equipment	1.000 ea @ \$43,383.50/ea	\$43,383.50
Watermain, Conflict, 300 mm- Material Costs	1.000 ea @ \$52,299.85/ea	<u>52,299.85</u>
Total		<u>\$95,683.35</u>

Reason for the above items: this extra work is to pay for all the work associated with lowering the watermain on Stadium Drive due to the original shallow depth. The unit prices for this extra work were negotiated in accordance with Standard Spec. 109.07.A-E of the 1996 Standard Specifications for Highway Construction. These items are paid for entirely by the Kalamazoo County Road Commission. Documentation for this work is located in the project files and can be obtained by contacting the Kalamazoo Transportation Service Center.

Section 103.4 – EXTRA WORK – of the 1996 Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

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

Purpose/Business Case: This extra makes payment provision for operating and relocating the moveable concrete barrier that is part of the original contract.

Benefit: The taxpayers benefit by not having to initiate an additional contract for the water main work which is included on this Contract Modification.

Funding Source: These two items are 100% funded by Kalamazoo County. The balance of the contract is funded thusly, FHWA, 81.52%; Kalamazoo County, 18.48 %.

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

Risk Assessment: By including this work on the present contract, a new, smaller contract would be needed, entailing higher costs for the smaller contract and higher rates for the taxpayers.

Cost Reduction: The lowest possible price has been negotiated.

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

235. **Item Number 2003 - 41**

Control Section/Job Number: 63459 – 49862A Local Agency Project

Contractor: Six S, Inc.
2210 Scott Lake Road
Waterford, Michigan 48328

Designed By: Consultant
Engineer's Estimate: \$11,164,842.05

Description of Project:

Widen and reconstruct five-lane concrete pavement with concrete curb and gutter including four-sided precast box culvert, storm and sanitary sewer, watermain, and restoration on Long Lake Road from Carnaby Road to John R Road, on Long Lake Road from John R Road to Dequindre Road, and on 18 Mile Road from Dequindre Road to Pond View Road in the city of Troy, Oakland County.

Administrative Board Approval Date:	November 5, 2002	
Contract Date:	November 7, 2002	
Original Contract Amount:	\$8,562,497.07	
Total of Overruns/Changes (Approved to Date):	-74,111.00	- 0.87 %
Total of Extras/Adjustments (Approved to Date):	230,797.03	+ 2.70 %
THIS REQUEST	<u>150,266.50</u>	<u>+ 1.75 %</u>
Revised Total	<u>\$8,869,449.60</u>	+ 3.58 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 1.83 % over the original budget for an **Authorized to Date Amount** of \$8,719,183.10.

Approval of this extra will place the authorized status of the contract + 3.58 % over (+\$306,952.53) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 6, 16.

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

CM No. 6		
Conc. Pavement, Nonreinf. 200mm, Temp	1,000.000m2@\$50.00/m2	\$50,000.00
CM No. 16		
Conc. Pavement, Nonreinf. 200mm, Temp	2,005.330m2@\$50.00/m2	<u>100,266.50</u>
Total		<u>\$150,266.50</u>

Reason for the pay items above: this extra work is for concrete that was placed through the winter for the watermain crossings, sewer crossings and the pavement replacement on Dequindre Road. This was directed by the engineer, after requests from the City of Troy and the Oakland County Road Commission. The temporary concrete was placed in the crossings for safety concerns. Bituminous was unavailable throughout the winter months and concrete was approved. The concrete placed on Dequindre Road was also used due to the unavailability of bituminous material. The cost was negotiated with the engineer and all measurements are in the project file. The unit prices for this extra work were negotiated in accordance with Standard Spec. 109.07.A and compare favorably with MDOT published average unit prices for similar work. Documentation for this work is located in the project files and can be obtained by contacting the Oakland Transportation Service Center.

Section 103.4 – EXTRA WORK – of the 1996 Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its July 31, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request increases funds to the original contract to include the above items of work.
Benefit: The public benefits by having the roadwork completed on time and the contractors and engineers are not faced with a long delay until the planned material could be placed.
Funding Source: FHWA, 80.97 %; City of Troy, 19.03 %.
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: Not doing this extra work would delay the project causing increases in costs in order to complete this project.
Cost Reduction: The lowest possible price has been negotiated.
New Project Identification: This is an existing project already under contract.

236. **Item Number 2003 - 42**

Control Section/Job Number: 73033 – 48270A MDOT Project

Contractor: Champagne and Marx Excavating
 1445 Liberty Road
 Saginaw, Michigan 48604
 Designed By: Consultant
 Engineer's Estimate: \$4,679,338.23

Description of Project:

2,317 km of bituminous roadway reconstruction and widening, enclosed drainage, sanitary sewer and watermain alterations, on M-84 from south of Kochville Road northerly to Pierce Road, in Kochville Township, Saginaw County.

Administrative Board Approval Date:	March 19, 2002	
Contract Date:	April 24, 2002	
Original Contract Amount:	\$3,982,504.38	
Total of Overruns/Changes (Approved to Date):	-124,968.93	- 3.14 %
Total of Extras/Adjustments (Approved to Date):	376,802.21	+ 9.46 %
THIS REQUEST	<u>22,579.20</u>	+ 0.57 %
Revised Total	<u>\$4,256,916.86</u>	+ 6.89 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 6.32% over the original budget for an **Authorized to Date Amount** of \$4,234,337.66.

Approval of this extra will place the authorized status of the contract +6.89% over (+\$274,412.48) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 12

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

High Stress, 5E3 to meet AWI for 2003	1,163.000 t @ \$4.90/t	\$5,698.70
Bit Mixture, 5E3 to meet AWI for 2003	3,445.000 t @ \$4.90/t	<u>16,880.50</u>
Total		<u>\$22,579.20</u>

These pay items were necessary due to a change in bituminous material specifications for AWI (Aggregate Wear Index), which improves the skid resistance of the pavement. The necessary changes in specifications were made on a statewide basis after studies by MDOT indicated inadequate skid resistance on some pavements. The unit prices for this extra work were negotiated in accordance with Standard Spec. 109.07.A and compare favorably with MDOT published average unit prices for similar work. Documentation for this work is located in the project files and is at the Bay City Transportation Service Center.

Section 103.4 – EXTRA WORK – of the 1996 Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

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

- Purpose/Business Case:** This request increases funding to add the above items of work to the original contract.
- Benefit:** The public benefits by having a higher friction standard.
- Funding Source:** FHWA, 79.82 %; State Restricted Trunkline, 20.18 %.
- Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
- Risk Assessment:** With a higher friction surface on the pavement, a motorist is less likely to lose control of his vehicle. This equates to a reduction of property damage, personal injury and loss of life.
- Cost Reduction:** The lowest possible price has been negotiated.
- New Project Identification:** This is an existing project already under contract.

237. **Item Number 2003 - 43**

Control Section/Job Number: 73063 – 56944A MDOT Project

Contractor: Saginaw Asphalt Paving Company
3200 Carrollton Road
P.O. Box 577
Carrollton, Michigan 48724

Designed By: MDOT
Engineer's Estimate: \$1,228,128.23

Description of Project:

13.784 km of cold milling and resurfacing, detail 8 joint repairs and full depth concrete repairs on M-46 from Portsmouth Road to M-15 in the townships of Buena Vista and Blumfield, Saginaw and Tuscola Counties.

Administrative Board Approval Date:	November 5, 2002	
Contract Date:	January 21, 2003	
Original Contract Amount:	\$929,202.30	
Total of Overruns/Changes (Approved to Date):	591.01	+ 0.06 %
Total of Extras/Adjustments (Approved to Date):	68,560.80	+ 7.38 %
THIS REQUEST	<u>89,310.34</u>	<u>+ 9.61 %</u>
Revised Total	<u>\$1,087,664.45</u>	+ 17.05 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 7.44 % over the original budget for an **Authorized to Date Amount** of \$998,354.11.

Approval of this extra will place the authorized status of the contract + 17.05 % over (\$158,462.15) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

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

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

Extra Depth Concrete	3,545.640dlr@\$1.00/dlr	\$3,545.64
Bit Mixture, 5E3 to meet AWI specifications	17,503.000 t @ \$4.90/t	<u>85,764.70</u>
Total		<u>\$89,310.34</u>

Reason for the pay items above: the first item is needed because the quantity of concrete that is in the plans was insufficient to bring the proposed surface up to the elevation that would match the existing concrete that was left in the roadway. The second item was needed because the aggregate wear index testing requirements became more stringent after the project was let. To insure that this project would have better quality material, the Construction and Technology Division of MDOT incorporated the more stringent specifications. The unit prices for this extra work were negotiated in accordance with Standard

Spec. 109.07.A and compare favorably with MDOT published average unit prices for similar work. Documentation for the development of these unit prices can be found at the Bay City Transportation Service Center.

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

This Extra was recommended for approval by the State Transportation Commission at its July 31, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request supplements funds to the original contract to include the above items of work to the contract.

Benefit: The longitudinal concrete joints have a smooth transition between them because of the extra concrete placed during construction. The bituminous mixture used in the top layer of the pavement has a safer textured surface.

Funding Source: State Restricted Trunkline, 100 %.

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

Risk Assessment: Pavements with edge-of-lane drop-off and smooth pavement surfaces are unsafe and have a higher rate of personal injury and property damage accidents than the roadway built on this project.

Cost Reduction: The lowest possible price has been negotiated.

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

238. **Item Number 2003 - 44**

Control Section/Job Number: 81031–32389A MDOT Project

Contractor: Brady Sand & Gravel, Inc.
2978 Russell Road
Tecumseh, Michigan 49286

Designed By: Consultant
Engineer's Estimate: \$2,103,101.23

Description of Project:

1.425 km of bituminous cold milling, resurfacing, concrete joint repair, widening for turn lanes and traffic signal installation on US-12, from Austin Road easterly to Saline River, and concrete deck overlay and railing replacement on US-12 over Saline River, in Saline Township and the city of Saline, Washtenaw County.

Administrative Board Approval Date:	March 19, 2002	
Contract Date:	April 11, 2002	
Original Contract Amount:	\$2,125,465.26	
Total of Overruns/Changes (Approved to Date):	81,817.88	+ 3.85 %
Total of Extras/Adjustments (Approved to Date):	150,646.45	+ 7.09 %
THIS REQUEST	<u>33,964.00</u>	<u>+ 1.60 %</u>
Revised Total	<u>\$2,391,893.59</u>	+ 12.54 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract +10.94 % over the original budget for an **Authorized to Date Amount** of \$2,357,929.59.

Approval of this extra will place the authorized status of the contract + 12.54 % over (+ \$266,428.33) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 18, r.3

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

Edge Trimming	3,312.800 m @ \$5.00/m	\$16,564.00
Pavement, Cleaning	1.000 ls @ \$17,400.00/ls	<u>17,400.00</u>
Total		<u>\$33,964.00</u>

Reason for the above items: for the first item, the contractor has spent a considerable amount of time cleaning the existing edge of asphalt and removing loose pieces of asphalt to accommodate the paving of the widening on this project. The second pay item was inadvertently omitted from the project. This item is to compensate the contractor for cleaning the pavement per the specification. The unit prices and the lump sum for this extra work were negotiated in accordance with Standard Spec. 109.07.A and 109.07.B of the 1996 Standard Specifications for Highway Construction and compare favorably with MDOT published average unit prices for similar work. Documentation for this work can be found at the Brighton Transportation Service Center.

Section 103.4 – EXTRA WORK – of the 1996 Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

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

Purpose/Business Case: This request adds supplemental funds to the original contract to include the above items of work to the contract.

Benefit: Preparing the remaining pavement edge properly, prior to placement of new pavement, insures maximum bonding and strength development with the new pavement.

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

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

Risk Assessment: Not doing this work would result in the pavement becoming unraveled at the interface between the older pavement and the newer material.

Cost Reduction: The lowest possible price has been negotiated.

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

239. **Item Number 2003 - 45**

Control Section/Job Number: 82400-60334A Local Agency Project

Contractor: Thompson-McCully Company
5905 Belleville Road
Belleville, Michigan 48111

Designed By: Local Agency
Engineer's Estimate: \$3,382,000.00

Description of Project:

10.27 km of cold milling bituminous surface, rubblizing, bituminous resurfacing, concrete curb, sidewalk, driveway approaches, drainage structures, and pavement markings on Central, Ewald Circle, John Kronk, Livernois, Northlawn, Schaefer, St. Mary, Tireman, and Westfield, in the city of Detroit, Wayne County.

Administrative Board Approval Date:	July 2, 2002	
Contract Date:	July 12, 2002	
Original Contract Amount:	\$3,076,517.22	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00 %
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00 %
THIS REQUEST	<u>450,020.40</u>	<u>+ 14.63 %</u>
Revised Total	<u>\$3,526,537.62</u>	+ 14.63 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 0.00% over the original budget for an **Authorized to Date Amount** of \$3,076,517.22.

Approval of this extra will place the authorized status of the contract + 14.63% over (+ \$450,020.40) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 2, r. 1

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

Bituminous Mixture 2", 3C	3,600.000 t @ \$33.30/t	\$119,880.00
Earth Excavation at Livernois	500.000 m3 @ \$20.50/m3	10,250.00
Plane of Weakness Joint	7,080.00 m @ \$2.88/m	20,390.40
Remove & Replace 10" Reinforced Concrete	2,500.000 m2 @ \$69.50/m2	173,750.00
Bituminous Mixture 1.5", 4C	3,200.000 t @ \$35.00/t	112,000.00
Aggregate Base at Livernois	500.000 m3 @ \$27.50/m3	<u>13,750.00</u>
Total		<u>\$450,020.40</u>

Reason for the pay items above: the contractor could not rubblize the pavement due to the location and condition of underground utilities beneath the existing pavement. Part of the existing pavement was removed from the contract because it was done as part of a public works contract. The unit prices submitted by the

contractor were reviewed by the Detroit Transportation Service Center project staff and found to be acceptable compared to the average unit prices according to the Standard Spec. 109.07.A. of the 1996 Standard Specifications for Highway Construction. The pertinent documents are in the project files at the Detroit TSC.

Section 103.4 – EXTRA WORK – of the 1996 Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its July 31, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request supplements funds to the original contract to include the above items of work to the contract.

Benefit: The public benefits by having a well constructed project incorporating the pay items above.

Funding Source: City of Detroit, 53.75 %; FHWA, 46.25 %.

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

Risk Assessment: Without this work being done, the pavement would prematurely deteriorate, requiring additional funds to repair it in the near future.

Cost Reduction: The lowest possible price has been negotiated.

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

240. **Item Number 2003 - 46**

Control Section/Job Number: 83033 – 34682A MDOT Project

Contractor: D. J. McQuestion & Sons, Inc.
17708 18 Mile Road
Leroy, Michigan 49655

Designed By: Consultant
Engineer's Estimate: \$46,737,086.65

Description of Project:

17.14 km of bituminous freeway construction, interchange construction and seven (7) new structures, on US-131 relocated, from north of No. 30 Road northerly to south of No. 6 Road, in Haring, Cedar Creek and Liberty Townships, Wexford County.

Administrative Board Approval Date:	January 15, 2002	
Contract Date:	January 16, 2002	
Original Contract Amount:	\$38,777,435.35	
Total of Overruns/Changes (Approved to Date):	-105,158.79	- 0.27 %
Total of Extras/Adjustments (Approved to Date):	87,633.93	+ 0.23 %
THIS REQUEST	<u>697,732.31</u>	+ <u>1.80</u> %
Revised Total	<u>\$39,457,642.80</u>	+ 1.76 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract -0.04% under the original budget for an **Authorized to Date Amount** of \$38,759,910.49.

Approval of this extra will place the authorized status of the contract + 1.76 % over (+\$680,207.45) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 32, r.3; 34, r.3

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

Value Engineering, Phase I	1.000 dlr @ \$156,744.34/dlr	\$156,744.34
Value Engineering, Phase II	1.000 dlr @ \$540,987.97/dlr	<u>540,987.97</u>
Total		<u>\$697,732.31</u>

Reason for the pay items above: in accordance with Supplemental Specification for Value Engineering Change Proposal contained in the proposal for the project, the Value Engineering Decision Team reviewed and approved, with conditions, a contractor-submitted Value Engineering Change Proposal on August 1, 2002. The Value Engineering Decision Team was composed of representatives from MDOT Construction & Technology, MDOT Traffic & Safety and from the Federal Highway Administration. All subject conditions have been addressed. Documentation is in the project files. The contractor-proposed change primarily involved changing the vertical alignment to better fit the existing terrain and minimize the amount of earth excavation and embankment on the projects. These changes also impacted the drainage, guardrail, erosion control, and restoration measures. The unit prices for this extra work were negotiated in accordance with Standard Spec. 109.07.A. of the 1996 Standard Specifications for Highway Construction and compare favorably with MDOT published average unit prices for similar work. The documentation for this extra work is located in the project files at the Cadillac Transportation Service Center.

Section 103.4 – EXTRA WORK – of the 1996 Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its July 31, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request supplements funds to the original contract to include the above items of work to the contract.

Benefit: Utilizing the solution arrived at by the Value Engineering Decision Team saves the taxpayers over one million eighty-one thousand dollars (\$1,081,000.00).

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

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

Risk Assessment: Building this job as originally designed is substantially more costly than the alternative arrived at by the Value Engineering Change Proposal.

Cost Reduction: The lowest possible price has been negotiated.

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

241. **Item Number 2003 - 47**

Control Section/Job Number: 27004-56503A Local Agency Project

Contractor: Zenith Tech, Inc.
N6 W23633 Bluemound Road
Waukesha, Wisconsin 53187-1028

Designed By: Consultant
Engineer's Estimate: \$439,153.50

Description of Project:

Remove existing structure, construction of a prestressed, concrete box-beam bridge, and related approach work on Vanderhagen Road over North Branch Spring Creek, Ironwood Township, Gogebic County.

Administrative Board Approval Date:	June 18, 2002	
Contract Date:	July 10, 2002	
Original Contract Amount:	\$310,855.40	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00 %
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00 %
THIS REQUEST	<u>192,958.50</u>	<u>+ 62.07 %</u>
Revised Total	<u>\$503,831.90</u>	+ 62.07 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 0.00 % over the original budget for an **Authorized to Date Amount** of \$310,855.40.

Approval of this extra will place the authorized status of the contract +62.07 % over (+192,958.50) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 3, r.6.

The reason for all the items in this request is that the embankment structure which is under construction is subsiding. The county will pave the roadway at a future date. This contract modification requests payment for the following Extras to the contract:

Clearing 2003	1.000 ls @ \$2,950.00/ls	\$2,950.00
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The adjusted lump-sum clearing cost represents hand-cutting in the peat area, then skidding the debris out with cables. This work is not comparable to average unit prices or last year's work because of the added equipment and labor necessary to remove the debris. The proposed cost is deemed reasonable for the required work and was calculated using 103.03.D. of the 2003 Interim Standard Specifications for Highway Construction.

Earth Excavation 2003	4,200.000 cyd @ \$9.93/cyd	\$41,706.00
Embankment 2003	3,500.000 cyd @ \$14.28/cyd	\$49,980.00

For the two pay items above: the original contract provided for most of the excavated material to be incorporated into the embankment. The geotechnical report requires the embankment to be Class III sand, which will have to be secured from an off-site source. This adjustment represents the construction of a temporary haul-road and pay for loading, trucking and disposal costs, which were not included in the original unit price. Placement by equipment from the edges of the settlement area and different compaction methods, because vibratory equipment will not be allowed for a significant amount of the work, also increased the cost. The average awarded price found in the Weighted Average Prices Item Report is similar to this proposed unit price for the Earth Excavation but, the Embankment work is not comparable to any average unit price. The price for Embankment work has been negotiated and includes Davis Bacon labor rates and Primedia Blue Book equipment rates. These rates were adjusted in accordance with spec. 103.03.D. of the 2003 Interim Standard Specifications for Highway Construction.

<i>Hot Mix Asphalt (HMA) 13A, 2003</i>	16.000 t @ \$50.00/t	\$800.00
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The contract quantity of HMA 13A will be significantly reduced because the peat will continue to subside over time. The County will pave this area at a future date, when the subsidence has ceased. The revised unit price is similar to small bridge approaches. The proposed cost is reasonable for the required work above and was calculated using labor, material and equipment as specified under 103.03.D. of the 2003 Interim Standard Specifications for Highway Construction.

Topsoil 2003	2,500.000 syd @ \$2.75/syd	\$6,875.00
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The salvaged topsoil, intended to be used for the project, is now lost in the area of the peat settlement. This adjusted unit price represents the purchase, loading and trucking of off-site topsoil for the project. The placement of this topsoil in the areas near the toe of the slope will be performed by different equipment than is conventionally used because of the unstable soils. The proposed cost is reasonable for the required work above and was calculated using labor, material and equipment as specified under 103.03.D. of the 2003 Interim Standard Specifications for Highway Construction.

Mobilizations, Max. 2003	1.000 ls @ \$7,750.00/ls	\$7,750.00
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The contractor was ordered to shut down the site for the winter when the peat settlement first began in order for the engineer to properly analyze the failure and determine a solution. This item represents the cost of the contractor to move out the equipment in the fall of 2002 and move the equipment back in for the work in 2003. Section 150.02 would not apply to this time because the increased cost of mobilization was ordered by the engineer. The average awarded prices found in the Weighted Average Prices Item Report are similar to the proposed unit prices. The proposed cost is reasonable for the required work above and was calculated using labor, material and equipment as specified under 103.03.D. of the 2003 Interim Standard Specifications for Highway Construction.

Geotextile Blanket	5,300.000 syd @ \$5.25/syd	\$27,825.00
Breaker Run Stone 2002	390.000 cyd @ \$15.75/cyd	\$6,142.50
Breaker Run Stone 2003	1,400.000 cyd @ \$16.25/cyd	\$22,750.00

This extra work involves placement of breaker run stone (3" crushed) on top of geotextile blanket, per the MDOT Geotechnical Engineer's recommendation. This work was necessary to stabilize the site prior to

Administrative Board Approval Date:	March 19, 2002	
Contract Date:	April 10, 2002	
Original Contract Amount:	\$33,451,816.81	
Total of Overruns/Changes (Approved to Date):	993,815.95	+ 2.97 %
Total of Extras/Adjustments (Approved to Date):	2,832,348.00	+ 8.47 %
THIS REQUEST	<u>2,243,342.77</u>	<u>+ 6.71 %</u>
Revised Total	<u>\$39,521,323.53</u>	+ 18.15 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract +11.44 % over the original budget for an **Authorized to Date Amount** of \$37,277,980.76.

Approval of this extra will place the authorized status of the contract + 18.15 % over (+\$6,069,506.72) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 21, r.1; 22; 28, r. 8

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

CM No. 21, r.1

Moveable Conc. Traffic Barrier, Operated	10,486.00 m @ \$ 98.75/m	\$1,035,492.50
Moveable Conc. Traffic Barrier, Relocated	10,486.00 m @ \$ 30.00/m	<u>314,580.00</u>
Sub-total, CM No. 21, r.1		<u>\$1,350,072.50</u>

Reason for the pay items above: the item "Moveable Concrete Traffic Barrier" is a new item being utilized by MDOT. All of the parties responsible for ensuring completeness of the items necessary for work overlooked the pay items of operating and relocating the moveable concrete traffic barrier. The Extra above was necessary to pay for the movement of the moveable barrier off of the construction site and the storage of the moveable concrete traffic barrier during the winter of 2002-2003.

The second item was necessary to pay for the placement of the moveable concrete barrier wall on the newly reconstructed southbound roadway before the 2003 construction season. This work precedes the construction of the northbound roadway. The original specification called for movement of the moveable traffic concrete barrier back and forth across the lane, but did not make provision for the removal and replacement to the construction site. The unit prices for this extra work were negotiated in accordance with Standard Spec. 109.07.A. of the 1996 Standard Specifications for Highway Construction and compare favorably with industry average unit prices for similar work. The documentation for this work can be found at the Davison Transportation Service Center.

CM No. 22

Conc Barrier, Double Face, Type B		
Modified w/Glare Screen	3,560.000 m @ \$206.58/m	735,424.80
Spillway, Conc	20.000m@\$125.00/m	<u>2,500.00</u>
Subtotal, CM No. 28, r.8		<u>\$737,924.80</u>

Reason for the pay items above: the first item compensates the contractor for work associated with the placement of the standard, required Concrete Barrier, Double Face, Type B Modified with Glare Screen which was shown on the plans but not included in the pay items in the proposal.

The second item is for draining the southbound I-75 approach of the bridge over Brent Run Creek. This was deemed necessary to prevent soil erosion by the consultant in charge of construction over sight. The unit prices for this extra work were negotiated in accordance with Standard Spec. 109.07.A. of the 1996 Standard Specifications for Highway Construction and compare favorably with MDOT published average unit prices for similar work.

CM 28, r.8

Soil Erosion, Slope Protection	2,800.000t@\$24.00/t	67,200.00
Aggregate 1x3 Undercut	391.500 m3 @ \$38.17/m3	14,943.56
Hot Tar Longitudinal Sealing	1.000 ls @ \$6,480.00/ls	6,480.00
Filler Wall Repair (W) Wilson Rd.	1.000 ls @ \$1,093.06/ls	1,093.06
Median Barrier, Connection	6.000 ea @ \$925.00/ea	5,550.00
Attenuator Moveable Concrete Barrier Wall	2.000 ea @ \$9,102.00/ea	18,204.00
Bit Mixture for Patching, Temp	18.240 t @ \$90.00/t	1,641.60
Guardrail Approach Terminal, Type 1T Remove and Relocate	1.000 ea @ \$1,155.00/ea	1,155.00
Guardrail Approach Terminal, Type T Remove and Relocate	1.000 ea @ \$341.25/ea	341.25
Guardrail, Type R Remove and Relocate	40.000 m @ \$34.65/m	1,386.00
Pavt for Butt Joints, Rem	4,160.500 m2 @ \$8.40/m2	34,948.20
Sewer Tap, 300 mm	2.000 ea @ \$300.00/ea	600.00
Shoulder Gutter, Conc, Det 1	1.000 ea @ \$850.00/ea	850.00
Shoulder Gutter, Conc, Det 2	1.000 ea @ \$850.00/ea	850.00
Video Taping Sewer and Culv Pipe, 750 mm	25.700 m @ \$4.00/m	<u>102.80</u>
Subtotal, CM No. 28, r. 8		<u>\$155,345.47</u>

Reason for the pay items above: the construction staff at the Davison Transportation Service Center recommended the above items be included as part of this contract to improve the surface and subsurface drainage and safety of the pavement structure for this project. This greatly improves the functionality of this facility. The unit prices and lump sums for this extra work were negotiated in accordance with Standard Spec 109.07.A and 109.07.B of the 1996 Standard Specifications for Highway Construction and compare favorably with MDOT published average unit prices for similar work. Documentation for this work can be found in the project file at the Davison Transportation Service Center.

Total \$2,243,342.77

Section 103.4 – EXTRA WORK – of the 1996 Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its July 31, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request supplements funds to the original contract to include the above items of work to the contract.

Benefit: Doing this work vastly improves the constructability and functioning of this pavement structure.

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

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

Risk Assessment: Failure to include these items would result in lengthy delays during construction, inadequate drainage of storm water and less than optimal safety standards.

Cost Reduction: The lowest possible price has been negotiated.

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

OVERRUNS

243. **Item Number 08 - 1**

Control Section/Job Number: 82111-47085A MDOT Project

Contractor: John Carlo, Inc.
River Ridge Corporate Centre
45000 River Ridge Drive, Suite 200
Clinton Township, Michigan 48226

Designed By: MDOT
Engineer's Estimate: \$12,045,866.66

Description of Project:

2.06 km of bituminous freeway reconstruction and lighting on M-10 from I-75 easterly to Griswold Street, and structure replacement, superstructure replacement, substructure repair and concrete deck overlay on M-10 under Porter Street, under Elizabeth Street, under Larned Street ramp, under Bagley Street ramp and under Howard Street (5 structures) in the city of Detroit, Wayne County.

Administrative Board Approval Date:	November 20, 2001	
Contract Date:	January 24, 2002	
Original Contract Amount:	\$10,755,589.95	
Total of Overruns/Changes (Approved to Date):	1,075,559.00	+ 10.00 %
Total of Extras/Adjustments (Approved to Date):	461,255.10	+ 4.29 %
THIS REQUEST	<u>2,150,031.58</u>	+ <u>19.99 %</u>
Revised Total	<u>\$14,442,435.63</u>	+ 34.28 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 14.29% over the original budget for an **Authorized to Date Amount** of \$12,292,404.05.

Approval of this overrun will place the authorized status of the contract + 34.28 % over (+ \$3,686,845.68) the **Original Budget**.

Overruns Previously Approved by the State Administrative Board: None

This contract modification requests payment for the following changes to the contract:

Excavation, Earth	31,182.474 m3 @ \$13.79/m3	\$430,006.32
Non Haz Contam Material Handling and Disp, LM	30,265.084 @ \$35.52/m3	1,075,015.78
Subbase, CIP	33,009.697 m3 @ \$19.54/m3	645,009.48
Total		<u>\$2,150,031.58</u>

Reason for the above items: the plans called for removing the existing concrete pavement and excavating some of the sand sub-base to the elevation needed to build the new pavement structure. Upon removal of the existing concrete pavement, it was discovered that the existing layer of sand was much thinner than had been shown on the plans. It was necessary to remove all the sand and excavate further into the existing clay grade to attain the proper elevation to build the new pavement structure. Further testing of the excavated sand showed that it was contaminated and could not be re-used in the new pavement structure. Instead, it was necessary to dispose of the sand as a non-hazardous contaminated material, which involves hauling and disposing at a Class II landfill. The new pavement structure then required all new sand sub-base material to be hauled in and placed.

This Overrun was recommended for approval by the State Transportation Commission at its July 31, 2003, meeting, and is now recommended for approval by the State Administrative Board.

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

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

Funding Source: FHWA, 81.70 %; State Restricted Trunkline Funds, 16.34 %; City of Detroit, 1.96 %

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

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

Cost Reduction: The price has been fixed by contract.

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

244. **Item Number 08 - 2**

Control Section/Job Number: 06111 – M00195 MDOT Project

Contractor: 3-S Construction, Inc.
3200 James Savage Road, Ste. 1
Midland, Michigan 48642

Designed By: MDOT
Engineer's Estimate: \$48,904.00

Description of Project:

Sewage pump station removal and replacement including fabrication of new pump station, emptying sewage from existing pump station, removing controls and portions of existing pump station, excavation, installation of new pump station, piping and electrical controls, testing and slope restoration, at the southbound I-75 Alger rest area in the township of Moffitt, Arenac County.

Administrative Board Approval Date:	September 17, 2002	
Contract Date:	October 3, 2002	
Original Contract Amount:	\$71,429.00	
Total of Overruns/Changes (Approved to Date):	7,142.90	+ 10.00 %
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00 %
THIS REQUEST	<u>20,544.60</u>	+ <u>28.76</u> %
Revised Total	<u>\$99,116.50</u>	+ 38.76 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 10.00% over the original budget for an **Authorized to Date Amount** of \$78,571.90.

Approval of this overrun will place the authorized status of the contract + 38.76 % over (+ \$27,687.50) the **Original Budget**.

Overruns Previously Approved by the State Administrative Board: None

This contract modification requests payment for the following changes to the contract:

Slope Restoration	273.928 syd @ \$75.00/syd	<u>\$20,544.60</u>
Total		<u>\$20,544.60</u>

Reason for items above: this item compensates the contractor for additional work associated with slope restoration. The quantity was set-up only for the area of the tank that had to be removed and not for the entire area that would be disturbed in the removal and replacement. The other items of work associated with this project exposed more landscape than was anticipated at the beginning of the project. This work is governed under the 2003 Interim Standard Specifications for Construction.

This Overrun was recommended for approval by the State Transportation Commission at its July 31, 2003, meeting, and is now recommended for approval by the State Administrative Board.

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

Benefit: This work protects the soil around the Alger rest area from erosion.

Funding Source: State Restricted Trunkline Funds, 100%

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

Risk Assessment: Not doing this work could undermine the entire project, with a high risk of expensive, preventable repairs and/or restoration at a later time.

Cost Reduction: The lowest possible quantity of work was performed at this site.

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

245. **Item Number 08 - 3**

Control Section/Job Number: 12033 – 55828A MDOT Project

Contractor: Trans Tech Electric, Inc.
4601 Cleveland Road
South Bend, Indiana 46628

Designed By: MDOT
Engineer's Estimate: \$403,382.60

Description of Project:

Freeway sign and truss upgrading on I-94, from west of I-69 easterly to east of I-69, in Branch and Calhoun Counties.

Administrative Board Approval Date:	March 19, 2002	
Contract Date:	April 4, 2002	
Original Contract Amount:	\$408,800.00	
Total of Overruns/Changes (Approved to Date):	40,880.00	+ 10.00 %
Total of Extras/Adjustments (Approved to Date):	9,622.47	+ 2.35 %
THIS REQUEST	<u>4,499.28</u>	+ <u>1.10 %</u>
Revised Total	<u>\$463,801.75</u>	+ 13.45 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 12.35 % over the original budget for an **Authorized to Date Amount** of \$459,302.47.

Approval of this overrun will place the authorized status of the contract + 13.45 % over (+ \$55,001.75) the **Original Budget**.

Overruns Previously Approved by the State Administrative Board: None

This contract modification requests payment for the following changes to the contract:

Steel Sheet Piling, Temp, Left in Place	16.361 m2 @ \$275.00/m2	<u>\$4,499.28</u>
Total		<u>\$4,499.28</u>

Reason for items above: while excavating foundations at locations along I-94 W.B., the contractor encountered a very high water table which filled the holes with water within one hour. The resident engineer asked the contractor, Trans Tech, to leave sheet piling to form a cofferdam around the footing area to aid in excavation. This was done below proposed bottom of truss foundation grade. This allowed the foundation to be built in the dry. This work is governed under the 1996 Standard Specifications for Construction.

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

Purpose/Business Case: This request is for supplemental funds which will compensate the contractor for the additional quantities of original contract items.

Benefit: Leaving the sheet piling in place expedites the completion of the work associated with this project.

Funding Source: FHWA, 99.72 %; State Restricted Trunkline Funds, 0.28 %

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

Risk Assessment: Not leaving the steel sheet piling in place would allow the holes used for the concrete foundations of the truss signs to have excess water collect in them and cause the foundations to be faulty, which could lead to the sign(s) falling into the roadway, causing a hazard and/or a fatality.

Cost Reduction: The lowest possible quantity of work was performed at this site.

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

246. **Item Number 08 - 4**

Control Section/Job Number: 13073 – 57782A MDOT Project

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

Designed By: MDOT
Engineer's Estimate: \$1,606,852.28

Description of Project:

9.94 mi of hot mix asphalt shoulder surfacing and crossover construction on I-69 from north of Girard Road northerly to north of "J" Drive South, in Girard, Tekonsha and Fredonia Townships, Calhoun and Branch Counties.

Administrative Board Approval Date:	August 20, 2002	
Contract Date:	September 4, 2002	
Original Contract Amount:	\$1,622,267.70	
Total of Overruns/Changes (Approved to Date):	162,226.77	+ 10.00 %
Total of Extras/Adjustments (Approved to Date):	9,238.40	+ 0.57 %
THIS REQUEST	<u>7,773.85</u>	+ <u>0.48</u> %
Revised Total	<u>\$1,801,506.72</u>	+ 11.05 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract +10.57 % over the original budget for an **Authorized to Date Amount** of \$1,793,732.87.

Approval of this overrun will place the authorized status of the contract +11.05 % over (+\$179,239.02) the **Original Budget**.

Overruns Previously Approved by the State Administrative Board: None

This contract modification requests payment for the following changes to the contract:

Hand Patching	111.055 t @ \$70.00/t	<u>\$7,773.85</u>
		<u>\$7,773.85</u>

Reason for items above: I-69 is in poor condition. Additional hand patching was used for joint repairs needed to safely put traffic on the N.B. side of the highway during next year's construction. This work is governed under the 2003 Interim Standard Specifications for Construction.

This Overrun was recommended for approval by the State Transmission Commission at its July 31, 2003, meeting, and is now recommended for approval by the State Administrative Board.

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

Benefit: The motoring public would be able to drive on this pavement during the construction phase of the project and not have to be detoured onto county roads.

Funding Source: FHWA, 90 %; State Restricted Trunkline, 10.00 %

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

Risk Assessment: Failure to include this extra hand patching could result in roadway material breaking up and damaging vehicles.

Cost Reduction: The lowest quantity of work was performed at this site.

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

247. **Item Number 08 - 5**

Control Section/Job Number: 33403-50128A Local Agency Project

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

Designed By: Consultant
Engineer's Estimate: \$781,254.80

Description of Project:

0.49 km of reconstruction and widening from 2 to 4 lanes with bituminous pavement, concrete curb and gutter, drainage, and related work, on Jolly Road from Summergate Lane to 500 feet west of Dobie Road in Ingham County.

Administrative Board Approval Date:	February 20, 2001	
Contract Date:	March 23, 2001	
Original Contract Amount:	\$718,634.43	
Total of Overruns/Changes (Approved to Date):	71,863.44	+ 10.00 %
Total of Extras/Adjustments (Approved to Date):	88,837.06	+ 12.36 %
THIS REQUEST	<u>38,915.40</u>	+ <u>5.42</u> %
Revised Total	<u>\$918,250.33</u>	+ 27.78 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract +22.36 % over the original budget for an **Authorized to Date Amount** of \$879,334.93.

Approval of this overrun will place the authorized status of the contract +27.78 % over (+ \$199,615.90) the **Original Budget**.

Overruns Previously Approved by the State Administrative Board: None

This contract modification requests payment for the following changes to the contract:

Peat Excavation	6,485.900 cyd @ \$6.00/cyd	<u>\$38,915.40</u>
Total		<u>\$38,915.40</u>

Reason for items above: the above item work was needed to compensate the contractor for additional peat excavation. This work was needed to properly prepare the subbase for the proposed pavement. The original plan and proposal did not thoroughly identify the lateral and vertical limits of the peat layer under the proposed widening of Jolly Road from Summergate Lane to Dobie Road. This work is governed under the 1990 Standard Specifications for Construction.

This Overrun was recommended for approval by the State Transportation Commission at its July 31, 2003, meeting, and is now recommended for approval by the State Administrative Board.

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

Benefit: Doing this work prior to paving ensures a stable roadway embankment structure under the proposed pavement widening.

Funding Source: FHWA, 81.45 %; Ingham County, 18.55 %

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

Risk Assessment: Failure to do this work will result in excessive settling, requiring higher costs to repair and maintain.

Cost Reduction: The lowest possible quantity of work was performed at this site.

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

248. **Item Number 08 - 6**

Control Section/Job Number: 41401 – 50218A Local Agency Project

Contractor: Nagel Construction, Inc.
P. O. Box 10
Moline, Michigan 49335-0010

Designed By: Local Agency
Engineer's Estimate: \$185,207.48

Description of Project:

0.280 km of intersection improvement including bituminous roadway widening, traffic signals, concrete curb and gutter, and pavement marking on 68th Street and Hanna Lake Avenue intersection in Kent County.

Administrative Board Approval Date:	October 2, 2001	
Contract Date:	November 14, 2001	
Original Contract Amount:	\$181,144.00	
Total of Overruns/Changes (Approved to Date):	35,135.26	+ 19.40 %
Total of Extras/Adjustments (Approved to Date):	15,035.66	+ 8.30 %
THIS REQUEST	<u>449.99</u>	<u>+ 0.25 %</u>
Revised Total	<u>\$231,764.91</u>	+ 27.95 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 27.70 % over the original budget for an **Authorized to Date Amount** of \$231,314.92.

Approval of this overrun will place the authorized status of the contract + 27.95 % over (+ \$50,620.91) the **Original Budget**.

Overruns Previously Approved by the State Administrative Board: Overrun # 3-5, in the amount of \$17,020.86, Agenda Item 30, at the March 18, 2003, State Administrative Board Meeting.

This contract modification requests payment for the following changes to the contract:

Bit Mixture, 3C	10.227 t @ \$44.00/t	<u>\$449.99</u>
Total		<u>\$449.99</u>

Reason for items above: the bituminous mixture 3 C was underestimated by the county when it was designed. To adequately construct this project in accordance with the plans, it was necessary to increase the quantity. This work is governed under the 1996 Standard Specifications for Construction.

This Overrun was recommended for approval by the State Transportation Commission at its July 31, 2003, meeting, and is now recommended for approval by the State Administrative Board.

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

Benefit: Doing this work insures that the job will be completed as the plans specified.

Funding Source: FHWA 18.48 %; Kent County, 81.52 %

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

Risk Assessment: Failure to increase this pay item would result in either thin pavement sections or shortening the limits of the project as originally planned.

Cost Reduction: The lowest possible quantity of work was performed at this site.

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

249. **Item Number 08 - 7**

Control Section/Job Number: 41401 – 50245A Local Agency Project

Contractor: Nashville Construction Company
11205 Lawrence Road
Nashville, Michigan 49073

Designed By: Consultant
Engineer’s Estimate: \$501,203.25

Description of Project:

0.4 mi of pavement resurfacing, bituminous widening, aggregate base, storm sewer, concrete curb and gutter, drainage structures, permanent markings, and signs on Three Mile Road from 860 feet west of Kinney Avenue to 870 feet east of Kinney Avenue, and on Kinney Avenue from 400 feet south of Three Mile Road to Three Mile Road in the city of Walker, Kent County.

Administrative Board Approval Date:	February 19, 2002	
Contract Date:	March 21, 02	
Original Contract Amount:	\$460,560.48	
Total of Overruns/Changes (Approved to Date):	46,056.05	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	43,356.90	+ 9.41%
THIS REQUEST	<u>2,935.65</u>	+ <u>0.64%</u>
Revised Total	<u>\$552,909.08</u>	+ 20.05%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 19.41 % over the original budget for an **Authorized to Date Amount** of \$549,973.43.

Approval of this overrun will place the authorized status of the contract + 20.05% over (+ \$92,348.60) the **Original Budget**.

Overruns Previously Approved by the State Administrative Board: None

This contract modification requests payment for the following changes to the contract:

Roadway Grading	2.809 sta. @ \$1,045.00/sta.	<u>2,935.65</u>
Total		<u>\$2,935.65</u>

Reason for items above: on the project roadway grading was used in conjunction with the raising of the pavement to accommodate new sidewalk, lowering of the trunkline to accommodate approach roadways, and additional grading necessary to accommodate watermain trenching. This work is governed under the 2003 Interim Standard Specifications for Construction.

This Overrun was recommended for approval by the State Transportation Commission at its July 31, 2003, meeting, and is now recommended for approval by the State Administrative Board.

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

Benefit: Doing this work insures safe slopes adjacent to the roadway structure.

Funding Source: FHWA, 81.85 %; City of Walker, 18.15 %

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

Risk Assessment: Failure to do this work will result in a less than optimally safe environment.

Cost Reduction: The lowest possible quantity of work was performed at this site.

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

EXCESS PROPERTY

250. RESOLUTION “A” - Easement in Favor of a Governmental Agency
Control Section 2804D0 - Parcel 2A

The subject parcel is located in Garfield Township, Grand Traverse County, Michigan and contains 0.71 acres, more or less. This grant of easement was requested by the Grand Traverse County Road Commission. The lands requested are for a project at Keystone and Birmley Roads. This easement right is being conveyed with a permanent reversionary interest. Transfer of this property for a public purpose is considered mutual benefits. The parcel was determined to be excess by the Bureau of Highways - Development.

Mutual Benefits

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 governments, or private parties. The sale of excess property or the exchange of excess property for other State needed real estate interests returns revenue to the State or minimizes capital outlay.

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

Funding Source: N/A, revenue generating.

Commitment Level: Excess property is appraised for value and minimum sale price or exchange value is based on that appraised value.

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.

251. RESOLUTION “B” – Sale to Abutting Owner
Control Section 571237 - Parcel 574B

The subject parcel is located in the City of McBain, Missaukee County, Michigan, and contains 1,450 square feet, more or less. The subject property was appraised by Glenn P. McKennon, Property Analyst, Project Support Unit, Project Delivery Section, Real Estate Support Area on May 22, 2003, at \$1,160. The appraisal was reviewed and approved for sale by W. Patrick Scarlett, Supervisor, Excess Property Unit, Real Estate Support Area on May 23, 2003. The subject property is being sold to the abutting property owner for the current appraised market value. The abutting owner is currently encroaching on the subject property. Because of the existing encroachment and per MDOT practices, the subject tract was not offered to local municipalities prior to offering this property to the abutting owner. The parcel was determined to be excess by the Bureau of Highways - Development.

\$1,160

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 governments, or private parties. The sale of excess property or the exchange of excess property for other State needed real estate interests returns revenue to the State or minimizes capital outlay.

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

Funding Source: N/A, revenue generating.

Commitment Level: Excess property is appraised for value and minimum sale price or exchange value is based on that appraised value.

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.

252. RESOLUTION “C” – Sale to Abutting Owner
Control Section 8302F9 - Parcel 22H

The subject parcel is located in the City of Cadillac, Wexford County, Michigan, and contains 13,325 square feet, more or less. The subject property was appraised by Ronald W. Adams, Property Analyst, Excess Property Unit, Project Development Section, Real Estate Support Area, at \$40,000. The appraisal review was completed by Danny Sorrells, Property Analyst, Project Support Unit, Project Delivery Section, Real Estate Support Area on March 4, 2003, and approved for sale by W. Patrick Scarlett, Supervisor, Excess Property Unit, Property Development Section, Real Estate Support Area on March 26, 2003. Per MDOT procedures, the subject tract was offered to the local municipality prior to offering it to the abutting property owner. The subject property is being sold to the abutting property owner for the current appraised market value. The subject property abuts commercially zoned property and is not developable as a stand-alone parcel. The current abutting owner has submitted an “Application to Purchase and Agreement of Sale” at the appraised market value as approved. The parcel was determined to be excess by the Bureau of Highways - Development.

\$40,000

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 governments, or private parties. The sale of excess property or the exchange of excess property for other State needed real estate interests returns revenue to the State or minimizes capital outlay.

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

Funding Source: N/A, revenue generating.

Commitment Level: Excess property is appraised for value and minimum sale price or exchange value is based on that appraised value.

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.

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 January 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director