

AGENDA

DEPARTMENT OF ENVIRONMENTAL QUALITY

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE  
STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources Committee

February 25, 2004

State Administrative Board

March 2, 2004

SUBMERGED LANDS

1. Proposed marina lease of a 0.40-acre parcel of Lake Michigan public trust bottomlands in the City of Harbor Springs, Emmet County.  
  
Applicant: Walstrom Marine, Inc.  
  
Consideration: \$3,375 per year
  
2. Proposed marina lease of 9.07 acres of Lake Michigan public trust bottomlands in the City of Traverse City, Leelanau County.  
  
Applicant: Gateway Condominium Association of TC, Inc.  
  
Consideration: \$10,600 per year
  
3. Proposed private use agreement of 2.42 acres of Lake Huron public trust bottomlands in Clark Township, Mackinac County.  
  
Applicant: Michigan Limestone Operations, Inc.  
  
Consideration: \$3,800 per year
  
4. Proposed private use agreement of 10.91 acres of Lake Huron public trust bottomlands in the City of Rogers City, Presque Isle County.  
  
Applicant: Michigan Limestone Operations, Inc.  
  
Consideration: \$16,000 per year
  
5. Proposed private use agreement of 51.77 acres of Lake Michigan public trust bottomlands in Mueller Township, Schoolcraft County.  
  
Applicant: Michigan Limestone Operations, Inc.  
  
Consideration: \$13,600 per year

\_\_\_\_\_  
Mary Ellen Cromwell, Assistant Chief  
Geological and Land Management Division  
Department of Environmental Quality

\_\_\_\_\_  
Date

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - February 25, 2004 - 3:30 P.M.  
State Administrative Board Meeting - March 2, 2004 - 11:00 A.M.

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MINERAL LEASES

- 1. FIFTEEN DIRECT METALLIC MINERAL LEASES - DEVELOPMENT: Prime Meridian Resources, Inc. of Fond du Lac, Wisconsin, 6,182.12 acres, more or less of Department of Natural Resources State-owned minerals located in Section 4, T50N, R30W, and Section 22, T50N R33W, L'Anse Township, Section 5, T50N, R34W, Baraga Township, Baraga County, Sections 11-18, T42N, R28W, Sections 3 and 4, T42N, R29W, and Section 3 and 4, T43N R29W, Felch Township, Dickinson County.

Terms: Ten year term, standard rental (\$3.00 per acre) and royalty (2 to 7 percent). Bonus consideration \$12,364.24.

- 2. DIRECT OIL AND GAS LEASE - DEVELOPMENT: Paxton Resources, L.L.C. of Gaylord, Michigan, 160.00 acres, more or less of Department of Management and Budget and Michigan State Police owned minerals located in Section 27, T31N, R03W, Livingston Township, Livingston County.

Terms: One-year term, no extensions 3/16 royalty. Bonus \$4,000.00 (\$30.00 per acre), and \$2.00 per acre annual rental.

- 3. TWENTY-ONE DIRECT DEVELOPMENT METALLIC MINERAL LEASES, Minerals Processing Corporation, of Duluth, Minnesota, 4,343.39 acres, more or less, of Department of Natural Resources State-owned minerals, Sections 2 through 4, 8 through 15, 19 through 22 and 24, T35N, R28W, Lake Township and Sections 33 through 36, T36N, R28W Holmes Township, Menominee County.

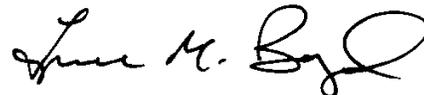
Terms: Ten-year term; standard rental (\$3.00 per acre) and royalty (2 to 7 percent): Bonus consideration \$8,686.78.

Items one and three were approved by the Director of the Department of Natural Resources on February 6, 2004. Item 2 was approved by the Chief of Forest, Mineral and Fire Management of the Department of Natural Resources on February 2, 2004. The form of legal documents involved in these transactions have previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:

Department of Natural Resources



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: February 25, 2004 - Secretary of State's Office, 3:30 PM  
State Administrative Board Meeting: March 2, 2004 - State Capitol, 11:00 AM

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SUBCONTRACTS

- |    |   |                            |                  |
|----|---|----------------------------|------------------|
| 1. | <b>United Lawnscape, Inc.<br/>4400 22 Mile Road<br/>Shelby Township, MI 48317</b> | <b>Mowing and Mulching</b> | <b>\$249,200</b> |
|----|---|----------------------------|------------------|

Retroactive approval is requested to award a subcontract for an additional amount of \$141,400 for mulching services performed on M-59. The contract was advertised, and nine bids were received. The lowest bid was selected and accepted by the City of Sterling Heights. The contract was entered into and approved by the State Administrative Board on October 7, 2003, for \$107,800. After the work was completed, it was discovered that mulching was not included and that mowing quantities had been underestimated in the original subcontract as approved. However, the additional quantities, including mulching, were included in the original bid. MDOT has received the benefit of the additional services that were performed in the amount of \$141,400. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for routine mowing of trunkline roadside, cutting of miscellaneous right-of-way areas, and mulching and mowing of median retention ponds.

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

**Funding Source:** 100% State Restricted Trunkline Funds.

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

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

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

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

**Zip Code:** 48317.

2. **Mackinac Island Sweeping and Flushing \$25,650**  
**Service Company**  
**Box 11470**  
**Mackinac Island, MI 49757**

Retroactive approval is requested by the City of Mackinac Island to award a subcontract for an additional amount of \$25,650 for sweeping and flushing services incurred between May 1, 2003, and July 15, 2003, prior to MDOT approval. During March of 2003, the City advertised and awarded a sweeping and flushing service contract on a portion of M-185 in the amount of \$95,000. The contract was advertised, and only one competitive bid was received and accepted by the City. The City failed to comply with the maintenance contract requirements of seeking prior State Administrative approval on subcontracts exceeding \$20,000. MDOT participated in costs of \$69,350, which were approved by the State Administrative Board on July 15, 2003. MDOT has received the benefit of the additional services that were performed in the amount of \$25,650. Subsequently, the City has requested that MDOT participate in costs incurred prior to the State Administrative Board approval in the amount of \$25,650. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide sweeping and flushing of the streets in the city of Mackinac Island. This work provides for daily flushing and sweeping with horse-drawn and manual equipment, as motor vehicles are not allowed on the island.

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

**Funding Source:** 100% State Restricted Trunkline Funds.

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

**Risk Assessment:** If work is not performed, accumulations of horse manure on State trunklines will occur, resulting in unsafe and unsanitary conditions.

**Cost Reduction:** This is a specialized contract restricting work methods to horse-drawn equipment and manual methods for removal of debris and flushing of streets.

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

**Zip Code:** 49757.

## CONTRACTS

3. RESOLUTION “A” – Exchange/Donation Right-of-Way Airspace Lease to Grand Valley State University

Tract 625, Extension of Lease Number 87.0744, Control Section 41131, Parcels 213, 218, & 220 in Exchange for Control Section 41131, Job Number 47169B, Parcel 1333

The subject tract is located in the city of Grand Rapids, Kent County, Michigan, and contains approximately 34,172 square feet of excess property. The tract has been leased to Grand Valley State University (GVSU) since December 15, 1986, and the lease is due to expire on December 14, 2006. MDOT has agreed to extend the lease with GVSU until the year 2026 in exchange for 9,750 square feet of right-of-way acquired from GVSU and a grading permit across 8,409 square feet of GVSU property. The subject tract was appraised by Doug Bixby, Property Analyst, Project Delivery Section, Real Estate Support Area, at \$37,000 on February 6, 2004. The appraisal was reviewed and approved for exchange by W. Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on February 6, 2004. The parcel to be exchanged was appraised by Doug Bixby, Property Appraiser, Project Delivery Section, Real Estate Support Area, at \$126,800 for the fee interest right-of-way and at \$21,900 for the needed grading permit on February 6, 2004. The appraisal was reviewed and approved for exchange by W. Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on February 6, 2004. In accordance with a pending “Option to Purchase Land” agreement made by MDOT with Grand Valley State University, the subject tract was offered to the purchaser at the current appraised market lease value of \$37,000. When this sum is offset against the required right-of-way interests that are being donated by Grand Valley State University, the net donation is \$111,700. The lease parcel was determined to be right-of-way that was available to be leased by the Bureau of Highways - Development.

Donation \$111,700

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

**Benefit:** MDOT benefits by reducing the inventory of State-owned property and generating revenue or 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 and relinquishments of easement are processed for a stated fee.

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

**Cost Reduction:** The State does not accept less than appraised value or current fee amount.

**New Project Identification:** N/A.

**Zip Code:** 49503.

4. HIGHWAYS – Increase Services and Amount, Extend Term  
Amendatory Contract (96-0770/A7) between MDOT and MVA Engineering will add services for proper maintenance updating and independent testing of MDOT's Bridge Design Computer Program, will increase the contract amount by \$49,005, and will extend the contract term by two years to provide for the continuation of the ongoing services. The original contract provides for the upgrade of the Bridge Design System. The revised contract term will be January 22, 1997, through December 31, 2006. The revised total contract amount will be \$190,765. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** Extend existing contract to provide additional services to provide proper maintenance updating and independent testing of MDOT's Bridge Design Computer Program.

**Benefit:** All bridges designed in-house by MDOT personnel will depend on the accuracy and quality of the work done by the consultant with the Bridge Design Program. Our product will benefit greatly in quality, economy, and safety.

**Funding Source:** 100% State Restricted Trunkline Funds.

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

**Risk Assessment:** Virtually all of MDOT's in-house bridge design work will be at risk without proper maintenance updating and independent testing of MDOT's Bridge Design Computer Program. This work is necessary to meet AASHTO and Federal requirements and regulations. The consultant created, wrote, and implemented this software program. The tasks to be performed require his specialized knowledge of the system and engineering expertise.

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

**New Project Identification:** Not a new project.

**Zip Code (for the major portion of the project work):** 48909.

5. \*HIGHWAYS – Increase Services and Amount, Extend Term  
Amendatory Contract (2000-0111/A5) between MDOT and Pathway Services, Inc., will provide for additional statewide pavement network condition data collection services, will increase the contract amount by \$735,145.80, and will extend the contract term by two years to provide for the continuation of the ongoing services. The original contract provides for the collection, surveying, and processing of pavement condition information in various counties statewide (CS 84900 – JN 72078). The revised contract term will be September 18, 2000, through April 1, 2006. The revised total contract amount will be \$3,025,568.30. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** The Pavement Management System (PMS) Group oversees collection and processing of network-wide pavement surface condition data. This data is utilized for preservation strategy and project development, as well as for treatment fix performance analysis and research. MDOT's 2007 network condition goals are based on Remaining Service Life values that are created using the PMS Group's collected data.

**Benefit:** The benefits of regularly measuring and analyzing detailed network pavement condition data include MDOT's ability to monitor and manage multiple characteristics of statewide pavements. Such ability assists efficiency and effectiveness in decision-making related to network treatment strategy creation, project development prioritization, treatment performance analysis, and new technology evaluation. MDOT's responsibility for deciding and communicating how limited funding amounts will be best spent across the pavement asset network is greatly facilitated by the quantitative measurement of condition and performance characteristics.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The proposed unit item costs are fixed, and MDOT's lane-mileage estimate upon which they are based is reliably static.

**Risk Assessment:** Some of the measurement data managed by the PMS Group is mandated by the FHWA's Highway Performance Monitoring System (HPMS) and is tied to receipt of Federal funding. Beyond those requirements, however, a proper asset (pavement) management approach cannot be executed without access to continuing quantified measurement of the asset. Failure to continue systematic, technology-based measurement of pavement condition may lead, at a minimum, to loss of some federal funding. A possible larger consequence of failure to perform such measurement is the loss of systematically obtained information and evidence with which to support pavement management decisions - continued collection of pavement surface condition data is a fundamental element of an effective pavement management strategy.

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

**New Project Identification:** Not a new project.

**Zip Code:** 49606.

6. HIGHWAYS - IDS Time Extension

Amendatory Contract (2000-0195/A2) between MDOT and Capital Consultants, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z4), for which extra time is needed because of the necessary changes that have been made to the design plans. (See following item.) The original contract provides for design consultant services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be March 9, 2000, through March 9, 2005. The maximum contract amount remains unchanged at \$3,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

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

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

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

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

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

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

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

**Zip Code:** 49120.

7. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z4/R5) under Contract (2000-0195) between MDOT and Capital Consultants, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the services. The additional time is needed because additional services were added but additional time was not included in the revision request at that time. The original authorization provides for design of the Capital Loop (Conn 81) from Martin Luther King Boulevard (Logan) to Larch Street in Ingham County (CS 33014 - 45594C). This project consists of all work related to the design, pavement reconstruction, curb and gutter replacement, sidewalk replacements, drainage structure adjustment and/or reconstruction, signal modernization, streetscape work, conversion of Michigan Avenue to a boulevard from Larch Street to Grand Street, and storm sewer replacement. The revised authorization term will be January 19, 2001, through March 9, 2005. The authorization amount remains unchanged at \$953,767.05. The contract term will be March 9, 2000, through March 9, 2005. (See previous item.) Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** This time extension will provide for the additional time needed for the consultant to complete the services as necessary due to the additional services added throughout the project term.

**Benefit:** This time extension will allow the authorization to be extended so that the consultant can complete the services, including the additional work already added to the scope of services.

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

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

**Risk Assessment:** The risk of not approving this time extension is that the consultant will not be able to complete work on the project.

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

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

**Zip Code:** 49120.

8. HIGHWAYS - IDS Time Extension

Amendatory Contract (2001-0375/A1) between MDOT and Bergmann Associates will extend the contract term by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z8), for which extra time is needed because of the necessary changes that have been made to the design plans. (See following item.) The original contract provides for design consultant services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be March 7, 2001, through March 7, 2005. The maximum contract amount remains unchanged at \$3,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

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

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

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

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

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

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

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

**Zip Code:** 49120.

9. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z8/R1) under Contract (2001-0375) between MDOT and Bergmann Associates will extend the authorization term by one year to provide sufficient time for the consultant to complete the services. The additional time is needed because additional services were added but additional time was not included in the revision request at that time. The original authorization provides for the design of M-34 from M-156 to south of Benner Highway and the Beecher Road Intersection in Lenawee County (CS46041 - JN56981C). The work items include cold in-place recycling and bituminous resurfacing; intersection improvement; intermittent drainage, guardrail improvement, and restoration work. The revised authorization term will be April 22, 2002, through March 7, 2005. The authorization amount remains unchanged at \$323,176.19. The contract term will be March 7, 2001, through March 7, 2005. (See previous item.) Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** This time extension will provide for the additional time needed for the consultant to complete the services as necessary due to the additional services add throughout this project term.

**Benefit:** This time extension will allow the authorization to be extended so that the consultant can complete the services, including the additional work already added to the scope of services.

**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:** The risk of not approving this time extension is that the consultant will not be able to complete work on the project.

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

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

**Zip Code:** 49120.

10. HIGHWAYS - IDS Time Extension

Amendatory Contract (2001-0476/A1) between MDOT and Fishbeck, Thompson, Carr & Huber, 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 consultant services to be performed on an as needed/when needed basis. This extension is required to meet the scheduled plan completion of authorization (Z32) for the construction engineering services of M-46 from Vestaburg Road to east Montcalm County Line in Richland Township in Montcalm County. The project is on schedule with a completion date of July 1, 2004; however, the contract does not currently extend to the end of the scheduled project completion date. The revised contract term will be April 18, 2001, through April 18, 2005. The maximum dollar amount of the contract remains unchanged at \$4,000,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To extend the expiration date for the original contract from April 18, 2004, to April 18, 2005, to provide consultant sufficient time to complete the ongoing project under authorization (Z32).

**Benefit:** This amendment will allow for the completion of authorization (Z32), the construction engineering services of M-46 from Vestaburg Road to east Montcalm County Line in Richland Township in Montcalm County.

**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:** The current expiration date of this contract is not in alignment with the completion date of authorization (Z32). Failure to extend the expiration date will necessitate that the consultant stop all construction engineering services prior to the completion of their project responsibilities.

**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:** (Z32) is a reconstruction project.

**Zip Code:** 48829.

11. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z32/R1) under Contract (2001-0476) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the services. Prior to MDOT acceptance of the project, it was discovered that the contractor had placed guardrail outside of the specifications. The contractor was informed and required to correct the work. Due to scheduling conflicts and seasonal limitations, it was necessary to extend the project until spring 2004 to complete the work. This extension is necessary to allow for the expiration date of this authorization to be in alignment with the scheduled plan completion date of this project. The original authorization provides for construction engineering services for 4.58 miles of cold milling, aggregate stabilization crack relief layer (ASCRL), hot mix asphalt resurfacing, intersection improvement, guardrail upgrading, and safety improvement work on M-46 from Vestaburg Road to the east Montcalm county line in Richland Township, Montcalm County (CS 59045 - JN 45794A). The revised authorization term will be March 19, 2003, through April 18, 2005. The authorization amount remains unchanged at \$257,954.48. The revised contract term will be April 18, 2001, through April 18, 2005. (See previous item.) Source of Funds: 81.85 % Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** The original authorization provides for construction engineering services for 4.58 miles of cold milling, aggregate stabilization crack relief layer (ASCRL), hot mix asphalt resurfacing, intersection improvements, guardrail upgrading and safety improvements on M-46 from Vestaburg Road to the east Montcalm County Line in Richland Township in Montcalm County. Prior to MDOT acceptance of the project, it was discovered that the contractor had placed guardrail outside of the specifications. The contractor was informed to correct the work. Due to scheduling conflicts and seasonal limitations, it was necessary to extend the project until spring 2004 to complete the work. It is estimated that the guardrail work will be completed in the spring and the final paperwork completed within 60 days after project completion.

**Benefit:** This revision will allow for the necessary time required to bring the guardrail up to current safety standards approved within MDOT specifications.

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

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

**Risk Assessment:** Without this revision the guardrail work would not be able to be completed and would not meet the required State and Federal Guidelines and Specifications.

**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.

**Zip Code:** 48829.

12. \*HIGHWAYS – Renewal and Extension

Renewal and Amendatory Contract (2002-0134/A1) between MDOT and Lawrence Technological University will renew the contract and extend the contract term by ten months to allow the university sufficient time to complete the research services. The additional time is needed because finalization of the specimen dimensions load test set-up and the fabrication of the spring-loaded system for the ultrasonic sensor took longer than anticipated. The original contract provided for research services for the collection and analysis of data on stay-in-place metal forms; for the conduct of a national survey on stay-in-place forms for bridge decks; for the inspection and obtaining of cores from existing bridge decks; and for the design, construction, environmental conditioning, and testing and analysis of one-third scale specimens. The revised contract term will be from December 11, 2001, through November 6, 2003, and from the date of award of this renewal/amendment through ten months. No costs will be incurred between the expiration of the contract and the date of award of this renewal/amendment. The total contract amount remains unchanged at \$310,918. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Comprehensive Transportation Funds.

**Purpose/Business Case:** Contract extension is needed to finish the project and obtain the final report. The project was delayed because finalizing the specimen dimensions load test-setup and the fabrication of the spring-loaded system for the ultrasonic sensor took longer than anticipated. There is no additional cost to MDOT. The research is to develop recommendations for the use of stay-in-place metal forms for bridge decks and develop guidelines for evaluating bridge decks that have metal deck forms already installed.

**Benefit:** Reduction in maintenance cost and enhanced service life for Michigan's bridge decks. Reduced maintenance cost by performing the appropriate repair and eliminating unnecessary deck replacements.

**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:** A longer deck service life will not be realized if stay-in-place metal deck forms are used at inappropriate locations. Reduction in deck maintenance costs should be possible if guidelines for evaluating bridge decks that have metal deck forms already installed are developed. The time extension is needed to finish the project and obtain the final report.

**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:** Contract extension is for an existing research project. SPR project number 56841 and 76933.

**Zip Code:** 48075.

13. HIGHWAYS - Time Extension

Amendatory Contract (2002-0220/A1) between MDOT and Fleis & Vandenbrink Engineering, Inc., will extend the contract term by eight months. This extension is needed because the contract does not currently extend to the end of the scheduled project completion date. Additional time is required for the consultant to perform adequate construction inspection and testing services and to allow for the necessary wetland establishment period associated with this project. The original contract provides for construction inspection and testing services to be performed on M-6 from east of Kenowa Avenue to east of Burlingame Avenue in Byron Township, Kent County. The revised contract term will be March 14, 2002, through December 31, 2004. The total contract amount remains unchanged at \$1,906,480. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** This contract provides for construction inspection and testing services on M-6 from east of Kenowa Avenue to east of Burlingame Avenue in Byron Township, Kent County. This extension is needed because the contract does not currently extend to the end of the scheduled project completion date. Additional time is required in order to perform adequate construction inspection and testing services and to allow for the necessary wetland establishment period associated with this project.

**Benefit:** This new freeway will alleviate congestion and the associated safety risks in the west Michigan area. This contract provides for construction inspection and testing as required by federal law and will assure that all parts of construction are up to current MDOT standards.

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

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

**Risk Assessment:** The current expiration date of this contract is not in alignment with the completion date of the construction services. Failure to extend the expiration date will result in the construction of this project not having adequate construction inspection and testing services. In addition, MDOT staff would not be able to provide the necessary information to close out the project and the necessary wetland establishment period associated with this project would not be established.

**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 freeway.

**Zip Code:** 49315.

14. HIGHWAYS - Time Extension

Amendatory Contract (2002-0228/A1) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will extend the contract term by fourteen months. This extension is needed because the contract does not currently extend to the end of the scheduled project completion date. Additional time is required to perform adequate construction engineering and project close out and to allow for the necessary wetland establishment period associated with this project. The original contract provides for construction engineering services to be performed on M-6 from east of Kalamazoo Avenue to east of East Paris Avenue in Gaines Township, Kent County. The revised contract term will be February 14, 2002, through June 30, 2005. The total contract amount remains unchanged at \$1,876,246.61. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** This contract provides for construction engineering services on M-6 from east of Kalamazoo Avenue to east of East Paris Avenue in Gaines Township, Kent County. This extension is needed because the contract does not currently extend to the end of the scheduled completion date. Additional time is required in order to perform adequate construction engineering and project close out and to allow for the necessary wetland establishment period associated with this project.

**Benefit:** This new freeway will alleviate congestion and the associated safety risks in the west Michigan area. This contract provides for construction engineering as required by federal law and will assure that all parts of construction are up to current MDOT standards.

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

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

**Risk Assessment:** The current expiration date of this contract is not in alignment with the completion date of the construction services. Failure to extend the expiration date will result in the construction of this project not having adequate construction engineering. In addition, MDOT staff would not be able to provide the necessary information to close out the project and the necessary wetland period associated with this project would not be established.

**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 freeway.

**Zip Code:** 49316.

15. HIGHWAYS – IDS Construction Engineering Services

Authorization Revision (Z1/R1) under Contract (2002-0233) between MDOT and Moore & Bruggink, Inc., will extend the authorization term by nine months to provide sufficient time for the consultant to complete ongoing projects. The extension will ensure that the necessary resources are available for the completion of the project and final closeout. The original authorization provides for construction engineering services to be performed on M-6 from Division Avenue to Kalamazoo Avenue in Kent County. The revised authorization term will be March 6, 2002, through January 31, 2005. The total authorization amount remains unchanged at \$928,469.20. The contract term is February 6, 2002, through February 6, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** To complete the full construction engineering services and closeout on this project.

**Benefit:** Provide adequate construction engineering, as required by federal law, for a new freeway for the people of Michigan, resulting in a high quality product. The construction engineering will assure all parts of construction are up to current MDOT standards.

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

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

**Risk Assessment:** The current contract will expire before the project is completed and closed out. The risk of not approving this extension is that the construction of this project on M-6 will not have adequate construction engineering. In addition, MDOT staff would not be able to provide the necessary information to close the project out.

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

**New Project Identification:** Not a new project.

**Zip Code:** 49508.

16. HIGHWAYS – Revised Services, Reduce Amount, Extend Term

Amendatory Contract (2002-0613/A3) between MDOT and Wilcox Professional Services, LLC, will provide for additional services to include adding strut replacement, structural steel repair, and concrete fascia repair on various bridges within the project limits (this will be a reduction in services on two bridges), will reduce to the contract amount by \$32,895.87, and will extend the contract term my one year. The extension is needed to allow the consultant sufficient time to complete the additional design requirements. The original contract provides for the design of I-94 from Rouge River to Wyoming Avenue in Wayne County. The work items of this contract include the preparation of a final scoping package for the rehabilitation/reconstruction of I-94 between the Rouge River and Wyoming Avenue and the reconstruction of a portion of I-94 at the Schaefer interchange extending from I-94 to the Canadian National Railroad south of I-94. The revised contract term will be January 30, 2003, through May 7, 2005. The revised total contract amount will be \$4,774,832.3. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

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

**Benefit:** Asset management (new road, rehabilitated bridge) consistent with MDOT's goals for improving road and bridge conditions, and associated economic benefits. Additionally there will be a cost savings due to the changes in the scope.

**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.

\* Denotes a non-standard contract/amendment

**Risk Assessment:** The prospect of not completing this project prior to the Super Bowl in 2006 will have far-reaching negative image and economic ramifications for the Metro Detroit Area.

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

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

**Zip Code:** 48126.

17. HIGHWAYS - Cost Participation for Local Agency Construction Contract Contract (2002-5565) between MDOT and the City of Lansing will provide for funding participation in the following improvements:

PART A

Reconstruction of portions of the Capitol Loop, including Allegan and Ottawa Streets from Martin Luther King Boulevard to Capitol Avenue.

PART B

The construction of various sizes of storm sewers and related facilities on portions of the Capitol Loop, including Allegan and Ottawa Streets from Martin Luther King Boulevard to Capitol Avenue.

PART C

Construction of new sanitary and storm sewers and watermains along Capitol Avenue and Walnut and Pine Streets from Allegan Street to Ottawa Street.

PART D

Installation and upgrading of traffic signals along the Capitol Loop between Capitol Avenue and Martin Luther King Boulevard.

PART E

Streetscaping improvements along the Capitol Loop (Allegan and Ottawa Streets from Martin Luther King Boulevard to Capitol Avenue), including the placement of brick pavers, tree planting, and landscaping.

PART F

Streetscaping improvements along Capitol Avenue and Walnut and Pine Streets from Allegan Street to Ottawa Street.

PART G

Installation and upgrading of street lighting along the Capitol Loop between Capitol Avenue and Martin Luther King Boulevard.

PART H

Milling and resurfacing work on Kalamazoo Street between Capitol Avenue and Martin Luther King Boulevard.

PART I

Installation and upgrading of street lighting along Capitol Avenue and Walnut and Pine Streets from Allegan Street to Ottawa Street.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>PART C</u>	<u>PART D</u>
Federal Highway Administration Funds	\$3,687,200	\$ 0	\$ 0	\$ 90,000
State Restricted Trunkline Funds	\$ 715,400	\$262,300	\$ 0	\$ 17,500
City of Lansing Funds	\$ 102,200	\$214,600	\$4,524,600	\$ 2,500
Total Funds	<u>\$4,504,800</u>	<u>\$476,900</u>	<u>\$4,524,600</u>	<u>\$110,000</u>

	<u>PART E</u>	<u>PART F</u>	<u>PART G</u>	<u>PART H</u>
Federal Highway Administration Funds	\$1,093,700	\$64,900	\$776,600	\$ 0
State Restricted Trunkline Funds	\$ 239,300	\$ 0	\$169,900	\$300,000
City of Lansing Funds	\$ 34,200	\$16,200	\$ 24,300	\$300,000
Total Funds	<u>\$1,367,200</u>	<u>\$81,100</u>	<u>\$970,800</u>	<u>\$600,000</u>

	<u>PART I</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$180,700	\$ 5,893,100
State Restricted Trunkline Funds	\$ 0	\$ 1,704,400
City of Lansing Funds	\$ 45,200	\$ 5,263,800
Total Funds	<u>\$225,900</u>	<u>\$12,861,300</u>

ST 33014 – 45594, STE 33014 - 53145; Ingham County  
 Letting of 1/21/2004 and Local Letting and Local Force Account

**Purpose/Business Case:** Reconstruction of Capitol Loop including sewer separation and streetscaping work.

**Benefit:** Improved transportation to Downtown Lansing and beautification of the area around Michigan’s state capitol building.

**Funding Source:** State Trunkline and Bridge Construction Funds, Federal Highway Administration Funds, City of Lansing Funds

**Commitment Level:** PART A: 81.85% Federal, 15.88% State; 2.27% City. PART B: 55% State, 45% City. PART C: 100% City. PART D: 81.85% Federal, 15.88% State; 2.27% City. PART E: 80% Federal, 17.5% State; 2.5% City. PART F: 80% Federal, 20% City. PART G: 80% Federal, 17.5% State; 2.5% City. PART H: 50% State, capped at \$300,000, 50% City. PART I: 80% Federal, 20% City; based on estimate.

**Risk Assessment:** Loss of future economic development and tourism opportunities.

**Cost Reduction:** Low bid by State for Parts A, B, C, E, F. Low bid by City for Part H. Local agency to perform work for Parts D, G, and I at a cost determined to be at least 6% less than if the work were contracted.

**New project Identification:** Reconstruction work on existing road.

**Zip Code:** 48933.

18. \*HIGHWAYS - IDS Local Technical Assistance Program Services

Contract (2003-0062) between MDOT and Michigan Technological University will provide for the operation of the Local Transportation Assistance Program Center, which provides technical assistance and dissemination of information to local government agencies on an as needed/when needed basis. The contract will be in effect from the date of award through five years, or until the last authorization has been completed, whichever is longer. The maximum contract amount will be \$2,000,000, and the maximum amount of any authorization will be \$500,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** Technology transfer to the local and county agencies to deal with issues related to Transportation.

**Benefit:** Improvements in processes, use of better methods and materials for construction, staff training to handle the latest technology for management of transportation infrastructure.

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

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

**Risk Assessment:** This program has been mandated by the Federal Highway Administration as a part of the transportation legislation.

**Cost Reduction:** The costs in this professional services contract are based on an actual cost not to exceed the contract maximum amount.

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

**Zip Code:** 49931.

19. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z2/R2) under Contract (2003-0184) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for additional full construction engineering services of Ann Arbor Road (Old M-14) in Plymouth and Canton Townships, Wayne County (CS 82101 - JN 47067A) and will increase the authorization amount by \$57,496.43. This revision is necessary due to the contractor not meeting the project schedule commitment because of subcontractor performance. MDOT is pursuing liquidated damages against the contractor. The original authorization (Z2) provides for full construction engineering services on 3.5 miles of milling and resurfacing. The authorization term remains unchanged, June 4, 2003, through March 18, 2006. The revised total authorization amount will be \$283,459.13. The contract term is March 18, 2003, through March 18, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** The original authorization provides for full construction engineering oversight and management services of 3.5 miles of milling and resurfacing of Ann Arbor Road (Old M-14) in Plymouth and Canton Townships, Wayne County. This revision will provide additional full construction engineering services and is necessary due to the contractor not meeting the project schedule commitment because of subcontractor performance. MDOT is pursuing liquidated damages against the contractor.

**Benefit:** The additional services are necessary to meet the project specifications and to complete the project in a timely manner. This revision will allow for MDOT to compensate the consultant for the full construction oversight and management.

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

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

**Risk Assessment:** The additional service is required to meet the project schedule commitment and to assure that there is adequate inspection and testing. Not approving this revision could result in substandard work and the possible loss of Federal funding.

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

**New Project Identification:** This is a rehabilitation project.

**Zip Code:** 48170.

20. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z4/R2) under Contract (2003-0184) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for additional full construction engineering services of Ann Arbor Road (Old M-14) in Plymouth and Canton Townships, Wayne County (CS 82101 - JN 58972A) and will increase the authorization amount by \$41,748.52. This revision is necessary due to the contractor not meeting the project schedule commitment because of subcontractor performance. MDOT is pursuing liquidated damages against the contractor. The original authorization (Z4) provides for full construction engineering services of the (B01) and (B02) structure replacements. The authorization term remains unchanged, June 4, 2003, through March 18, 2006. The revised total authorization amount will be \$112,830.99. The contract term is March 18, 2003, through March 18, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** The original authorization provides for full construction engineering oversight and management services of (B01) and (B02) structure replacements on Ann Arbor Road (Old M-14) in Plymouth and Canton Townships, Wayne County. This revision will provide additional full construction engineering services and is necessary due to the contractor not meeting the project schedule commitment because of subcontractor performance. MDOT is pursuing liquidated damages against the contractor.

**Benefit:** The additional services are necessary to meet the project specifications and to complete the project in a timely manner. This revision will allow for MDOT to compensate the consultant for the full construction oversight and management.

**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 additional service is required to meet the project schedule commitment and to assure that there is adequate inspection and testing. Not approving this revision could result in substandard work and the possible loss of Federal funding.

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

**New Project Identification:** This is a rehabilitation project.

**Zip Code:** 48170.

21. HIGHWAYS - IDS Design Consulting Services

Authorization (Z11) under Contract (2003-0191) between MDOT and Alfred Benesch & Company will provide for construction assistance for two bridges on I-94 over US-24 in Wayne County (CS 82022 - JN 51516A). The work items include resolving issues/questions and modifying the design to meet field conditions; attending preconstruction and post construction meetings; providing design assistance for problems that may arise during construction; modifying the staging plans to meet any construction schedule revisions; revising plan(s); verifying substitutions, and reviewing shop drawings in a timely manner. This authorization will be in effect from the date of award through April 10, 2006. The authorization amount will be \$220,032.55. The contract term is April 10, 2003, through April 10, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide design assistance during the construction phase of the project (work on two bridges on I-94, S13 and S14 of 82022).

**Benefit:** The benefit to MDOT will be a reduction in costs associated to interpretation and down time pending the determination of what actions to take to resolve issues related to the design.

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

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

**Risk Assessment:** The risk to MDOT of not authorizing this work will be costly in the loss of experts in determining needed changes to the design and issues that arise during construction.

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

**New Project Identification:** This project not new, it is construction assistance on a project that has already been designed.

**Zip Code:** 48180.

22. HIGHWAYS - IDS Design Consultant Services

Authorization (Z5) under Contract (2003-0288) between MDOT and Spalding, DeDecker & Associates, Inc., will provide for the design of the rehabilitation of I-94 from north of Gratiot Road easterly to the Grand Trunk Western Railroad structure in Kimball and Port Huron Townships, St. Clair County (CS 77111 - JN 72406C). The work items include all work necessary to construct mainline concrete pavement overlay, as well as reconstruction of ramps at the Range Road interchange, upgrading shoulders, replacing existing signs, and upgrading or replacing guardrail. This authorization will be in effect from the date of award through May 8, 2006. The authorization amount will be \$688,387.11. The contract term is May 8, 2003, through May 8, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** This project provides for the design of the rehabilitation of I-94 from north of Gratiot Road easterly to the Grand Trunk Western Railroad structure, including all work necessary to construct mainline concrete pavement overlay, reconstruction of ramps at the Range Road interchange, upgrading shoulders, replacing existing signs, and upgrading or replacing guardrail. The roadway is reaching the end of its service life and this rehabilitation will greatly extend it.

**Benefit:** The benefits include increasing the service life of this major roadway for an additional twenty years for the people of Michigan, and preventing the roadway from completely deteriorating. Rehabilitation is cost effective for this roadway compared with a complete reconstruction.

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

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

**Risk Assessment:** The risk of not approving this project is a loss of the investment already made in the roadway, allowing it to completely deteriorate and then require a complete reconstruction, at a much greater cost.

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

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

**Zip Code:** 48060.

23. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z10) under Contract (2003-0488) between MDOT and Rowe, Inc., will provide for construction engineering services to be performed on M-115 from the west Clare County line to Sunset Street in Clare County (CS 18022 - JN 50631A). The work items include bituminous overlay, joint repairs, and cold milling. This authorization will be in effect from the date of award through August 5, 2006. The authorization amount will be \$156,422.77. The contract term is August 5, 2003, through August 5, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** Rehabilitate the existing roadway by repairing the deteriorating joints and resurfacing M-115 in the city of Clare.

**Benefit:** Repaired roadway will improve the ride quality of the existing roadway and decrease maintenance costs.

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

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

\* Denotes a non-standard contract/amendment

**Risk Assessment:** The existing roadway was deteriorating to the point of becoming a hazard.  
**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 roadway. This is a rehabilitation of an existing roadway.  
**Zip Code:** 48617.

24. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z23) under Contract (2003-0686) between MDOT and Wilcox Professional Services, LLC, will provide for inspection and testing services to be performed on US-10 from Ludington Road to US-127 in Clare County (CS 18024 & 18021 - JN 75774A). The work items include concrete rubblization, hot mix asphalt overlay, shoulder widening, drainage improvements, and ramp extensions. This authorization will be in effect from the date of award through October 8, 2006. The authorization amount will be \$157,314.44. The contract term is October 8, 2003, through October 8, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** Rehabilitation of this existing roadway by repairing the deteriorating joints and resurfacing US-10 in Clare County.

**Benefit:** Will improve the ride quality of the existing roadway and decrease maintenance costs.

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

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

**Risk Assessment:** The existing roadway was deteriorating to the point of becoming a hazard to both motorists and the residents along this portion of 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.

**Zip Code:** 48617.

25. HIGHWAYS - IDS Design Engineering Services

Authorization (Z24) under Contract (2003-0686) between MDOT and Wilcox Professional Services, LLC, will provide for design services to be performed on M-26 beginning at Kearsarge Street in Painesdale and continuing northeasterly to just north of Baltic Avenue in South Range, Adams Township, Houghton County (CS 31012 - JN 53244CA). The work items include preparation of plans, specifications, and estimates; preparation of right-of-way plans; and maintenance of traffic special provisions. This authorization will be in effect from the date of award through October 8, 2006. The authorization amount will be \$130,271.36. The contract term is October 8, 2003, through October 8, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** To relocate a curve on M-26 that will consist of realigning 1.2 miles of existing "S" curves to improve the geometric alignment along this section of road. The realigned section will also include passing relief lanes constructed with flexible pavement. Additional work will include 1.66 miles of crushing and shaping the existing flexible pavement and resurfacing.

**Benefit:** Relocating this curved roadway along with the crushing and shaping will improve the road's ride quality and decrease maintenance costs and driver hazard.

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

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

**Risk Assessment:** The existing roadway was hazardous to the traveling public and the pavement surface was in need of repair. Not performing these repairs may cause increased future costs, including possible injury 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 a curve relocation and road rehabilitation project.

**Zip Code:** 49905.

26. \*HIGHWAYS - Right-of-Way Lease

Contract (2003-704) between MDOT and Duty Free Americas, Inc., will provide for access to the eastbound ramp to the Blue Water Bridge Plaza for the operation of the duty free facility. MDOT will receive 17 percent of the gross sales of all merchandise from the Duty Free Americas, Inc., Port Huron store(s) in lieu of rent. The contract will be in effect from February 1, 2004, through a period not to exceed five years. The contract is a quarterly renewable lease that may be terminated by MDOT upon thirty days written notice to Duty Free Americas, Inc. Revenue is estimated at \$5,175,472.50 for the full five-year period. This contract was approved by the State Administrative Board on the January 20, 2004, agenda with a different effective date and term.

**Purpose/Business Case:** The purpose of the lease is to provide the lessee with a Break in Limited Access to the International Bridge Plaza in Port Huron, Michigan, for purposes of operating the Duty Free Americas, Inc., store.

**Benefit:** Travelers crossing the international border to Canada may purchase duty free merchandise. The State of Michigan will receive approximately one million dollars in revenue each year of the five-year term of the lease.

**Funding Source:** N/A - revenue generating (approximately one million dollars per year for each year of the five-year term of the lease).

**Commitment Level:** The lease rate was determined by contract appraisal.

**Risk Assessment:** Loss of approximately five million dollars revenue to the State of Michigan over the five-year term of the lease.

**Cost Reduction:** N/A - the lease is revenue-generating.

**New Project Identification:** N/A – continuation of existing program.

**Zip Code:** 48060.

27. HIGHWAYS - IDS Design Consultant Services

Authorization (Z3) under Contract (2003-0715) between MDOT and TBE Group, Inc., will provide for utility coordination and subsurface utility engineering services during the construction phase of the Capitol Loop project, city of Lansing, Ingham County (CS 33014 - JN 45594A). The Capitol Loop area has a very complex network of underground utilities. Coordination of these utilities has been very complex. Continued coordination during the construction phase is vital to the project's schedule and successful on-time completion. TBE has been providing subsurface utility engineering and utility coordination services during the Capitol Loop project's design phase. Construction on the Capitol Loop project will start this spring, and maintaining the services of TBE during the construction phase of this project will provide consistency. This will allow services to continue for the Capitol Loop project, including the majority of enhancement work items and utility follow-up work. This authorization will be in effect from the date of award through December 4, 2006. The authorization amount is \$146,137.47. The contract term is December 5, 2003, through December 4, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

**Propose/Business Case:** This authorization will allow TBE to continue the work of utility coordination and subsurface utility engineering. Public Act 368 allows public utilities to occupy the highway right-of-way. The downtown area of Lansing has a large number of complex underground utility facilities within the highway right-of-way.

**Benefit:** MDOT will benefit from an experienced and knowledgeable consultant assisting with the construction phase oversight.

\* 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:** The project will start construction this spring. An experienced consultant is needed to assist with the utility coordination.

**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 project involves the rehabilitation of an existing roadway.

**Zip Code:** 48909.

28. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5582) between MDOT, the Schoolcraft County Road Commission, and the City of Manistique 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 Tannery Road from Highway US-2 westerly to Elm Street and along Elm Street from Tannery Road westerly to Maple Street, including trenching, subgrade undercutting, base crushing and shaping, aggregate base, hot mix asphalt surfacing, concrete curb and gutter, aggregate shoulder, 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	\$155,600
Federal Highway Administration Funds	\$200,100
State Restricted Economic Development Funds	\$ 88,900
Schoolcraft County Road Commission Funds	\$ 0
Total Funds	<u>\$444,600</u>

EDDF 75555 - 58435

Letting of 1/9/2004

**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:** Will 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, and State Transportation Economic Development Funds.

**Commitment Level:** 80% Federal, 20% State; based on estimate.

**Risk Assessment:** Possible loss of development opportunities.

**Cost Reduction:** Low bid.

**New Project Identification:** Improve existing roadway.

**Zip Code:** 49854.

29. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2003-5598) between MDOT and Lake County Road Commission will provide for participation in the construction under contract by the County of the following Transportation Enhancement improvements:

Watershed improvements to control soil erosion and sedimentation for site L-105a at the crossing of 9 Mile Road and Silver Creek, including paving, grading, culverts, traffic control, and water quality monitoring work.

Estimated Funds:

Federal Highway Administration Funds	\$ 64,249
Lake County Road Commission Funds	<u>\$ 64,249</u>
Total Funds	<u>\$128,498</u>

STE 43900 - 74568  
 Local Letting

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

**Benefit:** Reduce soil erosion and sedimentation to improve quality of water that results from roadway runoff.

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

**Commitment level:** 50% Federal up to \$64,249 and the balance by Lake County; based on estimate.

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

**Cost Reduction:** Low bid.

**New Project Identification:** Improve existing roadway to address quality of water that results from roadway runoff and erosion.

**Zip Code:** 49644.

30. HIGHWAYS – Contract for Local Agency Right-of-Way Acquisition  
 Contract (2003-5629) between MDOT and the Emmet County Board of Commissioners will provide for funding participation in the following Transportation Enhancement improvements:

The acquisition of the property known as Resort Bluffs, located along the north side of Highway US-31 between Resort Pike Road and Eppler Road east of the city of Petoskey in Resort Township.

Estimated Funds:

Federal Highway Administration Funds	\$ 828,456
State Restricted Trunkline Funds	\$ 207,114
Emmet County Funds	\$ 0
Total Funds	<u>\$1,035,570</u>

STE 24011 – 74836B; Emmet County  
 Right-of-Way Acquisition

**Purpose/Business Case:** Purchase of property to ensure protection from private development.  
**Benefit:** Provides right-of-way for a future non-motorized trail.  
**Funding Source:** Federal Transportation Enhancement Activities Funds and State Trunkline and Bridge Construction Funds.  
**Commitment level:** 80% Federal; 20% State. Cost fixed at \$1,035,570.  
**Risk Assessment:** Possible development of parcels.  
**Cost Reduction:** Negotiations with property owners using approved procedures.  
**New Project Identification:** New acquisition of right-of-way.  
**Zip Code:** 49770.

31. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2003-5652) between MDOT and the Keweenaw 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:

PART A

Hot mix asphalt resurfacing work along Five Mile Point Road from approximately 4.51 miles north of the village limits of Ahmeck northerly approximately 1.78 miles, including aggregate shoulder, traffic control, and pavement marking work.

PART B

Hot mix asphalt resurfacing work along Gay-Lake Linden Road from approximately 3.75 miles southwest of the village limits of Gay to the Keweenaw/Houghton county line, including aggregate shoulders, guardrail, traffic control, and pavement marking work.

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	\$ 0	\$196,000	\$196,000
Federal Highway Administration Funds	\$144,000	\$ 0	\$144,000
State Restricted Economic Development Funds	\$ 0	\$ 24,800	\$ 24,800
Keweenaw County Road Commission Funds	<u>\$ 36,000</u>	<u>\$ 55,200</u>	<u>\$ 91,200</u>
Total Funds	<u>\$180,000</u>	<u>\$276,000</u>	<u>\$456,000</u>

STL 42013 – 77759; EDDF 42555 - 77761  
 Letting of 2/6/2004

**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:** Will 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 Keweenaw County Road Commission Funds.  
**Commitment Level:** 80% Federal, 20% Keweenaw County Road Commission for Part A; 71% Federal, 9% State, 20% Keweenaw County Road Commission for Part B; both parts based on estimate.

**Risk Assessment:** Possible loss of development opportunities.

**Cost Reduction:** Low bid.

**New Project Identification:** Improve existing roadway.

**Zip Code:** 49945.

32. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5656) between MDOT and the City of Escanaba will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category F Funds:

Bituminous paving work along Danforth Road from North 30<sup>th</sup> Street to approximately 350 feet north of 19<sup>th</sup> Avenue, including pulverizing existing pavement, grading, and culvert replacement work.

Estimated Funds:

State Restricted Economic Development Funds	\$113,600
City of Escanaba Funds	<u>\$ 28,400</u>
Total Funds	<u>\$142,000</u>

EDF 21566 – 77743; Delta County

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:** Will support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

**Funding Source:** State Transportation Economic Development Funds and City of Escanaba Funds.

**Commitment Level:** 80% State up to \$113,600 and the balance by City of Escanaba; based on estimate.

**Risk Assessment:** Possible loss of development opportunities.

**Cost Reduction:** Low bid.

**New Project Identification:** Improve existing roadway.

**Zip Code:** 49829.

33. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
Contract (2003-5663) between MDOT and the County of Wayne will provide for participation in the following improvements:

Integration, implementation, and evaluation of Phase II of the Roadway Infrastructure Management System (RIMS), consisting of database development to inventory and monitor roadway information and allow integration with current Intelligent Transportation Systems (ITS) as described in the following specific work orders in the RIMS Work Plan:

- WORK ORDER NO. 1 - Pavement Inventory & Management System
- WORK ORDER NO. 2 - Complaints and Service Request
- WORK ORDER NO. 3 - Maintenance Infrastructure Inventory System
- WORK ORDER NO. 4 - Forestry Inventory and Maintenance System
- WORK ORDER NO. 5 - Facility Management Application
- WORK ORDER NO. 6 - Automated Vehicle Location Application

Estimated Funds:

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

ITS 82900 - 54989  
Local Letting and Force Account

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

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

**Funding Source:** Federal Intelligent Transportation System Funds and County of Wayne Funds.

**Commitment Level:** 50% Federal up to \$2,394,525 and the balance by County of Wayne; based on estimate.

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

**Cost Reduction:** Low bid and estimate reviewed to make sure costs are reasonable.

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

**Zip Code:** 48226.

34. HIGHWAYS - Cost Participation for Local Agency Preliminary Engineering  
 Contract (2003-5666) between MDOT and the Genesee County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category C Funds:

The performance of preliminary engineering activities for the widening and reconstruction work along Elms Road from Corunna Road to Calkins Road.

Estimated Funds:

State Restricted Economic Development Funds	\$119,900
Genesee County Road Commission Funds	<u>\$ 30,000</u>
Total Funds	<u>\$149,900</u>

EDC 25544 - 56263  
 Preliminary Engineering

**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:** Will support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

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

**Commitment Level:** 80% State, 20% Genesee County Road Commission; based on estimate.

**Risk Assessment:** Possible loss of development opportunities.

**Cost Reduction:** Low bid.

**New Project Identification:** Improve existing roadway.

**Zip Code:** 48532.

35. HIGHWAYS - IDS Design Consulting Services  
 Authorization (Z1) under Contract (2004-0091) between MDOT and Capital Consultants, Inc., will provide for the design of M-66 from Assyria Road to Francis Street, village of Nashville, Maple Grove Township, Barry County (CS 08051 - JN 50760C). The work items include preparation of required plans, typical cross-sections, details, specifications required for design and construction; computation and verification of all plan quantities; preparation of pavement marking plans and special provisions; preparation of right-of-way plans as required; and undertaking of any problem solving needed during design. This authorization will be in effect from the date of award through February 3, 2007. The authorization amount will be \$160,856.90. The contract term is February 3, 2004, through February 3, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** Design, construction, and inspection of a rehabilitation project. This project will include resurfacing, horizontal alignment adjustments, superelevation modifications, and geometric improvements on M-66 from south of Assyria Road to north of Frances Street in the village of Nashville and Maple Grove Township in Barry County.

**Benefit:** Improved pavement condition and ride quality.

**Funding Source:** 100% State Restricted Trunkline Funds.

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

**Risk Assessment:** Not performing this design could result in higher maintenance costs and possible dangers 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:** No, it is a rehabilitation project.

**Zip Code:** 49073.

36. HIGHWAYS- Real Estate Mapping Services

Contract (2004-0112) between MDOT and Wilcox Professional Services, LLC, will provide for the update of the VanBuren and Washtenaw Counties map books 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, 2004. The amount of the contract will be \$165,490. This contract was approved on the February 17, 2004, State Administrative Board agenda, but with an incorrect amount of \$70,000. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds (SPR).

**Purpose/Benefit Case:** To update the right-of-way maps and transfer them into electronic format.

**Benefit:** Will provide 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, which could result 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:** N/A.

**Zip Code:** 49079 and 48176.

37. HIGHWAYS- Real Estate Mapping Services

Contract (2004-0113) between MDOT and Wilcox Professional Services, LLC, will provide for the update of the Midland and Kent Counties map books 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, 2004. The amount of the contract will be \$221,400. This contract was approved on the February 17, 2004, State Administrative Board agenda, but with an incorrect amount of \$70,000. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds. (SPR)

**Purpose/Benefit Case:** To update the right-of-way maps and transfer them into electronic format.

**Benefit:** Will provide 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, which could result 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:** N/A.

**Zip Code:** 48657 and 49518.

38. HIGHWAYS - IDS Engineering Services  
Contract (2004-0125) between MDOT and Wightman & Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
39. HIGHWAYS- IDS Real Estate Services  
Contract (2004-0130) between MDOT and L. R. Parker & Associates, 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 particular project authorized.
40. HIGHWAYS - IDS Engineering Services  
Contract (2004-0132) between MDOT and Superior Environmental Corporation 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.
41. HIGHWAYS - IDS Engineering Services  
Contract (2004-0134) between MDOT and T.Y. Lin International Great Lakes, 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.
42. HIGHWAYS - IDS Engineering Services  
Contract (2004-0135) between MDOT and Burgess & Niple, Limited, 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.

43. HIGHWAYS - Design Consultant Services

Contract (2004-0137) between MDOT and CH2M Hill Michigan, Inc., will provide for the design of the reconstruction of M-10 from Lahser Road to Beck Road, city of Southfield, Oakland County. The work items include designing the reconstruction of four to six lanes in the northbound direction and three to five lanes in the southbound direction, for a project length of 2.26 miles, and incorporating design plans of four bridges that will be prepared by MDOT staff. This contract will be in effect from the date of award through January 31, 2006. The total contract amount will be \$1,980,633.60. Source of Funds: 81.85% Federal Highway Administration Funds; 15.89% State Restricted Trunkline Funds; 2.26% City of Southfield Act 51 Funds.

**Purpose/Business Case:** This contract is for the negotiated fees to design the M-10 Freeway reconstruction project. The project limits are along M-10, between Lahser and Beck Roads. The project length is 2.26 miles and the existing pavement is in extremely poor condition. The existing roadway consists of 4-6 lanes in the northbound direction, and 3-5 lanes in the southbound direction. The project will also include the repairs on 4 associated bridges (the work to design the bridge repairs will be performed by MDOT personnel, with the Consultant being responsible for incorporating their work into the final construction package). This project is included within MDOT's 5 year road plan, it will be found within the 2004 to 2006 STIP/TIP and is currently planned to be constructed during the summer of 2005.

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

**Funding Source:** 81.85% Federal Highway Administration Funds, 15.89% State Matching Funds and 2.26% City of Southfield ACT 51 Funds.

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

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

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

**New Project Identification:** This is not a new expressway; it is a reconstruction of the existing, with no capacity increase.

**Zip Code:** 48034.

44. HIGHWAYS - IDS Engineering Services

Contract (2004-0138) between MDOT and Gould Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

45. HIGHWAYS - IDS Engineering Services  
 Contract (2004-0139) between MDOT and Holland Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
46. HIGHWAYS - IDS Engineering Services  
 Contract (2004-0140) between MDOT and Materials Testing Consultants, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
47. HIGHWAYS - Railroad Grade Crossing Improvement Contract  
 Contract (2004-5006) between MDOT and the Road Commission for Oakland County will provide for funding participation in the following improvements under the State Rail Grade Crossing Program:

Installation of highway traffic control pre-signals and interconnection at the at-grade crossing of the tracks of Canadian National Railway with Opdyke Road (National Inventory #284-302-L) in Oakland County, Michigan.

Estimated Funds:

Federal Highway Administration Funds	\$12,500
State Restricted Trunkline Funds	\$12,500
Road Commission for Oakland County Funds	\$ 0
Total Funds	<u>\$25,000</u>

STR 63003 - 75203

Railroad Force Account

**Purpose/Business Case:** To financially assist and invest in highway-railroad grade crossing improvements to enhance motorist safety.

**Benefit:** Will increase motorist safety at highway-railroad grade crossing.

**Funding Source:** Federal Surface Transportation Program Rail Highway Safety Funds and State Rail Grade Crossing Funds.

**Commitment Level:** 50% Federal, 50% State; \$25,000 lump sum payment.

**Risk Assessment:** Loss of opportunity to enhance motorist safety at highway-railroad grade crossing.

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

**New Project Identification:** Improve existing highway-railroad grade crossing.

**Zip Code:** 48304.

48. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2004-5038) between MDOT and City of Norton Shores will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Paved shoulder work for bicycle lanes along Forest Park Road from Henry Street to Lake Harbor Road.

Estimated Funds:

Federal Highway Administration Funds	\$324,596.00
City of Norton Shores Funds	<u>\$108,198.67</u>
Total Funds	<u>\$432,794.67</u>

STE 61067 – 73854; Muskegon County  
 Local Letting

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

**Benefit:** To provide pedestrian and bicycle facilities.

**Funding Source:** Federal Transportation Enhancement Activities Funds and City of Norton Shores Funds.

**Commitment level:** 75% Federal up to \$324,596.00 and the balance by City of Norton Shores; based on estimate.

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

**Cost Reduction:** Low bid.

**New Project Identification:** New pedestrian and bicycle facilities.

**Zip Code:** 49441.

49. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2004-5043) between MDOT and City of Rochester Hills will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Trail development work along abandoned railroad right-of-way from the south city limits of Rochester to Adams Road, including bridge construction, bridge retrofitting, paving five trail crossings (Adams Road, Crooks Road, Hamlin Road, Livernois Road, and Avon Road), and aggregate placement work.

Estimated Funds:

Federal Highway Administration Funds	\$400,000.00
City of Rochester Hills Funds	<u>\$197,014.93</u>
Total Funds	<u>\$597,014.93</u>

STE 63459 – 58206; Oakland County  
 Local Letting

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

**Benefit:** To provide pedestrian and bicycle facilities.

**Funding Source:** Federal Transportation Enhancement Activities Funds and City of Rochester Hills Funds.

\* Denotes a non-standard contract/amendment

**Commitment level:** 67% Federal up to \$400,000.00 and the balance by City of Rochester Hills; based on estimate.  
**Risk Assessment:** Contract required in order for City to receive these Federal Funds.  
**Cost Reduction:** Low bid.  
**New Project Identification:** New pedestrian and bicycle facilities.  
**Zip Code:** 48409.

50. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2004-5044) between MDOT and the Ottawa County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

Reconstruction and widening work along Riley Street from Highway US-31 to Woodside Drive, including curb and gutter and storm sewer work.

Estimated Funds:

State Restricted Economic Development Funds	\$ 500,000
Ottawa County Road Commission Funds	<u>\$1,552,100</u>
Total Funds	<u>\$2,052,100</u>

EDA 70522 - 74746  
 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:** Will support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

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

**Commitment Level:** 26% State up to \$500,000 and the balance by Ottawa County; based on estimate.

**Risk Assessment:** Possible loss of development opportunities.

**Cost Reduction:** Low bid.

**New Project Identification:** New width of three lanes added to existing two lanes.

**Zip Code:** 49424.

51. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2004-5047) between MDOT and Wexford County Road Commission will provide for participation in the construction by the County of the following Transportation Enhancement improvements:

Watershed improvements to control soil erosion and sedimentation for site W-144 along No. 11 Road from No. 16 Road northerly approximately 1400 feet, including earthwork, culvert replacement, hot mix asphalt paving, slope restoration, and water quality monitoring work.

Estimated Funds:

Federal Highway Administration Funds	\$36,123
Wexford County Road Commission Funds	<u>\$36,123</u>
Total Funds	<u>\$72,246</u>

STE 83900 - 74567  
 Local Force Account

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

**Benefit:** Will reduce soil erosion and sedimentation to improve quality of water that results from roadway runoff.

**Funding Source:** Federal Transportation Enhancement Activities Funds and Wexford County Road Commission Funds

**Commitment level:** 50% Federal up to \$36,123 and the balance by Wexford County; based on estimate.

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

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

**New Project Identification:** Improve existing roadway to address quality of water that results from roadway runoff and erosion.

**Zip Code:** 49668.

52. \*MULTI-MODAL - Increase Scope, Extend Term  
 Amendatory Contract (2001-0490/A1) between MDOT and Mass Transportation Authority (MTA), Genesee County, will provide for the purchase of five additional needed vans, will shift funding between line items in order to use funds remaining in the bus line item for the purchase of the additional vans, and will extend the contract term by one year to provide sufficient time for MTA to complete the purchase of the additional vans. The original contract provides State matching funds for MTA's Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of ten 35-foot buses and ten vans. The vehicles originally approved have been acquired. The revised contract term will be April 4, 2001, through April 3, 2005. The total contract amount remains unchanged at \$1,704,184. Source of Funds: Federal Transit Administration Funds - \$1,363,347; FY 2001 State Restricted Comprehensive Transportation Funds - \$340,837.

**Purpose/Business Case:** Provides for the purchase of five additional vehicles, the adjustment of funding between line items, and a one-year time extension.

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

**Funding Source:** Federal Transit Administration - \$1,363,347; FY 2001 State Restricted Comprehensive Transportation Funds - \$340,837.

**Commitment Level:** Contract based on cost estimates.

**Risk Assessment:** The risk of not approving this amendment is the loss of Federal funds.

\* Denotes a non-standard contract/amendment  
 2/20/04

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

**New Project Identification:** This is an amendment to an existing project; no additional funds are requested.

**Zip Code:** 48503.

53. MULTI-MODAL - Time Extension

Amendatory Contract (2001-0562/A1) between MDOT and the Capital Area Transportation Authority (CATA) in Ingham County will extend the contract term by one year. Due to delays in completion of the CATA facility renovation, CATA requires additional time to complete the facility renovation and two other project activities, the purchase of maintenance equipment and the installation of a bus washer. Facility renovation is currently scheduled for completion in early 2005. The original contract provides State matching funds for CATA's FY 2001 Federal Section 5307 Urbanized Area Formula Capital Program grants. The revised contract term will be April 20, 2001, through April 19, 2005. The total contract cost remains unchanged at \$4,249,253. Source of Funds: Federal Transit Administration Funds - \$3,399,402; FY 2001 State Restricted Funds - \$833,851; CATA Funds - \$16,000.

**Purpose/Business Case:** To extend the contract term to complete facility renovation, purchase of maintenance equipment, and installation of a bus washer.

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

**Funding Source:** Federal Transit Administration Funds - \$3,399,402; FY2001 State Restricted Funds - \$833,851; CATA Funds - \$16,000.

**Commitment Level:** Contract based on cost estimates.

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

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

**New Project Identification:** Not a new construction project.

**Zip Code:** 48910.

54. MULTI-MODAL - Decrease Local Funding

Project Authorization Revision (Z2/R2) under Master Agreement (2002-0016) between MDOT and the City of Belding will eliminate the local funding of \$33,054 due to lower than originally estimated costs. The original authorization provides State matching funds for the city's FY 2002 Federal Section 5311 Program. Local funding was originally included because it was anticipated that Federal and State funds would be insufficient for the facility construction. The authorization term remains unchanged, September 24, 2002 through September 23, 2005. The revised total authorization amount will be \$471,750. 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 - \$377,400; FY 2002 State Restricted Comprehensive Transportation Funds - \$94,350.

**Purpose/Business Case:** Provides for a reduction in local funding for facility construction.

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

**Funding Source:** Federal Transit Administration Funds - \$377,400; FY 2002 State Restricted Comprehensive Transportation Funds - \$94,350.

**Commitment Level:** Contract based on cost estimates.

**Risk Assessment:** The risks of not awarding this authorization are that Federal funds will be lost and the needed facility work will not be completed.

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

**New Project Identification:** This is a new facility construction project.

**Zip Code:** 48809.

55. MULTI-MODAL - Decrease in Amount

Project Authorization Revision (Z2/R1) under Master Agreement (2002-0090) between MDOT and the Twin Cities Area Transportation Authority (TCATA) in Benton Harbor will reduce the authorization amount by \$37,760. Due to a shortfall in operating revenues, the agency has requested that federal funding in this authorization be reduced and applied toward operating expenses. Reducing the funding for capital items and redirecting the Federal 5307 funds for operating expenses will help to resolve the agency's operating shortfall. The original authorization provides State matching funds for the FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program funding. The contract term remains unchanged, March 25, 2003, through March 24, 2006. The revised total authorization amount will be \$257,740. The term of the Master Agreements 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 - \$206,191; State Restricted Comprehensive Transportation Funds - \$50,629; TCATA Funds - \$920.

**Purpose/Business Case:** Provides for an authorization reduction of \$37,760.

**Benefit:** The federal reduction amount, \$30,209, can be applied to TCATA's operating expenses due to a shortfall in operating revenue.

**Funding Source:** Federal Transit Administration Funds - \$206,191; State Restricted Comprehensive Transportation Funds - \$50,629, TCATA Funds - \$920.

**Commitment Level:** Contract based on cost estimates.

**Risk Assessment:** The risk of not approving this revision is that Federal funds will be inappropriately retained and not available for needed transit operating.

**Cost Reduction:** Federal, State, and Local shares are reduced by \$37,760 (Federal: -\$30,209; State: -\$7,471; Local: -\$80).

**New Project Identification:** Not a new construction project.

**Zip Code:** 49023.

56. \*MULTI-MODAL - Rail Passenger

Contract (2003-0562) between MDOT and Rauhorn Electric, Inc., will provide for the installation of an innovative grade crossing warning device at the grade crossing of the Norfolk Southern Corporation at Pierce Road, Sylvan Township, Washtenaw County. The device is a system of in-pavement lights to be interconnected with the existing flashing-light signals, half-roadway gates, and signal circuitry. The test project will include installation and maintenance of the device, interconnection with the existing railroad grade crossing warning devices, electrical power supply, video monitoring, and removal of the device and restoration of the roadways, when necessary. This test project is being conducted to study the new device's effectiveness in eliminating the occurrence of motorists ignoring fully activated flashing-light signals and half roadway gates. This test project has been approved by the Federal Highway Administration (FHWA) and the Federal Railroad Administration (FRA). The total cost of the contract will be \$134,040. The effective date of the contract will be the effective date of the FRA grant, and the contract will be in effect for two years. Source of Funds: FRA Funds - \$51,345.70; FY 2002 State Restricted Trunkline Funds - \$82,694.30.

**Purpose/Business Case:** This is a cooperative effort between the FHWA, the FRA, and MDOT to test this innovative grade crossing warning device. The device is to be tested for its effectiveness in deterring motorists from ignoring active warning devices and for operating reliability in Michigan's varied weather conditions.

**Benefit:** The Federal approval allows MDOT to be the first state in the nation to install and test this new grade crossing warning device. Michigan has long been a national leader in promoting grade crossing safety and initiating improvements for the safety of our motoring public. This project provides an opportunity for Michigan to remain in the forefront of safety innovation. If approved, it also gives Michigan access to another tool that could reduce crashes and save lives.

**Funding Source:** FRA Funds - 51,345.70; FY 2002 State Restricted Trunkline Funds - \$82,694.30.

**Commitment Level:** The contract is based on estimated costs.

**Risk Assessment:** If the contract is not awarded, Michigan would lose the opportunity to be recognized as a national leader in improving grade crossing safety. This device also has the potential of eliminating one of railroad safety's biggest offenders, the gate runner, which could lead to a substantial reduction in crashes, injuries, and fatalities. MDOT would also lose the Federal grant monies, up to a maximum of \$150,000.

**Cost Reduction:** The cost has been examined by MDOT's Rail Passenger Section and found to be reasonable. Should this device be approved for statewide use, the costs would likely decrease as installation methods improve, we obtain quantity buying rates, and video monitoring would not be necessary.

**New Project Identification:** This is a new project, resulting from nearly two years of application, negotiation, and coordination between federal, state and county agencies and the railroad, along with the vendors who will provide the final product and installation.

**Zip Code:** 48118.

57. MULTI-MODAL - Road Crossing Crossing Closure

Contract (2004-0115) between MDOT and the City of Lansing will provide a lump sum incentive payment in exchange for the City's action to close Sheridan Street at its grade crossing with CSX Transportation, Inc., in the city of Lansing. This work will enhance motorist safety by eliminating a location of potential conflict between vehicles and trains. All closure work will be completed within one year of the date of award of the contract. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled. The total contract amount will be \$50,000. Source of Funds: FY 2004 State Restricted Trunkline Funds - \$50,000.

**Purpose/Business Case:** This action is being undertaken in the interest of public safety and in support of a Federal goal to reduce the number of public at-grade railroad crossings nationwide by 25%. Michigan law (MCLA 247.661(1)(c)(iv) and 247.661(14)(f)) provides for cash incentive payments to local road jurisdictions.

**Benefit:** The road closure is being undertaken by the City for the sole purpose of enhancing motorist safety. Closing Sheridan Street at the railroad track will end vehicular movements over this grade crossing and eliminate potential car-train crashes.

**Funding Source:** The cash incentive payment for these closures comes from state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a). FY 2004 State Restricted Trunkline Funds - \$50,000.

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

**Risk Assessment:** The availability of this State incentive payment was critical to the City of Lansing's decision to close the street. Failure to provide this funding would jeopardize the closure and its associated public safety benefits.

**Cost Reduction:** The costs of accomplishing the closure will be borne by the road authority and the railroad. Neither MDOT nor any other State agency will be responsible for ongoing maintenance.

**New Project Identification:** This is not a construction project, but rather a cash incentive payment provided to the local road authority in exchange for enhancing safety through the road closures. The project funding can be used for any transportation-related purpose.

**Zip Code:** 48906.

58. \*MULTI-MODAL - Railroad Crossing Closure

Contract (2004-0117) between MDOT and the City of Trenton will provide a lump sum incentive payment in exchange for the City's action to close Elm Street at its grade crossings with Conrail and Grand Trunk Western Railroad in the City of Trenton. This work will enhance motorist safety by eliminating locations of potential conflict between vehicles and trains. All closure work will be completed within one year of the date of award of the contract. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled. The total contract amount will be \$58,000. Source of Funds: FY 2004 State Restricted Trunkline Funds - \$45,000; Federal Highway Administration Funds - \$13,000.

**Purpose/Business Case:** This action is being undertaken in the interest of public safety and in support of a Federal goal to reduce the number of public at-grade railroad crossings nationwide by 25%. Both Michigan law (MCLA 247.661(1)(c)(iv) and 247.661(14)(f)) and Federal law (USC Title 23 Section 130) provide for cash incentive payments to local road jurisdictions.

**Benefit:** The road closures are being undertaken by the City for the sole purpose of enhancing motorist safety. Closing Elm Street at the railroad tracks will end vehicular movements over these multi-track grade crossings and eliminate potential car-train crashes.

**Funding Source:** The cash incentive payments for these closures comes from State and Federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and USC Title 23 Section 130, respectively. FY 2004 State Restricted Trunkline Funds - \$45,000, Federal Highway Administration Funds - \$13,000.

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

**Risk Assessment:** The availability of this State incentive payment was critical to the City of Trenton's decision to close the street. Failure to provide this funding would jeopardize the closures and their associated public safety benefits.

**Cost Reduction:** The costs of accomplishing the closures will be borne by the road authority and the railroad. Neither MDOT nor any other State agency will be responsible for ongoing maintenance.

**New Project Identification:** This is not a construction project, but rather cash incentive payments provided to the local road authority in exchange for enhancing safety through the road closure. The project funding can be used for any transportation-related purpose.

**Zip Code:** 48183.

59. \*MULTI-MODAL - Railroad Crossing Closure

Contract (2004-0118) between MDOT and the City of Trenton will provide a lump sum incentive payment in exchange for the City's action to close Buffalo Street at its grade crossings with Conrail and Grand Trunk Western Railroad in the city of Trenton. This work will enhance motorist safety by eliminating locations of potential conflict between vehicles and trains. All closure work will be in effect from the date of award of the contract. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled. The total contract amount will be \$43,000. Source of Funds: FY 2004 State Restricted Trunkline Funds - \$30,000; Federal Highway Administration Funds - \$13,000.

**Purpose/Business Case:** This action is being undertaken in the interest of public safety and in support of a Federal goal to reduce the number of public at-grade railroad crossings nationwide by 25%. Both Michigan law (MCLA 247.661(1)(c)(iv) and 247.661(14)(f)) and Federal law (USC Title 23 Section 130) provide for cash incentive payments to local road jurisdictions.

**Benefit:** The road closure is being undertaken by the City for the sole purpose of enhancing motorist safety. Closing Buffalo Street at the railroad tracks will end vehicular movements over this multi-track grade crossing and eliminate potential car-train crashes.

**Funding Source:** The cash incentive payments for these closures comes from State and Federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and USC Title 23 Section 130, respectively. FY 2004 State Restricted Trunkline Funds - \$30,000, Federal Highway Administration Funds - \$13,000.

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

**Risk Assessment:** The availability of this State incentive payment was critical to the City of Trenton's decision to close the street. Failure to provide this funding would jeopardize the closures and their associated public safety benefits.

**Cost Reduction:** The costs of accomplishing the closures will be borne by the road authority and the railroad. Neither MDOT nor any other State agency will be responsible for ongoing maintenance.

**New Project Identification:** This is not a construction project, but rather cash incentive payments provided to the local road authority in exchange for enhancing safety through the road closure. The project funding can be used for any transportation-related purpose.

**Zip Code:** 48183.

60. \*MULTI-MODAL - Railroad Crossing Closure

Contract (2004-0119) between MDOT and the City of Trenton will provide a lump sum incentive payment in exchange for the City's action to close Toledo Road at its grade crossings with Conrail and Grand Trunk Western Railroad in the city of Trenton. This work will enhance motorist safety by eliminating locations of potential conflict between vehicles and trains. All closure work will be completed within one year of the date of award of the contract. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled. The contract amount will be \$66,000. Source of Funds: FY 2004 State Restricted Trunkline Funds - \$53,000; Federal Highway Administration Funds - \$13,000.

**Purpose/Business Case:** This action is being undertaken in the interest of public safety and in support of a Federal goal to reduce the number of public at-grade railroad crossings nationwide by 25%. Both Michigan law (MCLA 247.661(1)(c)(iv) and 247.661(14)(f)) and Federal law (USC Title 23 Section 130) provide for cash incentive payments to local road jurisdictions.

**Benefit:** The road closures are being undertaken by the City for the sole purpose of enhancing motorist safety. Closing Toledo Road at the railroad tracks will end vehicular movements over these multi-track grade crossings and eliminate potential car-train crashes.

**Funding Source:** The cash incentive payments for these closures comes from State and Federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and USC Title 23 Section 130, respectively. FY 2004 State Restricted Trunkline Funds - \$53,000, Federal Highway Administration Funds - \$13,000.

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

**Risk Assessment:** The availability of this State incentive payment was critical to the City of Trenton's decision to close the street. Failure to provide this funding would jeopardize the closures and their associated public safety benefits. These crossings have been the site of multiple car-train crashes over the past several years.

**Cost Reduction:** The costs of accomplishing the closures will be borne by the road authority and the railroad. Neither MDOT nor any other state agency will be responsible for ongoing maintenance.

**New Project Identification:** This is not a construction project, but rather cash incentive payments provided to the local road authority in exchange for enhancing safety through the road closures. The project funding can be used for any transportation-related purpose.

**Zip Code:** 48183.

61. \*MULTI-MODAL - Section 5313(b)

Contract (2004-0121) between MDOT and the Central Upper Peninsula Planning & Development Regional Commission in Escanaba will provide State matching funds to the Federal Section 5313(b) State Planning and Research Program grant for the preparation of a transit development plan for Marquette County. The effective date of this contract will be the date of award of the Federal grant, and the contract will be in effect for three years. The contract is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total cost of the contract will be \$25,000. Source of Funds: Federal Transit Administration Funds - \$20,000; FY 2004 State Restricted Comprehensive Funds - \$5,000.

**Purpose/Business Case:** Provides for a transit development plan within Marquette County.

**Benefit:** Improved transportation services.

**Funding Source:** Federal Transit Administration - \$20,000; FY 2004 State Restricted Comprehensive Funds - \$5,000.

**Commitment Level:** Contract based on cost estimates.

**Risk Assessment:** The risk of not approving this contract is the loss of Federal funds.

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

**New Project Identification:** Not a new construction project.

**Zip Code:** 49829.

62. \*MULTI-MODAL - Rail Passenger

Contract (2004-0129) between MDOT and the National Railroad Passenger Corporation (Amtrak) will provide \$175,000 of State funds for the installation of water and power facilities at the Port Huron, Michigan, passenger train station. This installation will allow the train to be overnighed in Port Huron which is necessary to facilitate the schedule improvements associated with the new Blue Water rail passenger service. The contract will be in effect from the date of award through September 30, 2004. The total contract amount will be \$175,000. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$175,000.

**Purpose/Business Case:** Provides for the installation of water and power facilities at the Port Huron, Michigan, rail passenger station.

**Benefit:** This installation will allow the train to be overnighed and serviced in Port Huron. This will allow the train to facilitate the new Blue Water service schedule.

**Funding Source:** FY 2004 State Restricted Comprehensive Transportation Funds -\$175,000.

**Commitment Level:** Contract is based on cost estimates.

**Risk Assessment:** If this work is not completed, the train will not be able to be serviced until it returns to Chicago. The service includes the replenishing of water and sanitary tanks, coach housekeeping, and engine readiness.

**Cost Reduction:** Amtrak is sensitive to current economic constraints and has assured MDOT that this installation will meet our quality standards without exceeding the not to exceed contract amount.

**New Project Identification:** This project will provide water and power at the existing Port Huron train station.

**Zip Code:** 48060.

63. \*MULTI-MODAL (Aeronautics) - Increase Scope and Amount

Amendatory Contract (2001-0996/A2) between MDOT and the City of Battle Creek will add aerial survey work and topography data digitizing to the project and will increase the contract amount by \$8,026. The original contract provides for the design of the rehabilitation of taxiway D and the update of an airport layout plan at the W. K. Kellogg Airport in Battle Creek, Michigan. The contract term remains unchanged, November 7, 2001, through November 6, 2004. The revised total contract amount will be \$194,026. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$167,400	\$7,224	\$174,624
State Restricted Aeronautics Funds	\$ 9,300	\$ 401	\$ 9,701
City of Battle Creek Funds	<u>\$ 9,300</u>	<u>\$ 401</u>	<u>\$ 9,701</u>
Total	<u>\$186,000</u>	<u>\$8,026</u>	<u>\$194,026</u>

**Purpose/Business Case:** The project is for the design of a taxiway rehabilitation and for an airport layout plan (ALP) update. The ALP update requires additional aerial survey work and digitizing of the topography data. This work is needed in order to complete the ALP update.

**Benefit:** The benefit derived from the project is that the updating of the existing ALP will meet current Federal Aviation Administration (FAA) standards and ALP review requirements.

**Funding Source:** FAA Funds - \$174,624; State Restricted Aeronautics Funds - \$9,701; City of Battle Creek Funds - \$9,701; Contract Total - \$194,026.

**Commitment Level:** The contract has a fixed cost.

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

**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for cost reductions.

**New Project Identification:** The amendment is for an update to an existing document.

**Zip Code:** 49017.

64. \*MULTI-MODAL (Aeronautics) – Increase Services, Reduce Amount, Extend Term

Amendatory Contract (2003-0311/A1) between MDOT and the Economic Development Corporation of Chippewa County (EDCCC) will increase the services in order to add the purchase of an aircraft rescue fire fighting (ARFF) vehicle to the project; will reduce the cost of the snow removal equipment, as the actual cost of the equipment was less than anticipated; will reduce the cost of the design portion of the project, as the actual cost was less than anticipated; will adjust funding between line items; will decrease the contract amount by \$134,768; and will extend the contract term by seventeen years in order to comply with a Federal Aviation Administration regulation that requires airports receiving Federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for the purchase of snow removal equipment with loader, blower, grader, pickup, and chute at the Chippewa County International Airport in Sault Ste. Marie, Michigan. The revised contract term will be June 4, 2003, through June 3, 2023. The revised total contract amount will be \$976,232. Source of Funds:

	<u>Previous Total</u>	<u>Decrease</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$ 999,900	(\$121,292)	\$878,608
State Restricted Aeronautics Funds	\$ 55,550	(\$ 6,738)	\$ 48,812
EDCCC Funds	<u>\$ 55,550</u>	<u>(\$ 6,738)</u>	<u>\$ 48,812</u>
Total	<u>\$1,111,000</u>	<u>(\$134,768)</u>	<u>\$976,232</u>

**Purpose/Business Case:** The amendment will reduce the cost of the snow removal equipment, for which bids came in lower than estimated, and add the purchase of an ARFF vehicle. FAA regulations call for fire and rescue response for all airports with passenger service. The airport sponsor had planned to purchase the ARFF vehicle at a later date, but when Federal funds became available, the FAA agreed to add it to last year's grant. The time extension is needed in order to comply with an FAA regulation that requires airports receiving Federal funding for certain types of projects to remain fully operational for a period of twenty years.

**Benefit:** The purchase of the ARFF vehicle will provide fire protection and rescue response for the airport. FAA regulations require that a vehicle must not only be available, but also have an adequate response time.

**Funding Source:** FAA Funds - \$878,608; State Restricted Aeronautics Funds - \$48,812; EDCCC Funds - \$48,812; Contract Total - \$976,232.

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

**Risk Assessment:** If the contract is not awarded, the local sponsor would have to proceed without Federal and State participation. A delay in the project could prompt a citation for noncompliance by the Federal compliance inspector, which could affect the receipt of future grants from the FAA for the airport.

**Cost Reduction:** The amendment reduces the total contract amount.

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

**Zip Code:** 49788.

65. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2004-0127) between MDOT and the City of Three Rivers will provide Federal and State grant funds for the land acquisition costs of parcel 15 at the Three Rivers Municipal-Dr. Haines Airport in Three Rivers, 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) - \$225,900; City of Three Rivers Funds - \$25,100; Contract Total - \$251,000.

**Purpose/Business Case:** Will provide for reimbursement of funds expended by the City of Three Rivers, including the cost to purchase land, including closing and relocation costs. The land is needed for the extension of runway 09.

**Benefit:** The current runway length is not sufficient for aircraft needing to use the runway, and the new extended length will meet these needs. The property acquisition is needed to control the runway protection zone (RPZ) and approach to runway 09. The community will benefit from the additional runway length in that the airport will be able to accommodate heavier airport traffic and the existing air industrial park.

**Funding Source:** FAA Funds (via Block Grant) - \$225,900; City of Three Rivers Funds - \$25,100; Contract Total - \$251,000.

**Commitment Level:** Land acquisition contracts are based on appraised values.

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

**Cost Reduction:** All costs for land acquisition are in accordance with CFR, Title 49, Part 24, Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs.

**New Project Identification:** This is a new project, although the land acquisition is required for an existing facility.

**Zip Code:** 49093.

66. TRANSPORTATION PLANNING - Congestion Management System

Project Authorization (Z16) issued under Master Agreement (2003-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. This project will provide for the update and maintenance of the Congestion Management System for GVMC member agencies using information collected by the consultant. The authorization will be in effect from the date of award through September 30, 2004. The authorization amount will be \$61,102. The term of the Master Agreement is October 1, 2002, through September 30, 2005. Source of Funds: 81.85% Federal Highway Administration Funds (Surface Transportation Program - Urban Area) and 18.15% GVMC Funds.

\* Denotes a non-standard contract/amendment

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

**Benefit:** To provide funding and facilitate in the undertaking of transportation planning efforts and activities at the local and regional levels.

**Funding Source:** Dedicated Federal funds that must be passed through by Federal regulations cited above to Metropolitan Planning Organizations. 81.85% Federal Highway Administration Funds (Surface Transportation Program - Urban Area); and 18.15% GVMC 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 the work is expected to be completed in the fiscal year for which it is approved.

**Risk Assessment:** Failure to comply with Federal law and regulations as cited above could result in the decertification of Metropolitan Planning Organizations and the inability to spend millions of dollars for transportation planning activities throughout the State.

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

**New Project Identification:** These are on-going project agreements for transportation planning administrative grants. The amounts are determined annually by formula under the Federal Highway Administration Planning 112 program and the Federal Transit Administration 5303 and 5313 transit planning and coordination program.

**Zip Code:** 49503.

67. TRANSPORTATION PLANNING - TGIS Maintenance and Update

Project Authorization (Z17) issued under Master Agreement (2003-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. This project will provide for the update and expansion of the GVMC data base for the Transportation Geographic Information System (TGIS) developed in 1997. The authorization will be in effect from the date of award through September 30, 2004. The authorization amount will be \$18,000. The term of the Master Agreement is October 1, 2002, through September 30, 2005. Source of Funds: 81.85% Federal Highway Administration Funds (Surface Transportation Program - Urban Area) and 18.15% GVMC Funds.

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

**Benefit:** To provide funding and facilitate in the undertaking of transportation planning efforts and activities at the local and regional levels.

**Funding Source:** Dedicated Federal funds that must be passed through by federal regulations cited above to Metropolitan Planning Organizations. 81.85% Federal Highway Administration Funds (Surface Transportation Program - Urban Area) and 18.15% GVMC Funds.

**Commitment Level:** The cost of this project is based on the Federally-approved Unified Work Program (UWP) for Metropolitan Planning Organizations (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 the work is expected to be completed in the fiscal year it is approved for.

**Risk Assessment:** Failure to comply with Federal law and regulations as cited above could result in the decertification of the Metropolitan Planning Organizations and the inability to spend millions of dollars for transportation planning activities throughout the State.

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

**New Project Identification:** These are on-going projects for transportation planning administrative grants. The amounts are determined annually by formula under the Federal Highway Administration Planning 112 program and the Federal Transit Administration 5303 and 5313 transit planning and coordination program.

**Zip Code:** 49503.

**TRAFFIC SIGNAL COST PARTICIPATION AGREEMENTS**

68.	<u>I-69 EB Off Ramp at Morrish Road (Raceway), Swartz Creek, Genesee County</u> 25042-01-008	<u>Estimated Modernization Cost</u> City of Swartz Creek Funds \$ 1,921 State Restricted Trunkline Funds \$ 641 FHWA Funds \$ <u>25,615</u> Total \$ <u>28,177</u>
69.	<u>US-131BR, M-20 (State) at M-20 (Maple) N Jct, City of Big Rapids, Mecosta County</u> 54012-01-001	<u>Estimated Modernization Cost</u> FHWA Funds \$ <u>46,207</u> Total \$ <u>46,207</u>
70.	<u>M-82 (Main) at Division, City of Fremont, Newaygo County</u> 62011-01-001	<u>Estimated Modernization Cost</u> FHWA Funds \$ <u>57,702</u> Total \$ <u>57,702</u>
71.	<u>US-24 (Telegraph) at 13 Mile Road, Bingham Farms, Oakland County</u> 63031-01-006	<u>Estimated Modernization Cost</u> FHWA Funds \$ <u>56,880</u> Total \$ <u>56,880</u>
72.	<u>US-24 (Telegraph) at 14 Mile Road, Bingham Farms, Oakland County</u> 63031-01-009	<u>Estimated Modernization Cost</u> FHWA Funds \$ <u>52,381</u> Total \$ <u>52,381</u>
73.	<u>US-10,US-24 (Telegraph) at Quarton NW Jct, Bloomfield Township, Oakland County</u> 63031-01-015	<u>Estimated Modernization Cost</u> FHWA Funds \$ <u>39,428</u> Total \$ <u>39,428</u>
74.	<u>I-94 BL (Electric) at 10<sup>th</sup> Street, City of Port Huron, St. Clair County</u> 77032-01-003	<u>Estimated Modernization Cost</u> City of Port Huron Funds \$ 1,277 State Restricted Trunkline Funds \$ 1,278 FHWA Funds \$ <u>25,547</u> Total \$ <u>28,102</u>

\* Denotes a non-standard contract/amendment  
2/20/04

**Purpose/Business Case:** ACT 51, Public Acts of 1951, authorizes MDOT to contract with cities, villages, and boards of county roads of commissioners for the construction, improvement, and/or maintenance of electronic devices on State trunkline roadways. Under the terms of the standard cost agreements, the cities, villages, and boards are reimbursed for labor and materials for installation and annual electrical power usage and maintenance costs of the electronic devices. MDOT has made findings that such negotiated agreements are in the public interest.

**Benefit:** The use of electronic devices provides improved operation and safety for the motoring public. The cost agreements establish funding responsibility for the operation of the electronic devices.

**Funding Source:** Federal, State Restricted, or local funds, depending on the particular installation.

**Commitment level:** Costs as shown on the individual cost agreement for the duration of the installation operation.

**Risk Assessment:** Loss of local participation funding for the operation of the installation.

**Cost Reduction:** Fixed costs as shown on the cost agreement.

**New Project Identification:** Modernization of existing electronic devices.

**Zip Code:** 48473, 49307, 49412, 48025, 48302, and 48060 (in order of projects listed above).

























**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 the federal funds are not used for this project, they are redistributed to other states for additional activities in those states.

**Cost Reduction:** With the construction of this new facility, initial maintenance costs will be greatly reduced on this route. Our customers will benefit with a greatly reduced user delay costs.

**New Project Identification:** New Construction.

**Zip Code:** 48309

86. LETTING OF FEBRUARY 06, 2004  
 PROPOSAL 0402038  
 PROJECT BI04 29015-50630, ETC  
 LOCAL AGRMT. 03-5553  
 START DATE - JULY 07, 2004  
 COMPLETION DATE - SEPTEMBER 24, 2004

	ENG. EST.	LOW BID	% OVER/UNDER EST.
	\$ 1,899,560.01	\$ 1,827,079.40	
			-3.82 %

2.85 miles of joint repairs, hot mix asphalt cold milling and resurfacing, and complete reconstruction including new curb and gutter, hot mix asphalt pavement, storm sewer and watermain on US-127BR from Main Street east to US-127, Barber Street to Polk Road, and streetscaping on US-127BR from Main Street to Jeffrey Street in the city of Ithaca, townships of Arcada, Emerson and North Star, Gratiot County.

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 1,841,213.02	Same	2
Eastlund Concrete Construction	\$ 1,938,053.46	Same	5
A. J. Rehmus & Son, Inc.			
Rieth-Riley Construction Co., Inc.			
Milbocker and Sons, Inc.	\$ 2,002,997.26	Same	7
Fisher Contracting Company	\$ 2,269,277.48	Same	11
Michigan Paving and Materials Company			
Central Asphalt, Inc.			
Rohde Brothers Excavating, Inc.	\$ 2,035,287.92	Same	8
Nashville Construction Company	\$ 1,937,825.23	Same	4
<b>C &amp; D Hughes, Inc.</b>	<b>\$ 1,827,079.40</b>	<b>Same</b>	<b>1 **</b>
Posen Construction, Inc.			
Manigg Enterprises, Inc.	\$ 2,166,860.76	Same	10
The Isabella Corporation	\$ 2,163,633.20	Same	9
Cadwell Brothers Construction	\$ 1,925,695.00	Same	3
Bernie Johnson Trucking, Inc.			
Ron Bretz Excavating, Inc.	\$ 2,729,913.42	Same	13
Crawford Contracting, Inc.	\$ 1,975,759.61	Same	6
3-S Construction, Inc.	\$ 2,381,866.75	Same	12

13 Bidders

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

**Purpose/Business Case:** This project is a combination of Road Preservation and Enhancement. The Road 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. 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:** 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. The Enhancement program 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:**

50630A		
City of Ithaca		0.94 %
State Restricted Trunkline Funds		99.06 %
72420A		
State Restricted Trunkline Funds		100 %
76722A		
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:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public and if funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

**Cost Reduction:** Reduced roadway maintenance costs and reduces the need to use traditional transportation funding sources for these activities.

**New Project Identification:** Rehabilitation and enhancement.

**Zip Code:** 48847.



















**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:**

74221A

Federal Highway Administration Funds 100 %

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

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

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

**New Project Identification:** Reconstruction.

**Zip Code:** 48180

97. LETTING OF FEBRUARY 06, 2004 ENG. EST. LOW BID  
 PROPOSAL 0402051 \$ 558,911.88 \$ 476,179.59  
 PROJECT MG 77051-74689  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - APRIL 19, 2004  
 COMPLETION DATE - MAY 28, 2004 -14.80 %

3.98 mi of hot mix asphalt cold milling and resurfacing on M-29 from south of Flamingo Road to east of Nook Road in Clay Township, St. Clair County.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 523,445.45	Same	2
<b>John Carlo, Inc.</b>	<b>\$ 476,179.59</b>	<b>Same</b>	<b>1 **</b>
Ace Asphalt & Paving	\$ 529,518.89	Same	3
Lois Kay Contracting Co.			
Barrett Paving Materials, Inc.	\$ 645,861.50	Same	4
Pro-Line Asphalt Paving Corp.			

4 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:**

74689A

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.























































## LOCAL PROJECTS

125. LETTING OF FEBRUARY 06, 2004 ENG. EST. LOW BID  
 PROPOSAL 0402008 \$ 12,570,978.90 \$ 8,885,726.11  
 PROJECT HPP 41401-76967  
 LOCAL AGRMT. 03-5538 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - JUNE 30, 2005 -29.32 %

1.81 mi of new road construction, including concrete curb and gutter, concrete pavement and bridge construction on 36th Street from Kraft Avenue to Thornapple River Drive in Kent County.

12.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
Kamminga & Roodvoets, Inc.	\$ 8,895,271.52	Same	2
L. W. Lamb, Inc.			
<b>Maclean Construction Company</b>	<b>\$ 8,885,726.11</b>	<b>Same</b>	<b>1 **</b>
J. Slagter & Son Construction Co.			
Velting Contractors, Inc.	\$ 10,802,660.46	Same	8
Milbocker and Sons, Inc.			
Dykema Excavators, Inc.			
Nagel Construction, Inc.	\$ 11,499,410.06	Same	10
Midwest Bridge Company			
Tony Angelo Cement Construction Co.			
Ajax Paving Industries, Inc.	\$ 9,081,441.11	Same	3
John Carlo, Inc.			
Florence Cement Company			
D. J. McQuestion & Sons, Inc.	\$ 9,091,429.07	Same	4
Hardman Construction, Inc.			
Nashville Construction Company	\$ 10,742,069.19	Same	7
Walter Toebe Construction Co.			
E.T. MacKenzie Company	\$ 9,737,618.15	Same	5
Diversco Construction Company			
Schippers Excavating, Inc.	\$ 11,333,857.73	Same	9
Davis Construction, Inc.			
Interstate Highway Construction			
Anlaan Corporation			
Prince Bridge & Marine, LTD			
Six-S, Inc.	\$ 9,943,920.67	Same	6
Kentwood Excavating, Inc.	\$ 13,989,731.18	Same	11

11 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:**

76967A  
Kent County 20.00 %  
Federal Highway Administration Funds 80.00 %

**Zip Code:** 49546

126. LETTING OF FEBRUARY 06, 2004 ENG. EST. LOW BID  
PROPOSAL 0402009 \$ 926,187.00 \$ 756,181.87  
PROJECT BRO 63002-56612  
LOCAL AGRMT. 03-5630 % OVER/UNDER EST.  
START DATE - 10 days after award  
COMPLETION DATE - AUGUST 01, 2004 -18.36 %

Bridge removal and replacement, related approach work on University Street at Paint Creek, in the city of Rochester, Oakland County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
E. C. Korneffel Co.	\$ 898,949.80	Same	5
J. Slagter & Son Construction Co.			
S. L. & H. Contractors, Inc.			
Midwest Bridge Company			
V.I.L. Construction, Inc.	\$ 972,407.34	Same	7
Peter A. Basile Sons, Inc.			
John Carlo, Inc.	\$ 853,055.19	Same	3
<b>Angelo Iafrate Construction Company</b>	<b>\$ 756,181.87</b>	<b>Same</b>	<b>1 **</b>
Dan's Excavating, Inc.	\$ 987,814.20	Same	8
Posen Construction, Inc.	\$ 848,424.80	Same	2
Walter Toebe Construction Co.	\$ 866,902.60	Same	4
Waterfront Construction, Inc.			
Pamar Enterprises, Inc.	\$ 1,516,780.15	Same	10
Anlaan Corporation	\$ 922,925.84	Same	6
Prince Bridge & Marine, LTD			
Six-S, Inc.	\$ 1,008,027.23	Same	9

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:**

56612A  
Federal Highway Administration Funds 78.62 %  
City of Rochester 6.64 %  
State Restricted Trunkline Funds 14.74 %

**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.





129. LETTING OF FEBRUARY 06, 2004  
 PROPOSAL 0402012  
 PROJECT BRO 34006-53418  
 LOCAL AGRMT. 03-5624  
 START DATE - MAY 01, 2004  
 COMPLETION DATE - AUGUST 08, 2004

ENG. EST.                      LOW BID  
 \$ 427,636.30                \$ 348,711.83  
 % OVER/UNDER EST.  
 -18.46 %

Remove existing structure, construction of a prestressed concrete box beam bridge and related approach work on B02 of 34-06-21, Prairie Creek Road over Prairie Creek, in Ionia Township, Ionia County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
J. Slagter & Son Construction Co.			
S. L. & H. Contractors, Inc.	\$ 361,263.60	Same	2
Milbocker and Sons, Inc.	\$ 384,148.85	Same	4
Hardman Construction, Inc.			
Gerace Construction Company, Inc.	\$ 428,402.85	Same	9
Walter Toebe Construction Co.			
E.T. MacKenzie Company	\$ 396,950.91	Same	6
<b>Miller Development, Inc</b>	<b>\$ 348,711.83</b>	<b>Same</b>	<b>1 **</b>
Davis Construction, Inc.	\$ 437,750.74	Same	10
Cordes Excavating, Inc.			
Anlaan Corporation	\$ 394,446.32	Same	5
Prince Bridge & Marine, LTD	\$ 377,027.82	Same	3
Quantum Construction Company	\$ 428,136.40	Same	8
Youngstrom Contracting			
J.E. Kloote Contracting, Inc.	\$ 402,415.07	Same	7

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:**

53418A

Ionia 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 impact vehicular traffic to the point of restricting emergency services.

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

**New Project Identification:** Bridge replacement.

**Zip Code:** 48846































**EXTRAS**

145. **Extra 2004 - 03**

Control Section/Job Number: 82102-74588A MDOT Project

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

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

Contractor: G & M Painting Enterprises, Inc.  
13915 Village Lane  
Riverview MI 48192

Designed By: MDOT  
Engineer's Estimate: \$792,007.04

Description of Project:

Partial cleaning and coating of bridges at various locations on US-24, M-153, M-14, and I-275 over the CSX and C&O Railroads in the cities of Westland and Romulus in Frenchtown, Plymouth, and Canton Townships, Monroe and Wayne Counties.

Administrative Board Approval Date:	August 5, 2003	
Contract Date:	August 21, 2003	
Original Contract Amount:	\$432,276.00	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>54,000.00</u></b>	<b><u>+ 12.49%</u></b>
<b>Revised Total</b>	<b><u>\$486,276.00</u></b>	<b>+ 12.49%</b>

**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 \$432,276.00.

Approval of this extra will place the authorized status of the contract +12.49% (\$54,000.00) over the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 1 r.2

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

Steel Structure, Cleaning, All, Type 4	1.000 LS @ \$40,500.00/LS	\$40,500.00
Steel Structure, Coating, All, Type 4	1.000 LS @ \$13,500.00/LS	<u>13,500.00</u>
Total		<u>\$54,000.00</u>

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

During scoping of this type of project it is not always possible to accurately estimate the condition of the existing structure. Once work began it was determined by the engineer that the entire structure should be painted at the present time. The price of the additional work was negotiated with the contractor and is a lesser per square foot cost than the original bid item.

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 February 26, 2004, meeting, and is now recommended for approval by the State Administrative Board on March 2, 2004.

**Purpose/Business Case:** This extra makes payment provision for painting additional portions of the structure that were not part of the original contract.

**Benefit:** Coating the entire structure at this time will prevent further deterioration of the structure. It will also prevent MDOT from having to return to the structure to paint the end spans.

**Funding Source:** State Restricted Trunkline, 100%

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

**Risk Assessment:** By painting the entire structure at this time, the department prevents the continued deterioration of the structure.

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

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

**Zip Code:** 48162

146. **Extra 2004 - 04**

Control Section/Job Number: 82121-47069A MDOT Project

State Administrative Board - These extras are in total over the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Ajax Paving Industries, Inc.  
P.O. Box 71307  
Madison Heights MI 48071

Designed By: MDOT  
Engineer's Estimate: \$5,789,356.96

Description of Project:

3.1 mi of hot mix asphalt cold milling and resurfacing, detail joint repairs, pavement repairs, curb and sidewalk replacements, and two bridge replacements (B01 eastbound and B02 westbound) on M-5 from Marene Street to M-102 over the Rouge River in the cities of Detroit and Livonia in Redford Township, Wayne County.

Administrative Board Approval Date:	August 5, 2003	
Contract Date:	August 20, 2003	
Original Contract Amount:	\$6,195,691.81	
Total of Overruns/Changes (Approved to Date):	121,268.93	+ 1.96%
Total of Extras/Adjustments (Approved to Date):	51,425.11	+ 0.83%
<b>THIS REQUEST</b>	<b><u>162,225.00</u></b>	<b>+ 2.62%</b>
<b>Revised Total</b>	<b><u>\$6,530,610.85</u></b>	<b>+ 5.41%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 2.79% over the original budget for an **Authorized to Date Amount** of \$6,368,385.85.

Approval of this extra will place the authorized status of the contract + 5.41% (\$334,919.04) over the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 10 r.4

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

Asbestos Removal & Disposal	1.000 Dlr @ \$80,325.00/Dlr	\$80,325.00
Asbestos Removal & Disposal	1.000 Dlr @ \$22,575.00/Dlr	22,575.00
Asbestos Removal & Disposal	1.000 Dlr @ \$59,325.00/Dlr	<u>59,325.00</u>
Total		<u>\$162,225.00</u>

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

During the replacement of the bridge structure B01 of 82121, asbestos containing materials were found in a conduit running under the bridge which contained Ameritech utilities. All extras on this contract modification are for the removal and correct disposal of the asbestos materials during the three different stages of the demolition and reconstruction of this structure. The negotiated costs for these extras are reasonable when compared to the average unit prices for similar work in this geographical area. The cost comparisons will be kept in the project files. These extras were discussed with the MDOT resident engineer and were approved.

Reimbursement for the entire \$162,225.00 will be sought from Ameritech consistent with Bureau of Highways Informational Memorandum 1999-16.

Section 103.4 – EXTRA WORK – of the 2003 Interim 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 on March 2, 2004.

**Purpose/Business Case:** This extra makes payment provision for removing and disposal of asbestos material found during the reconstruction of B01 of 82121.

**Benefit:** By law, asbestos must be removed and disposed of when it will be exposed to the environment.

**Funding Source:** FHWA, 81.85%; State Restricted Trunkline, 15.79%; City of Detroit, 2.36%

**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 law the asbestos must be removed.

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

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

**Zip Code:** 48219

147. **Extra 2004 - 05**

Control Section/Job Number: 63103-56618A MDOT Project

State Administrative Board - These extras are over the 6% Ad Board limit for reviewing extras.

State Transportation Commission - These extras are over the 10% Commission limit for reviewing extras.

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

Designed By: MDOT  
Engineer's Estimate: \$2,251,260.33

Description of Project:

Deck replacement, painting, pin and hanger, substructure and abutment repair and approach work on I-696 under St. Augustine, Couzens Street and Dequindre Avenue in the cities of Warren and Madison Heights, Macomb and Oakland Counties.

Administrative Board Approval Date:	December 17, 2002	
Contract Date:	February 14, 2003	
Original Contract Amount:	\$2,199,842.03	
Total of Overruns/Changes (Approved to Date):	185,343.09	+ 8.43%
Total of Extras/Adjustments (Approved to Date):	853,022.50	+ 38.78%
<b>THIS REQUEST</b>	<b><u>660,830.64</u></b>	<b><u>+ 30.04%</u></b>
<b>Revised Total</b>	<b><u>\$3,899,038.26</u></b>	<b>+ 77.25%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 47.21% over the original budget for an **Authorized to Date Amount** of \$3,238,207.62.

Approval of this extra will place the authorized status of the contract + 77.25% (\$1,699,196.23) over the **Original Budget**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Numbers	Amount	SAB Date
2003-70	4 r.1, 5 r.2, 6, 8 r.5	\$763,989.50	12/2/03

Contract Modification Number(s): 7 r.2, 9 r.1, 11, 12, 14

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

**CM 7 r.2**

Curved Fencing for Structures	9,307.000 Sft @ \$4.46/Sft	<u>\$41,509.22</u>
Total		<u>\$41,509.22</u>

**CM 9 r.1**

Sheeting, Placed and Removed	16,547.100 Dlr @ \$1.00/Dlr	<u>\$16,547.10</u>
Total		<u>\$16,547.10</u>

**CM 11**

Shear Developers	1.000 LS @ \$6,279.000/LS	<u>\$6,279.00</u>
Total		<u>\$6,279.00</u>

**CM 12**

Protection of the 8" and 16" Gas Mains	16,495.320 Dlr @ \$1.00/Dlr	<u>\$16,495.32</u>
Total		<u>\$16,495.32</u>

**CM 14**

Force Account Budget Part 2	580,000.000 Dlr @ \$1.00/Dlr	<u>\$580,000.00</u>
Total		<u>\$580,000.00</u>

<b>Total</b>		<b><u>\$660,830.64</u></b>
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**Reason(s) for Extra(s)/Adjustment(s):**

**CM 7** - In urban areas, on bridge structures over a roadway where the sidewalk is wider than three feet, MDOT standard plan B-35-B requires fencing that curves back over the sidewalk to prevent pedestrians from throwing objects off the bridge into the traffic lanes below. This structure has a sidewalk greater than three feet in width and straight fencing was specified and bid. The price of this item was adjusted upward \$4.46 per square foot to reflect the difference of adding curved fencing to the top of the specified straight fencing. The total price of \$7.76 is still less than the average unit price of \$8.00 per square foot for this area.

Section 103.03 – Adjustments – of the 2003 Interim Standard Specifications for Highway Construction was interpreted to authorize the increase in this item.

**CM 9** - While working on the structure S15 of 63103, it was discovered that there was damage to one of the wing walls that had moved several inches out of alignment. The extra "Sheeting, Placed and Removed" allowed the contractor to hold back the structural backfill while excavation work was done to reach the damaged portion of the wing wall. The wing wall was then removed and replaced. The sheeting was then removed and backfill was placed to bring the excavated area up to grade. Force account was used to document the work done and the expense to the contractor; records are kept in the project files.

**CM 11** - Contract Modification 8 changed the work on the southbound structure from a deep concrete overlay to a full deck replacement. Any time a full deck replacement is done, the shear developers are replaced to ensure the correct structural interaction of the deck and the beams. This extra should have been included in Contract Modification 8, but was inadvertently omitted.

**CM 12** - During hydro-demolition, water under extremely high pressure is used to remove "soft" concrete. At times, the concrete is in worse shape than expected (the actuality of this statement on the structure S15 of 63103 has been documented in earlier Ad Board approved extras and will not be discussed here again) and the water "blows through" the bottom of the bridge deck. With high pressure water blowing through the deck, it took special precautions to protect existing 8 and 16 inch high-pressure gas mains, which were suspended under the structure. These precautions were not in the original contract and the contractor was directed to do this work under force account.

**CM 14** - This structure was repaired as part width construction so that the roadway did not have to be closed. When hydro-demolition of the second portion of the structure began, it was discovered that almost 75% of the structure was experiencing blow-throughs (compared to 10% to 15% on a normal structure). The concrete was in such bad condition that the Transportation Service Center decided to do a full deck replacement. To accomplish the deck replacement, the contractor was directed to accomplish the work outlined in Contract Modification 14 under a force account budget (24 items).

Section 103.4 – EXTRA WORK – of the 2003 Interim Standard Specifications for Highway Construction was interpreted to authorize payment for these items.

Section 109.07 -- Force Account Work – of the 2003 Interim Standard Specifications for Highway Construction is to be used when MDOT and the contractor can not come to an agreement on the price of an extra. Force account work compensates the contractor based on the following: actual labor costs, actual materials costs, and equipment hours worked and the "Rental Rate Blue Book for Construction."

This Extra was recommended for approval by the State Transportation Commission at its February 26, 2004, meeting, and is now recommended for approval by the State Administrative Board on March 2, 2004.

**Purpose/Business Case:** These extras make payment provision for the repair and deck replacement of the structure S15 of 63103. Specifics are discussed above.

**Benefit:** Fencing – Provides correctly specified materials. Sheeting – Allowed replacement of a damaged wing wall. Shear developers – allowed for the correct connection of the deck to the beams allowing them to act in an integrated fashion. Protection of gas mains – allowed for protection of gas mains during hydro-demolition. Contract Mod 14 allowed for the complete deck replacement on this severely deteriorated structure.

**Funding Source:** FHWA, 90.00%; State Restricted Trunkline, 9.35%; City of Warren, 0.42%; Madison Heights, 0.23%

**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:** Fencing – provides correctly specified materials to protect traffic below the structure. Sheeting – if the damaged wing wall had not been replaced, it could have led to the structural instability of the bridge. Shear developers – if shear developers are not used, the deck and beams do not act in an integrated fashion. Without this interaction, the bridge would be severely under-designed. Protection of gas mains – without this protection, the gas mains would have had to be rerouted at a large expense to the State. Contract Mod 14 allowed for the complete deck replacement on this severely deteriorated structure.

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

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

**Zip Codes:** Warren, 48093 and Madison Heights, 48071

148. **Extra 2004 - 06**

Control Section/Job Number: 82251-58006A MDOT Project

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

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

Contractor: Atsalis Brothers Painting Co.  
22189 E. Fourteen Mile Road  
Clinton Twp. MI 48035

Designed By: MDOT  
Engineer's Estimate: \$723,825.00

Description of Project:

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.

Administrative Board Approval Date:	August 5, 2003	
Contract Date:	August 22, 2003	
Original Contract Amount:	\$539,963.12	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>106,000.00</u></b>	<b><u>+ 19.63%</u></b>
<b>Revised Total</b>	<b><u>\$645,963.12</u></b>	<b>+ 19.63%</b>

**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 \$539,963.12.

Approval of this extra will place the authorized status of the contract + 19.63% over (\$106,000.00) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 1

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

Temporary Support System (Special)	106,000.000 Dlr @ 1.00/Dlr	<u>\$106,000.00</u>
Total		<u>\$106,000.00</u>

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

It is very difficult to estimate exactly how much concrete needs to be removed on a concrete rehabilitation job before the work begins. When the work began on pier 1 of this structure, it quickly became apparent that the pier had deteriorated to the point where extensive removal of concrete was needed. The extent of the concrete removal made the structural stability of the bridge questionable and the contractor was directed to install temporary supports (and all associated work) to support the superstructure while the pier was being rehabilitated. This project was paid for by force account. Force account field records were agreed to and signed on a daily basis by MDOT and the contractor.

Section 103.4 – EXTRA WORK – of the 2003 Interim Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

Section 109.07 - Force Account Work – of the 2003 Interim Standard Specifications for Highway Construction is to be used when MDOT and the contractor can not come to an agreement on the price of an extra. Force account work compensates the contractor based on the following: actual labor costs, actual materials costs, and equipment hours worked and the “Rental Rate Blue Book for Construction.”

This Extra was recommended for approval by the State Transportation Commission at its February 26, 2004, meeting, and is now recommended for approval by the State Administrative Board on March 2, 2004.

**Purpose/Business Case:** Deteriorated concrete must be entirely removed to prevent premature deterioration of the new concrete. The use of a temporary support system was required to support the bridge while pier 1 was being rehabilitated.

**Benefit:** If the pier was not supported, the entire superstructure would have had to be removed before work could begin on the pier.

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

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

**Risk Assessment:** If the bridge was not supported, the structure could have become unstable and fallen. If the deck was removed to allow for the repair of the pier, traffic would have had to be detoured and the bridge closed.

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

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

**Zip Code:** 48226

149. **Extra 2004 - 07**

Control Section/Job Number: 82522-52620A Local Agency Project

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

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

Contractor: Florence Cement Company  
12798 23 Mile Road  
Shelby Twp. MI 48315

Designed By: Consultant  
Engineer's Estimate: \$540,927.10

Description of Project:

Concrete pavement replacement, reconstruction and drainage structures on Vincent Street from Conant Avenue to Marcus, in the city of Hamtramck, Wayne County.

Administrative Board Approval Date:	May 6, 2003	
Contract Date:	May 16, 2003	
Original Contract Amount:	\$516,663.80	
Total of Overruns/Changes (Approved to Date):	3,308.00	+ 0.64%
Total of Extras/Adjustments (Approved to Date):	8,251.00	+ 1.60%
<b>THIS REQUEST</b>	<b><u>79,928.69</u></b>	<b><u>+ 15.47%</u></b>
<b>Revised Total</b>	<b><u>\$608,151.49</u></b>	<b>+ 17.71%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 2.24% over the original budget for an **Authorized to Date Amount** of \$528,222.80.

Approval of this extra will place the authorized status of the contract + 17.71% (\$91,487.69) over the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 2 r.12, 3 r.3

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

**CM 2 r.12**

Aggregate Base, 4", Modified	469.000 Syd @ \$5.30/Syd	\$2,485.70
Driveway, Conc, 4", Modified	555.300 Syd @ \$31.50/Syd	17,491.95
Driveway, Conc, 8", Modified	596.800 Syd @ \$41.50/Syd	24,767.20
Excavation of Backfill Material	1.000 LS @ \$3,549.00/LS	3,549.00
Cold Milling HMA Surface	35.000 Syd @ \$13.40/Syd	469.00
Rem Curing Compound, for Longit Mrkg	525.000 Ft @ \$ 0.55/Ft	288.75
Total		<u>\$49,051.60</u>

**CM 3 r.3**

Mobilization #2	1.000 LS @ \$5,500.00/LS	5,500.00
Restoration	1.000 LS @ \$2,600.00/LS	2,600.00
Conc Pavt w/ Intg Curb, Nonreinf, 6"	409.700 Syd @ \$49.70/Syd	20,362.09
Hand Patching	11.500 Ton @ \$210.00/Ton	2,415.00
Total		<u>\$30,877.09</u>

**Total****\$79,928.69****Reason(s) for Extra(s)/Adjustment(s):**

**CM 2** – It was noticed after the project began, that the short strips of grass (three to four feet in width) between each of the driveways would become a maintenance problem in the future. For this reason, it was decided to pave all of these areas and the driveways to reduce maintenance costs in the future. The costs of Aggregate Base, 4", Modified; Driveway, Conc, 4", Modified; Driveway, Conc, 8", Modified; and Excavation of Backfill Material all relate to this change. The costs of all these items were negotiated with the contractor and are comparable to average unit prices for this area.

**CM 3** – This project was initially proposed to upgrade this area to service an adjoining development. To ensure proper access by local businesses, the alley at the Vincent Street and Marcus Street intersections needed to be paved with concrete capable of supporting heavier business traffic. All items on this contract modification relate to this change. The contractor provided a breakdown of prices and they compared favorably with average unit prices for this area.

All funding for this job is either through the Transportation Economic Development Fund or directly through the City of Hamtramck. Funding for this project was set up not to exceed \$855,000. Current expenditures are just above \$600,000.

Section 103.4 – 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 February 26, 2004 meeting, and is now recommended for approval by the State Administrative Board on March 2, 2004.

**Purpose/Business Case:** To prevent excessive maintenance of this area in the future, it was decided to pave the public driveways and the area between the driveways. In addition, it was decided to provide a concrete entrance to an alley frequently used as access by local businesses.

**Benefit:** Reduced maintenance costs in the future, and better access for local businesses.

**Funding Source:** State Restricted Trunkline (Transportation Economic Development Funds), 79%; City of Hamtramck, 21%

**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:** If the work in CM 2 was not done, the cost in time and money spent to maintain the small grass areas would have been cost prohibitive for the benefit gained. CM 3 provided a longer term fix to the alley entrance.

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

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

**Zip Code:** 48211

150. **Extra 2004 -08**

Control Section/Job Number: 03112-48577A MDOT Project

State Administrative Board - The extras on this project are over the 6% Ad Board limit for reviewing extras.

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

Contractor: Michigan Paving & Materials Co.  
5905 Belleville Road  
Belleville, Michigan 48111

Designed By: MDOT  
Engineer's Estimate: \$6,003,679.14

Description of Project:

7.02 mi of hot mix asphalt (HMA) resurfacing, shoulder and guardrail upgrading on US-131 from south of 135th Avenue northerly to the Allegan/Kent County line in the city of Wayland, Dorr, Hopkins, Leighton, and Wayland Townships, Allegan County.

Administrative Board Approval Date:	December 3, 2002	
Contract Date:	February 19, 2003	
Original Contract Amount:	\$6,354,638.08	
Total of Overruns/Changes (Approved to Date):	9,443.62	+ 0.15%
Total of Extras/Adjustments (Approved to Date):	(4,546.20)	- 0.07%
<b>THIS REQUEST</b>	<b><u>748,837.33</u></b>	<b><u>+ 11.78%</u></b>
<b>Revised Total</b>	<b><u>\$7,108,372.83</u></b>	<b>+ 11.86%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.08% over the original budget for an **Authorized to Date Amount** of \$6,359,535.50.

Approval of this extra will place the authorized status of the contract + 11.86% over (\$753,734.75) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 3 r.4, 4 r.7, 8 r.1, 9 r.3, 10 r.5, 11 r.4, 13 r.3, 14 r.4, 15 r.6, 16 r.6

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

<b>CM 3 r.4</b>		
HMA, 5E30	5,000.000 Ton @ \$39.10/Ton	<u>\$195,500.00</u>
<b>CM 4 r.7</b>		
HMA, 5E30	4,626.540 Ton @ \$39.10/Ton	\$180,897.71
Guardrail Anch, Bridge, Det T3	4.000 Ea @ \$1,314.50/Ea	5,258.00
Post, Wood, 6 inch by 8 inch	120.000 Ft @ \$29.00/Ft	<u>3,480.00</u>
Total		<u>\$189,635.71</u>
<b>CM 8 r.1</b>		
HMA, 5E30	4,438.840 Ton @ \$39.10/Ton	<u>\$173,558.64</u>
<b>CM 9 r.3</b>		
Bump Grinding	5,120.660 Syd @ \$25.00/Syd	\$128,016.50
Curb, HMA	4,412.000 Ft @ \$10.00/Ft	<u>44,120.00</u>
Total		<u>\$172,136.50</u>
<b>CM 10 r.5</b>		
Culvert Expansion Seal, 54"	4.000 Ea @ \$1,500.00/Ea	\$6,000.00
Culv End Sect, 24"	1.000 Ea @ \$240.06/Ea	240.06
Culv, C1 B, 24"	8.000 Ea @ \$32.00/Ea	256.00
Dr Structure, Adj, Add Depth	1.500 Ft @ \$165.28/Ft	247.92
Mulch Netting	240.000 Syd @ \$9.00/Syd	<u>2,160.00</u>
Total		<u>\$8,903.98</u>
<b>CM 11 r.4</b>		
Guardrail Departing Terminal, Type B	2.000 Ea @ \$500.00/Ea	<u>\$1,000.00</u>
<b>CM 13 r.3</b>		
Barbed Wire	8,100.000 Ft @ \$0.30/Ft	<u>\$2,430.00</u>
<b>CM 14 r.4</b>		
Pavt Mrkg, WB Paint, 24" Stop Bar	119.000 Ft @ \$4.50/Ft	\$535.50
Pavt Mrkg, WB Paint, DA	3.000 Ea @ \$75.00/Ea	<u>225.00</u>
Total		<u>\$760.50</u>
<b>CM 15 r.6</b>		
Damaged & Rep Barricade Lights	184.000 Ea @ \$15.00/Ea	<u>\$2,760.00</u>
<b>CM 16 r.6</b>		
Sign, Type IIB, Special	1,525.000 Dlr @ \$1.00/Dlr	\$1,525.00
Post, Steel, 3 lb	36.000 Ft @ \$4.75/Ft	171.00
Sign, Type IIIB	24.000 Sft @ \$19.00/Sft	<u>456.00</u>
Total		<u>\$2,152.00</u>
<b>Total</b>		<u><b>\$748,837.33</b></u>

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

**CM 3, 4 & 8** – This roadway was severely rutted and many of the joints were in poor condition. It was decided that to ensure the proper life of the pavement, a scratch coat of a material that could be compacted into the ruts and deteriorated joints was imperative. The specified layers of HMA 3E30 and HMA Gap Graded Superpave were reduced in thickness to offset this change. (Overall cost of HMA 5E30 was \$549,956; total reductions of corresponding bid items were \$297,875, for a net change of \$252,081.). The unit price was negotiated with the contractor and is reasonable compared to the Average Unit Price (AUP) index.

**CM 9** – The bid items Bump Grinding and Curb, HMA were miscalculated in the design phase of the project. Since there was such a large increase in the quantities, the engineer renegotiated a lower price with the contractor using Section 103.02 B Significant Change of the 2003 Interim Standard Specifications. The overall cost of each of these items increased due to the increase in quantity, but the unit price of each item was reduced substantially (Bump Grinding \$40 per syd to \$25 per syd, Curb HMA \$20 per ft to \$10 per ft). In addition, a small quantity of Curb, HMA was added for erosion protection.

**CM 10** – The vibratory rolling of the subbase caused the failure of a joint on an existing 54” culvert under US-131, and the deterioration of an existing 24” culvert. The items Culvert Expansion Seal, 54”, Culv End Sect, 24”, and Culv, CI B, 24” were used to repair or replace these two structures.

To protect an appurtenance at the Rabbit River Bridge, a guardrail bullnose protective system was installed. To ensure that an errant vehicle is fully protected by this type of device, the approach slope must be very flat. The existing drainage structure at this location had to be adjusted to match the new grade.

Mulch netting was used instead of the standard mulch blanket on this job because of unusually high erosion and unstable soil conditions. The item mulch blanket was reduced to offset this change.

The costs for all items of work in CM 10 were discussed with the resident engineer and are reasonable when compared to the AUP index.

**CM 11** – It was discovered after construction began that the Guardrail Departing Terminal at ramps A and C needed to be replaced. The costs for this work were discussed with the resident engineer and are reasonable when compared to the AUP index.

**CM 13** - It was discovered after the project began that part of this reconstruction borders the grazing land of a local farmer that has livestock. MDOT is required to use barbed wire on top of their normal fencing in these areas to ensure that the livestock does not knock down the fencing and wander into traffic. The costs for this work were discussed with the resident engineer and are reasonable when compared to the AUP index.

**CM 14** – It is required that MDOT place pavement markings before or as soon as possible after the roadway is opened to traffic. The stop bars and some of the regular pavement markings were specified using cold plastic tape, which is a longer lasting material when compared to waterborne materials. Unfortunately, when it was time to install the pavement marking, it was outside the seasonal temperature limitations for the use of cold plastic tape. The contractor was instructed to use waterborne materials which would last until the next spring. The costs for this work were discussed with the resident engineer and are reasonable when compared to the AUP index.

**CM 15** – One hundred eighty-four of the contractor’s barricade lights were damaged during construction. This item allows payment for the replacement of these lights, as required by specification. Costs were negotiated with the contractor.

**CM 16** – Several signs were included on the construction plans, but were inadvertently left off as bid items. The extras in this contract modification provide payment for furnishing and installation of these signs. The costs for this work were discussed with the resident engineer and are reasonable when compared to the AUP index.

Section 102.17 – 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 February 26, 2004 meeting, and is now recommended for approval by the State Administrative Board on March 2, 2004.

**Purpose/Business Case:** These extras make payment provisions for the items discussed above. Each of these items is essential to the job by allowing it to reach its estimated life span or provide safety to the traveling public.

**Benefit:** By adding the tack coat, MDOT has extended the expected life of the overlay.

**Funding Source:** FHWA, 81.85%; State Restricted Trunkline, 18.15%

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

**Risk Assessment:** If the tack coat was not used, the expected life of the pavement would have been reduced substantially due to reflective rutting of the new pavement. If the culverts had not been fixed they would have caused the subbase beneath the pavement to fail.

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

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

**Zip Code:** (From South to North) Hopkins, 49328; Bradley, 49311; Wayland, 49348; Dorr, 49323; and Moline, 49335.

151. **Extra 2004 - 09**

Control Section/Job Number: 83033-34682A MDOT Project

State Administrative Board - This extra is over the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - This extra is over the \$250,000 Commission limit for reviewing extras.

Contractor: D. J. McQuestion & Sons, Inc.  
17708 18 Mile Rd.  
Leroy, MI 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 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):	(2,820,312.12)	- 7.27%
Total of Extras/Adjustments (Approved to Date):	710,615.85	+ 1.83%
<b>THIS REQUEST</b>	<b><u>494,869.35</u></b>	<b>+ <u>1.28%</u></b>
<b>Revised Total</b>	<b><u>\$37,162,608.43</u></b>	<b>- 4.16%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract -5.44% over the original budget for an **Authorized to Date Amount** of \$36,667,739.08.

Approval of this extra will place the authorized status of the contract -4.16% (\$1,614,826.92) under the **Original Budget**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2003-46	32 r.3, 34 r.3	\$757,672.13	August 5, 2003

Contract Modification Number(s): 39 r.2

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

Value Engineering, Phase III	1.000 Dlr @ \$494,869.35/Dlr	<u>\$494,869.35</u>
Total		<u>\$494,869.35</u>

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

The contractor submitted a Value Engineering Change Proposal in several phases. This extra covers phase three of the proposal. When a contractor submits a Value Engineering Change Proposal that is accepted by the Department, the contractor is entitled to half the savings actually experienced by the Department. Since it would be impossible to predict a change proposal, payment to the contractor for half the savings experienced by the Department must be paid for as an extra.

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 February 26, 2004 meeting, and is now recommended for approval by the State Administrative Board on March 2, 2004.

**Purpose/Business Case:** This extra makes payment provision for payment to the contractor for their share of a Value Engineering Change Proposal.

**Benefit:** The Department saved almost a half million dollars in this phase alone, by implementing the contractors change proposal.

**Funding Source:** FHWA, 81.85%; State Restricted Trunkline, 18.15%

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

**Risk Assessment:** The Department would have expended additional funding by not implementing the change proposal.

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

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

**Zip Code:** 49663

152. **Extra 2004 – 10**

Control Section/Job Number: 54022-53380A MDOT Project

State Administrative Board - The extras for this project exceed 6 % of the project's original contract amount.

State Transportation Commission - Doesn't meet criteria.

Contractor: Fisher Contracting Company  
P.O. Box 1787  
Midland MI 48641-1787

Designed By: Consultant  
Engineer's Estimate: \$1,244,052.53

Description of Project:

Reconstruction of new hot mix asphalt pavement, concrete curb and gutter, drainage, signal relocation and related restoration items at the intersection of M-20 and M-66, Wheatland Township, Mecosta County.

Administrative Board Approval Date:	November 5, 2002	
Contract Date:	November 26, 2002	
Original Contract Amount:	\$1,207,713.10	
Total of Overruns/Changes (Approved to Date):	(6,881.56)	- 0.57%
Total of Extras/Adjustments (Approved to Date):	58,955.00	+ 4.88%
<b>THIS REQUEST</b>	<b><u>74,688.50</u></b>	<b><u>+ 6.18%</u></b>
<b>Revised Total</b>	<b><u>\$1,334,475.04</u></b>	<b>+ 10.49%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract +4.31% over the original budget for an **Authorized to Date Amount** of \$1,259,786.54.

Approval of this extra will place the authorized status of the contract +10.49% (\$126,761.94) over the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 3 r.1

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

Maintenance Gravel	364.420 Ton @ \$25.90/Ton	\$9,438.48
Damaged and Replaced Lights	22.000 Ea @ \$15.00/Ea	330.00
Backfill Swamp	154.340 Cyd @ \$7.90/Cyd	1,219.29
Excavation, Peat	150.970 Cyd @ \$5.50/Cyd	830.34
Hand Patching	19.350 Ton @ \$100.00/Ton	1,935.00
Sewer Bulkhead, 12 inch	2.000 Ea @ \$250.00/Ea	500.00
Railroad Track Removal	1.000 LS @ \$2,838.18/LS	2,838.18
Investigation for Existing Force Main Location	1.000 Ea @ \$1,718.71/Ea	1,718.71
HMA, 5E3	1,150.000 Ton @ \$48.59/Ton	<u>55,878.50</u>
Total		<u>\$74,688.50</u>

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

The bid item Maintenance Gravel (tons) was created to replace the same bid item in cu.yds. There is a corresponding reduction in another contract modification.

Twenty-two of the contractor's barricade lights were damaged during construction. This item allows payment for the replacement of these lights.

During construction it was discovered that there was a small area of peat material under the roadway. If this type of material is not replaced it can lead to extensive settling. This movement can cause major cracking and faulting in the pavement. The extra items Excavation, Peat and Backfill Swamp were created to remove the peat and replace it with materials that will support the roadway.

The item Hand Patching was used to ensure that traffic could be maintained during construction. The plans called for the work to be done under traffic, but no provisions were made for the materials needed to accomplish this. This item allowed the contractor to place small quantities of bituminous onto the prepared subbase to allow traffic to continue through the intersection during reconstruction.

Before construction, the runoff from this roadway entered a local sewer system. With the changes made during construction, this sewer attachment was no longer needed and the end needed to be capped. No provision was made in the contract for this termination.

Existing railroad tracks were discovered under the roadway after construction began. These tracks needed to be removed to ensure the projected life span of the reconstructed roadway system. The tracks were removed in several stages to mirror pavement reconstruction.

The bid item HMA, 5E3 was added to the project to reflect an increase in bid price due to a change in aggregate required by Bureau of Highways Informational Memorandum 2003-9. This item was negotiated at \$55,878.50 and is offset by a reduction of \$53,049.50 in this contract modification.

The prices of all items were negotiated with the contractor and compare favorably with the average unit prices for this area.

Section 103.4 – EXTRA WORK – of the 2003 Interim Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

This Extra is now recommended for approval by the State Administrative Board.

**Purpose/Business Case:** Each of these items were essential to either the construction stage of this project, or the proposed extended life of this project being realized.

**Benefit:** The public will receive a project that is safe, constructed to current MDOT standards and will realize the proposed extended life of the pavement.

**Funding Source:** State Restricted Trunkline, 98.83%; Wheatland Township, 1.17%

**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:** Several of the items, if not completed, would have led to a reduced pavement life span.

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

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

**Zip Code:** 49340

**OVERRUNS**

153. **Overrun 01-2004**

Control Section/Job Number: 63172-75602A MDOT Project

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

State Transportation Commission - This project is over the 15% Commission limit for reviewing overruns.

Contractor: J. Slagter & Son Construction Co.  
1326 142nd Avenue  
Wayland MI 49348

Designed By: MDOT  
Engineer's Estimate: \$238,543.00

Description of Project:

Emergency structural steel beam repairs, joint replacement, and zone painting on I-75 under University Drive, 1.6 mi north of M-59 in the city of Auburn Hills, Oakland County.

Administrative Board Approval Date:	July 1, 2003	
Contract Date:	July 22, 2003	
Original Contract Amount:	\$176,580.20	
Total of Overruns/Changes (Approved to Date):	17,658.02	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>84,681.46</u></b>	<b>+ <u>47.96%</u></b>
<b>Revised Total</b>	<b><u>\$278,919.68</u></b>	<b>+ 57.96%</b>

**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 \$194,238.22.

Approval of this overrun will place the authorized status of the contract +57.96% (\$102,339.48) over the **Original Budget**.

Overruns Previously Approved by the State Administrative Board: None

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

Structural Steel (Bolted Repair), Erecting-Special	2,690.000 Lb @ \$15.00/Lb	\$40,350.00
Structural Steel (Welded Repair), Erecting-Special	1,463.000 Lb @ \$30.00/Lb	43,890.00
Structural Steel, Mixed, Furn and Fab	131.387 Lb @ \$3.36/Lb	441.46
Total		<u>\$84,681.46</u>

**Reason(s) for Overrun(s):**

This was an emergency job to repair severely corroded beam ends on a highly traveled bridge over I-75. The original quantities of replacement steel (Structural Steel, Mixed, Furn and Fab), and bolted and welded repair [Structural Steel (Bolted Repair), Erecting-Special and Structural Steel (Welded Repair), Erecting-Special] scoped for the repair of the corroded beam ends were insufficient to correct the beam deficiencies once work began.

All three of these bid items are existing bid items and prices were calculated using the original contract bid price.

This Overrun was recommended for approval by the State Transportation Commission at its February 26, 2004, meeting, and is now recommended for approval by the State Administrative Board on March 2, 2004.

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

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

**Funding Source:** State Restricted Trunkline, 100%

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

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

**Cost Reduction:** The price has been fixed by contract.

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

**Zip Code:** 48326

154. **Overrun 02-2004**

Control Section/Job Number: 08031-75028A MDOT Project

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

State Transportation Commission - This project is over the 15% Commission limit for reviewing overruns.

Contractor: Michigan Paving & Materials Co.  
P.O. Box 787  
Belleville MI 48111-0787

Designed By: MDOT  
Engineer's Estimate: \$397,702.60

Description of Project:

6.15 mi of hot mix asphalt resurfacing on M-37 from Banfield Road northerly to Groat Road, in Johnstown and Bedford Townships, Barry and Calhoun Counties.

Administrative Board Approval Date:	October 7, 2003	
Contract Date:	October 13, 2003	
Original Contract Amount:	\$366,688.65	
Total of Overruns/Changes (Approved to Date):	36,668.87	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	2,513.58	+ 0.69%
<b>THIS REQUEST</b>	<b><u>33,520.08</u></b>	<b>+ <u>9.14%</u></b>
<b>Revised Total</b>	<b><u>\$439,391.18</u></b>	<b>+ 19.83%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 10.69% over the original budget for an **Authorized to Date Amount** of \$405,871.10.

Approval of this overrun will place the authorized status of the contract + 19.83% (\$72,702.53) over the **Original Budget**.

Overruns Previously Approved by the State Administrative Board: None

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

HMA, 4C	916.330 Ton @ \$32.00/Ton	\$29,322.56
Shoulder, C1 11	299.823 Ton @ \$14.00/Ton	<u>4,197.52</u>
Total		<u>\$33,520.08</u>

**Reason(s) for Overrun(s):**

The actual roadway was one to two feet wider than the typical section shown on the design plans. This difference from the plans required additional asphalt (HMA, 4C) to cover the actual width of the existing roadway. In addition, some of the sections of roadway were in worse condition than originally thought. To ensure the projected life span of the roadway, a thicker layer of asphalt (HMA, 4C) was used in these areas.

The shoulder slope of the existing roadway was steeper than the typical slope shown on the plans. This resulted in an increased quantity of shoulder gravel (C1 11) to ensure that the final slope met existing MDOT standards.

Both the asphalt and shoulder gravel are existing bid items and prices were calculated using the original contract bid price.

This Overrun was recommended for approval by the State Transportation Commission at its February 26, 2004, meeting, and is now recommended for approval by the State Administrative Board on March 2, 2004.

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

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

**Funding Source:** State Restricted Trunkline, 100%

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

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

**Cost Reduction:** The price has been fixed by contract.

**New Project Identification:** This is an existing project already under contract.  
**Zip Codes:** 49017, 49050

155. **Overrun 03-2004**

Control Section/Job Number: 33035-M60399 MDOT Project

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

State Transportation Commission - This project is over the 15% Commission limit for reviewing overruns.

Contractor: Kelcrist Corporation  
P. O. Box 362  
Williamston MI 48895

Designed By: MDOT  
Engineer's Estimate: \$373,075.00

Description of Project:

6.5 mi of concrete patching with joint repairs on US-127, northbound and southbound, from M-36 northerly to I-96 in Alameda Township, Ingham County.

Administrative Board Approval Date:	August 5, 2003	
Contract Date:	August 11, 2003	
Original Contract Amount:	324,367.82	
Total of Overruns/Changes (Approved to Date):	32,436.78	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	45,214.36	+ 13.94%
<b>THIS REQUEST</b>	<b><u>52,239.74</u></b>	<b>+ <u>16.11%</u></b>
<b>Revised Total</b>	<b><u>\$454,258.70</u></b>	<b>+ 40.05%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 23.94% over the original budget for an **Authorized to Date Amount** of \$402,018.96.

Approval of this overrun will place the authorized status of the contract + 40.05% over (\$129,890.88) the **Original Budget**.

Overruns Previously Approved by the State Administrative Board: None

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

Joint Contraction, Crg	4,527.000 Ft @ \$10.00/Ft	\$45,270.00
Joint, Tied, Trg	696.974 Ft @ \$10.00/Ft	<u>6,969.74</u>
Total		<u>\$52,239.74</u>

**Reason(s) for Overrun(s):**

The original calculations for pay items for this project had a calculation error of 50% on the two pay items Joint, Contraction, Crg and Joint Tied, Trg. To ensure the projected increase in the life span of this pavement, all originally scoped work needed to be completed. For this reason the quantities of Joint, Contraction, Crg and Joint Tied, Trg were increased.

Both of the increased bid items are existing bid items and prices were calculated using original contract bid prices. The approved Extras are under the allowed maximum of \$48,000.00.

This Overrun was recommended for approval by the State Transportation Commission at its February 26, 2004, meeting, and is now recommended for approval by the State Administrative Board on March 2, 2004.

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

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

**Funding Source:** State Restricted Trunkline, 100%

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

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

**Cost Reduction:** The price has been fixed by contract.

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

**Zip Codes:** 48854, 48911

156. **Overrun - 04-2004**

Control Section/Job Number: 02041-58494A MDOT Project

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

State Transportation Commission - This project is over the 15% Commission limit for reviewing overruns.

Contractor: Action Traffic Maintenance, Inc.  
48181 Ryan Road  
Utica MI 48317

Designed By: MDOT  
Engineer's Estimate: \$94,630.00

Description of Project:

42.414 mi of non-freeway sign upgrading on M-28 from the Marquette east county line to the Schoolcraft west county line in the city of Munising, and Onota, Au Train, Grand Island and Munising Townships, within Alger County.

Administrative Board Approval Date:	December 17, 2002	
Contract Date:	January 24, 2003	
Original Contract Amount:	\$83,063.04	
Total of Overruns/Changes (Approved to Date):	8,306.30	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	5,280.00	+ 6.36%
<b>THIS REQUEST</b>	<b><u>11,650.14</u></b>	+ <b><u>14.03%</u></b>
<b>Revised Total</b>	<b><u>\$108,299.48</u></b>	+ 30.39%

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 16.36% over the original budget for an **Authorized to Date Amount** of \$96,649.34.

Approval of this overrun will place the authorized status of the contract + 30.39% over (\$25,236.44) the **Original Budget**.

Overruns Previously Approved by the State Administrative Board: None

This contract modification requests payment for the following changes to the contract:

Post, Wood, 4 inch by 6 inch	416.076 Ft @\$16.00/Ft	\$ 6,657.22
Post, Wood, 4” by 6”, Direct Embedment	416.077 Ft @ \$12.00/Ft	<u>4,992.92</u>
Total		<u>\$11,650.14</u>

**Reason(s) for Overrun(s):**

This is a sign upgrading project. On projects of this type, it was fairly standard to salvage all existing wood posts and reuse them when installing the new signs. During construction, it was determined that not all of the wood posts were salvageable. The designer had set up a very small quantity of the two bid items “Post Wood, 4 inch by 6 inch” and “Post, Wood, 4” by 6”, Direct Embedment.” Due to the large number of posts that were unsalvageable, the charge against these bid items was approximately four times the amount in the original contract bid. The price used to supply the additional posts was the price bid in the contract.

This Overrun was recommended for approval by the State Transportation Commission at its February 26, 2004, meeting, and is now recommended for approval by the State Administrative Board on March 2, 2004.

**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, 98.19 %; State Restricted Trunkline, 1.81 %

**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.

**Zip Codes:** 49806, 49822, 49862, 49895, 49884

157. **Overrun 05-2004**

Control Section/Job Number: 50011-59969A MDOT Project

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

State Transportation Commission - This project is over the 15% Commission limit for reviewing overruns.

Contractor: Florence Cement Company  
12798 23 Mile Road  
Shelby Twp. MI 48315

Designed By: Consultant  
Engineer's Estimate: \$1,092,585.05

Description of Project:

3.7 mi of concrete and spall repairs, crack sealing and joint resealing on M-53 from south of 15 Mile Road to 18 Mile Road and on US-12 from M-10 to Cass Avenue in the cities of Sterling Heights and Detroit, Macomb and Wayne Counties.

Administrative Board Approval Date:	April 1, 2003	
Contract Date:	April 10, 2003	
Original Contract Amount:	\$769,747.63	
Total of Overruns/Changes (Approved to Date):	76,974.76	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	6,500.00	+ 0.84%
<b>THIS REQUEST</b>	<b><u>136,197.09</u></b>	<b>+ <u>17.69%</u></b>
<b>Revised Total</b>	<b><u>\$989,419.48</u></b>	<b>+ 28.53%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 10.84% over the original budget for an **Authorized to Date Amount** of \$853,222.39.

Approval of this overrun will place the authorized status of the contract + 28.53% (\$219,671.85) over the **Original Budget**.

Overruns Previously Approved by the State Administrative Board: None

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

Pavt Repr, Reinf. Conc, 11"	2,051.161 Syd @ \$66.40/Syd	<u>\$136,197.09</u>
Total		<u>\$136,197.09</u>

**Reason(s) for Overrun(s):**

It is almost impossible to scope the exact extent of deteriorated concrete on a joint replacement project. Many times the cracking extends far beyond what can be seen by visual review.

Once construction was begun on this project, it became apparent that many of the patches scoped for four foot in width needed to be widened to remove all of the deteriorated concrete. If all the deteriorated concrete is not removed, the new joint will deteriorate at an accelerated rate.

The intersections on this project also needed work far in excess of what was scoped because they were initially constructed part width to allow traffic to continue to move through the intersection and high early strength concrete was used to reduce the time that the traveling public was inconvenienced. Most of the high early strength concrete was in such bad condition that it needed to be replaced. Originally, just the four foot areas around the joints were scoped for replacement at the intersections. Due to excessive deterioration and delaminating concrete, several entire intersections had to be replaced.

The bid item Pavt Repr, Reinf. Conc, 11" is an existing bid item on the contract and prices were calculated using original contract bid prices.

This Overrun was recommended for approval by the State Transportation Commission at its February 26, 2004, meeting, and is now recommended for approval by the State Administrative Board on March 2, 2004.

**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, 81.85%; State Restricted Trunkline, 18.15%

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

**Risk Assessment:** 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.

**Zip Codes:** 48312, 48313, 48226

158. **Overrun 06-2004**

Control Section/Job Number: 33041-M60382 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Michigan Paving & Materials Co.  
P. O. Box 787  
Belleville MI 48111-0787

Designed By: MDOT  
Engineer's Estimate: \$221,519.93

Description of Project:

1.26 mi of hot mix asphalt (HMA), cold milling and resurfacing on Old US-27 (Lansing Road) from Waverly Road northeasterly to railroad crossing, and on I-69BL (Saginaw Street) from Marsh Road easterly to Old M-78 (Lansing Road) in the townships of Lansing and Bath, Ingham and Clinton Counties.

Administrative Board Approval Date:	August 5, 2003	
Contract Date:	August 6, 2003	
Original Contract Amount:	\$189,372.00	
Total of Overruns/Changes (Approved to Date):	18,937.00	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	3,669.00	+ 1.94%
<b>THIS REQUEST</b>	<b><u>8,045.71</u></b>	<b>+ <u>4.25%</u></b>
<b>Revised Total</b>	<b><u>\$220,023.71</u></b>	<b>+ 16.19%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 11.94% over the original budget for an **Authorized to Date Amount** of \$211,978.00.

Approval of this overrun will place the authorized status of the contract + 16.19% (\$30,651.71) over the **Original Budget**.

Overruns Previously Approved by the State Administrative Board: None

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

HMA, SE1	100.000 t @ \$38.75/t	\$3,875.00
HMA, 5E1, High Stress	101.108 t @ \$41.25/t	<u>4,170.71</u>
Total		<u>\$8,045.71</u>

**Reason(s) for Overrun(s):**

This project was initially scoped to overlay 0.96 miles of pavement. Unfortunately, when it was designed, all design calculations were based on 0.86 miles. Additional HMA and other small miscellaneous items were increased to allow the contractor to complete the intended scope of the contract.

Each of these increases are to existing bid items, and prices were calculated using the original contract bid price.

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

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

**Benefit:** The public benefits from the project being constructed to its scoped limits so that traffic is not disrupted again to complete the final 0.10 miles of the overlay.

**Funding Source:** 100% State Restricted Trunkline Funds

**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.

**Zip Codes:** 48917 and 48840

159. **Overrun 07 – 2004**

Control Section/Job Number: 41070-50247A Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Prince Bridge & Marine, LTD  
13744 172nd Avenue  
Grand Haven MI 49417

Designed By: Consultant  
Engineer's Estimate: \$1,430,889.75

Description of Project:

2.26 km of roadway reconstruction including cold milling, grading, bituminous, guardrail and pavement marking, along with bridge replacement on 13 Mile Road from Edgerton Avenue to Northland Drive in Kent County.

Administrative Board Approval Date:	May 7, 2002	
Contract Date:	May 24, 2002	
Original Contract Amount:	\$1,178,835.11	
Total of Overruns/Changes (Approved to Date):	117,883.51	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	40,923.25	+ 3.47%
<b>THIS REQUEST</b>	<b><u>36,674.55</u></b>	<b>+ <u>3.11%</u></b>
<b>Revised Total</b>	<b><u>\$1,374,316.42</u></b>	<b>+ 16.58%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 13.47% over the original budget for an **Authorized to Date Amount** of \$1,337,641.87.

Approval of this overrun will place the authorized status of the contract + 16.58% (\$195,481.31) over the **Original Budget**.

Overruns Previously Approved by the State Administrative Board: None

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

Aggregate Base, Modified	2,529.279 t @ \$14.50/t	<u>\$36,674.55</u>
Total		<u>\$36,674.55</u>

**Reason(s) for Overrun(s):**

During the design of this project, existing elevations of the roadway and shoulders were determined using aerial photography. When the contractor began work on this project it was discovered that the existing elevations on the plans were incorrect in some locations. To construct the roadway in these areas to the correct elevation and using the correct cross-sections required the use of additional quantities of gravel (Aggregate Base, Modified).

The bid item "Aggregate Base, Modified" is an existing bid item on this project and price was calculated using original contract bid price.

This Overrun is recommended for approval by the State Administrative Board on March 2, 2004.

**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, 80%; Kent County, 20%

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

**Risk Assessment:** 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.

**Zip Codes:** 49345

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

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

Respectfully submitted,

Gloria J. Jeff  
Director

**SUPPLEMENTAL AGENDA**

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE  
STATE ADMINISTRATIVE BOARD

T&NR Meeting: February 25, 2004 - Secretary of State's Office, 3:30 PM  
State Administrative Board Meeting: March 2, 2004 - State Capitol, 11:00 AM

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**BID LETTING**

**STATE PROJECTS**

1.	LETTING OF FEBRUARY 20, 2004	ENG. EST.	LOW BID
	PROPOSAL 0402202	\$ 55,787,287.39	\$ 56,869,331.28
	PROJECT AIM 82022-45686, ETC		
	LOCAL AGRMT. 03-5528, 03-5659, 03-5660	% OVER/UNDER EST.	
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 14, 2005		1.94 %

4.20 mi of freeway reconstruction/realignment, interchange reconstruction, concrete pavement/shoulders, and bridge replacements on I-94, Pelham Road to Beech Daly Road, over US-24 and Pelham Road, under Ecorse Road and Norfolk Southern Railroad, and on US-24, Ecorse Road to Van Born Road, in the cities of Taylor, Dearborn Heights and Allen Park, Wayne County.

15.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
E. C. Korneffel Co.			
Midwest Bridge Company			
Tony Angelo Cement Construction Co.			
Ajax Paving Industries, Inc.			
John Carlo, Inc.			
Angelo Iafrate Construction Company			
<b>Dan's Excavating, Inc.</b>	<b>\$ 56,869,331.28</b>	<b>Same</b>	<b>1 **</b>
Posen Construction, Inc.			
Walter Toebe Construction Co.			
Walbridge Aldinger Company			
Interstate Highway Construction			
Six-S, Inc.			
Walbridge Aldinger Co./W.P.M., Inc.	\$ 67,141,772.53	Same	4
John Carlo, Inc./Walter Toebe Const.	\$ 60,487,106.42	Same	2
Posen Construction/Six-S, Inc.	\$ 61,588,264.00	Same	3

4 Bidders

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

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

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

**Funding Source:**

45686A		
	City of Allen Park	0.01 %
	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	8.92 %
	City of Taylor	1.07 %
45695A		
	City of Dearborn Heights	0.03 %
	Federal Highway Administration Funds	73.85 %
	State Restricted Trunkline Funds	14.41 %
	City of Taylor	11.71 %
51516A		
	City of Taylor	100 %
54069A		
	City of Allen Park	0.44 %
	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	8.94 %
	City of Taylor	0.62 %
54663A		
	Federal Highway Administration Funds	4.58 %
	State Restricted Trunkline Funds	0.45 %
	City of Taylor	94.97 %
59282A		
	Federal Highway Administration Funds	75.36 %
	Norfolk Southern Corporation	7.93 %
	State Restricted Trunkline Funds	14.62 %
	City of Taylor	2.09 %

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

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

**Cost Reduction:** Reduced roadway maintenance costs.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48180.



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

The ORIGINAL A bid total reflects the actual contract price.

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

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

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

**Funding Source:**

51493A

City of Detroit	1.33 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	18.67 %

54969A

City of Detroit	1.50 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	18.50 %

56615A

City of Detroit	1.72 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	18.28 %

59278A

City of Detroit	1.09 %
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	8.91 %

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

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

**Cost Reduction:** Reduced roadway maintenance costs.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48202.

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

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

Respectfully submitted,

Gloria J. Jeff  
Director