

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - November 26, 2003 - 3:30 P.M.
State Administrative Board Meeting - December 2, 2003 - 11:00 A.M.

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MINERAL LEASES

1. DIRECT METALLIC MINERAL LEASES (4) - DEVELOPMENT: Trans Superior Resources of West Vancouver, British Columbia, 640 acres, more or less, of State-owned minerals, Sections 5 and 8, T46N, R30W, and Sections 28 and 32, T47N, R30W, Republic Township, Marquette County.

Terms: Ten-year term, standard rental (\$3.00) per acre) and royalty (2 to 7 percent). Bonus consideration \$1,280.00 (\$2.00 per acre).

2. DIRECT OIL AND GAS LEASE - NONDEVELOPMENT: Ward Lake Energy, of Gaylord, Michigan, 20.00 acres, more or less, of State-owned minerals located in Section 5, T30N, R05W, Star Township, Antrim County.

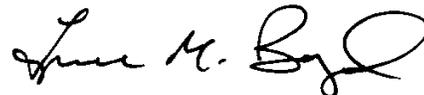
Terms: One-year term, 3/16 royalty, \$2,800 bonus consideration (\$140.00 per acres), \$2.00 per acre annual rental.

Item 1 was formally approved by the Director of the Department of Natural Resources on November 6, 2003. Item 2 was formally approved by the Chief of Forest, Mineral and Fire Management of the Department of Natural Resources on November 5, 2003. 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: November 26, 2003 - Secretary of State's Office, 3:30 PM
State Administrative Board Meeting: December 2, 2003 - State Capitol, 11:00 AM

SUBCONTRACTS

1.-5. **Trucking/Hauling Emergency Services**

Approval is requested to authorize the Kent County Road Commission to award subcontracts to the following contractors for the hauling of road materials (aggregate, sand, gravel, asphalt, snow, etc.) on various trunklines throughout Kent County; work will be issued against the subcontracts on an as needed basis. The trucking/hauling services are needed for situations that exceed MDOT's equipment capability. In cases of emergency, such as large storms, waters may wash out roads on which the hauling of materials to and from sites is critical to prevent further damage. The project was advertised, and five bids were received. All five bids were considered to be reasonable. The County has reserved the right to award contracts to all five bidding trucking contractors. Work will be issued against the subcontracts as it is needed based on low-bid hourly rates, responsiveness of the contractors, and type, size, and quantity of equipment needed. The subcontracts will be in effect from the dates of award through December 31, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

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| 1. | Z-Express Trucking, Inc.
7090 New Holland Street
Zeeland, MI 49464 | \$60,000 |
| 2. | Yellow Rose Transport
3531 Busch Drive
Grandville, MI 49418 | \$60,000 |
| 3. | MarJo Construction Services, Inc.
2635 Wilson Avenue, SW
Grand Rapids, MI 49544 | \$60,000 |
| 4. | Rieth-Riley Construction Co., Inc.
867 Egypt Valley Road
Ada, MI 49301 | \$60,000 |
| 5. | Rusches Trucking, Inc.
4457 Alpine, NW
Comstock Park, MI 49321 | \$60,000 |

* Denotes a non-standard contract/amendment
12/2/03

Purpose/Business Case: The contract provides for the hauling of various road materials, such as aggregate, gravel, sand, asphalt and etc., to various locations as determined by the Associate Region Engineer and Kent County Road Commission.

Benefit: The contract provides for trucking services of road materials on an as needed basis to meet the maintenance demands of the system.

Funding Source: 100% State Restricted Trunkline Funds.

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

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

Cost Reduction: The project was competitively bid and advertised. The county has reserved the right to award to more than one trucking contractor based on low bid and availability.

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

Zip Code: Zeeland	49464
Grandville	49418
Grand Rapids	49544
Ada	49301
Comstock Park	49321

6. **Parrish Excavating** **Drainage & Storm Sewer** **\$21,916**
1284 East Chicago Road
Quincy, MI 49082

Approval is requested to authorize the Hillsdale County Road Commission to extend the project completion date for a subcontract previously approved by the State Administrative Board on August 5, 2003. The project included the installation of drainage structures and a storm sewer on the west side of M-49 at Bankers Road in Hillsdale County. Because of the time delay from the bidding of the project to the actual award, the contractor bid on other projects and was unable to begin work until the beginning of October. With the onset of winter and the potential of bad weather, the County has delayed the project until the spring of 2004. The amount and provisions of the contract will remain unchanged. The contract will be in effect from the date of award through August 1, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for proper drainage of the roadway. This location has a history of flooding.

Benefit: The contract provides for safer highways for the traveling public. Completing this project will correct the drainage problem and help reduce the winter maintenance cost.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The road surface at this location is becoming unsafe for motorists. Failure to perform this project will result in potential flooding of this intersection, creating hazardous road conditions for traveling motorists.

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

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

Zip Code: 49082.

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| 7. | D & D Contracting
P.O. Box 55
Grawn, MI 49637 | Seal Patching | \$300,000 |
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Approval is requested to authorize the Kent County Road Commission to award a three-year subcontract to furnish labor and equipment to perform AMZ seal patching at various locations on State trunklines within Kent County. The project was advertised, and one bid was received and accepted. The subcontract will be in effect from the date of award through December 31, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The contract provides for AMZ seal patching at various locations on State trunklines as determined by the Associate Region Engineer and Kent County Road Commission. The AMZ seal patching is a process that uses specialized equipment to seal cracks and treat surface deformities such as spalling, scaling, low spots, etc., in concrete and asphalt roadways.

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

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The road surfaces in these areas are deteriorating. This work will make the road smoother and safer for motorists. If the work is not performed, the roadway 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: 49637.

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| 8. | Kent County Dept. of Public Works
1500 Scribner Avenue NW
Grand Rapids, MI 49504 | Rubbish Disposal | \$24,357 |
|----|---|-------------------------|-----------------|

Approval is requested to authorize the Kent County Road Commission to award a subcontract for the disposal of roadside rubbish from State trunklines located in Kent County. The contract was not advertised because the South Kent Landfill, WTE Incinerator, is the only disposal site within an approximate twenty-mile radius. The subcontract will be in effect from the date of award through December 31, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The contract provides for rubbish disposal on State trunklines located in Kent County.

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

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The removal of rubbish from the roadsides will provide for cleaner and safer trunklines for motorists. If the work is not performed, the roadway could become hazardous for the traveling public.

Cost Reduction: The contract is awarded to a local disposal site resulting in lower transportation costs.

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

Zip Code: 49504.

* Denotes a non-standard contract/amendment

CONTRACTS

9. HIGHWAYS – IDS Time Extension

Amendatory Contract (94-0525/A17) between MDOT and Parsons Brinckerhoff Michigan, Inc., will extend the contract term by two years due to the delay in obtaining concurrence with the MDOT Recommended Alternative from the City of Detroit and to provide additional time for the consultant to complete early preliminary engineering services. The original contract provides for the design of the I-94 Detroit Freeway Rehabilitation Study, from one-half mile west of I-96 westerly to one-half mile east of Connors in Wayne County. The revised contract term will be September 26, 1994, through December 31, 2005. The total contract amount remains unchanged at \$10,726,634.56. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the contract term by two years due to the delay in obtaining concurrence with the MDOT Recommended Alternative from the City of Detroit and to provide additional time for the consultant to complete early preliminary engineering services.

Benefit: In light of the unanimous vote by the honorable Detroit City Council of the MDOT recommended alternative, it is imperative to move this very important project forward.

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

Commitment Level: MDOT is committed to completing the Final Environmental Impact Statement.

Risk Assessment: If the time extension amendment is not awarded, a delay will occur in obtaining the Final Environmental Impact Statement. This delay would ultimately send this project back to the beginning of a complex process and create rework.

Cost Reduction: There are no additional monies requested as part of this amendment.

New Project Identification: Rehabilitation and improvement of an existing project.

Zip Code: 48202.

10. HIGHWAYS - IDS Time Extension

Amendatory Contract (99-0892/A3) between MDOT and Testing Engineers & Consultants, Inc., will extend the contract term by approximately six months to provide sufficient time for a new low bid IDS contract to be completed. The original contract provides for statewide asbestos investigation services to be performed on an as needed/when needed basis. The revised contract term will be from September 29, 1999, through June 30, 2004. The maximum contract amount remains unchanged at \$500,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: This amendment is to avoid a break in service while waiting for bids on a new IDS contract for asbestos investigations. MDOT frequently has a need for an asbestos investigation at parcels of property where buildings will be demolished or refurbished. Prior to demolition or similar work, the building needs to be inspected for asbestos.

Benefit: This contract provides a fast, cost-effective way to carry out these asbestos inspections.

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 risk of not extending the time on this contract until a new low bid IDS contract is in place is a break in service. Asbestos inspections are required by United States Environmental Protection Agency regulations at projects slated for demolition and renovation work. Project delays and compliance violations can be expected if the asbestos inspections have to be contracted out on a case by case basis.

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: 48909.

* Denotes a non-standard contract/amendment

11. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z16/R2) under Contract (2000-0002) between MDOT and HNTB Michigan, Inc., will renew the authorization and extend the authorization term by three months to provide sufficient time for the consultant to complete the services. The original authorization provided for construction assistance for the design of the Intelligent Transportation System (ITS) expansion from south of Burton Street to West River Drive in the cities of Grand Rapids and Walker in Kent County (CSs 41131 and 41132 - JN 52378A). The extension is required due to the consultant experiencing unforeseen material and delivery issues. The revised authorization term will be from May 16, 2001, through November 8, 2003, and from the date of the award of this renewal/amendment through three months. No costs will be incurred between the expiration date of the authorization and the date of award of this renewal/amendment. The total authorization amount remains unchanged at \$119,989. The contract term is November 8, 1999, through November 8, 2004. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: The purpose of this revision is to extend the design construction assistance authorization for the needed final testing and verification testing of this new portion of the Grand Region's Intelligent Transportation System (ITS). The extension is required due to the consultant experiencing unforeseen material and delivery issues.

Benefit: This extension will allow for the coordination and professional testing and verification process oversight to be completed with confidence in this newest portion of the Grand Regions ITS system.

Funding Source: 100% Federal Highway Administration Funds.

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

Risk Assessment: If this extension is not granted the oversight needed for this very technical work would not be undertaken and the new portion of the ITS system might not function with the capacity specified.

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 for the extension of an already approved construction assistance contract.

Zip Code: 49503.

12. HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (2000-0024/A15) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for additional services due to the redesign of maintaining traffic plans to accommodate the relocation of the Detroit Edison facilities within the US-12 corridor, will increase the contract amount by \$55,091.07, and will extend the contract term by one year. The original contract provides for the design of US-12 (Michigan Avenue) from Firestone to Livernois Road in the cities of Dearborn and Detroit, Wayne County (CS 82062 - JN 59881C). The revised contract term will be March 3, 2000, through December 31, 2004. The revised contract amount will be \$1,906,219.26. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: Will provide for additional services and costs and for additional time needed due to the redesign of the maintaining traffic plans after original plans were accepted, the additional efforts to coordinate with utility owners beyond the original expectations, and the redesign of the storm and water facilities.

Benefit: Completion of Design in time for a scheduled spring 2004 letting.

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: Change in scope is required to meet project schedule commitment.

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: 48210.

13. HIGHWAYS – Increase Services and Amount

Amendatory Contract (2000-0111/A4) between MDOT and Pathway Services, Inc., will provide for additional services to be performed for the collection of statewide pavement network condition data and will increase the contract amount by \$57,497.50. The additional data to be provided are Geographical Positioning System (GPS) coordinate points. The original contract provides for the collection, surveying, and processing of pavement condition information in various counties (CS 84900 – JN 72078). The contract term remains unchanged, September 18, 2000, through March 31, 2004. The revised total contract amount will be \$2,290,422.50. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15 % State Restricted Trunkline Funds.

Purpose/Business Case: The Operations 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 Operations Group's collected data.

Benefit: GPS coordinates are recorded at the same time as pavement surface distress, ride and rut measurements are taken along MDOT's roadway network. The network condition data can then be linked via the GPS points to the department's Geographical Information Systems (GIS). GIS facilitates more effective and efficient management of the network by utilizing graphical map-based formats. Such data formats assist the management and monitoring of multiple network characteristics (including surface condition), which ultimately drive department decision-making as to where limited budgets should be spent most cost-effectively. Therefore, GPS is a key to increasing our department's abilities in the area of pavement (asset) management. Acquiring the collected GPS points from the contractor, along with the collected condition data, is the first step toward such an improvement.

Funding Source: The existing MDOT contract with Pathway Services for 2002/2003 data collection is funded 100% by State Funds (Michigan Betterment) - Job Number 72078.

Commitment Level: MDOT's quantity of roadway mileage (12,250) to be collected by Pathway Services is fairly stable. Therefore, with Pathway's quoted unit prices (per respective year) being fixed, MDOT's level of commitment becomes fairly fixed, and should waiver only slightly (based on mileage measurement variance between different equipment).

Risk Assessment: As the MDOT moves forward with further implementation of GIS for improved management of its pavement information, it is essential to have GPS coordinate data collected in tandem with any type of condition measurement data desired to be monitored within the created GIS. Therefore, not having GPS coordinate data collected would seriously inhibit the ability to link collected condition data to the GIS, thereby leading to under-utilization of both the pavement condition data and the capabilities of the GIS tools.

Cost Reduction: The department had previously authorized Pathway Services in 2000/2001 to provide GPS data at a unit cost rate of \$4.50/mile (averaged between the two years). Now, as explained by Pathway in the attached response to the Request for Proposal, the cost rate for delivery of 2002/2003 GPS data has been arrived at by increasing the 2002 rate of \$4.50 by 3% incrementally for each of 2002 and 2003 (to \$4.63 and \$4.76, respectively). This appears to be a reasonable increase by Pathway of its earlier cost that, again, was previously approved by MDOT. However, deference is made to the Office of Commission Audit for final review and determination of cost increase appropriateness.

New Project Identification: Not a new project.
Zip Code: 48909.

14. HIGHWAYS - IDS Time Extension

Amendatory Contract (2000-0317/A4) between MDOT and Superior Environmental Corporation will extend the contract term by approximately six months to provide sufficient time for a new low bid IDS contract to be completed. The original contract provides for statewide underground storage tank and contaminated soil removal to be performed on an as needed/when needed basis. The revised contract term will be May 16, 2000, through June 30, 2004. The maximum dollar amount of the contract remains unchanged at \$250,000. Source of Funds: Federal, Restricted State or local funds, depending on the particular project authorized.

Purpose/Business Case: This amendment is to avoid a break in service while waiting for bids on a new IDS contract for underground storage tank (UST) and contaminated soil removals. MDOT frequently discovers underground gasoline and diesel fuel storage tanks during road and bridge construction. The tanks are located within MDOT right-of-way and have been buried for many years. Under 1994 PA 451, as amended, Part 211, the Underground Storage Tank Regulations, the owner of the property on which an UST is located is the owner of the UST and is responsible for registering it with the MDEQ Storage Tank Division (STD) and closing it properly.

Benefit: This contract provides a fast, cost-effective way to remove underground storage tanks that are encountered during construction projects.

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 risk of not extending the time on this contract until a new low bid IDS contract is in place is a break in service. State and Federal statutes require that contractors with proper insurances and training be used to remove USTs. When an abandoned UST is encountered on a construction project, work at that location is suspended until the tank is removed. Construction delays and down time can occur if there is not a UST removal contract already in place when the UST is discovered.

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: 49435.

15. HIGHWAYS – Increase Services and Amount

Amendatory Contract (2001-0185/A7) between MDOT and URS Corporation Great Lakes will increase services and increase the contract amount by \$189,140.15. The additional design services will include the reconstruction of an exit ramp and a retaining wall and the provision of paving work, a pick-up survey, and landscaping and irrigation plans on I-375 from Gratiot Avenue to Jefferson Avenue and on Jefferson Avenue from Beaubien to Rivard Street, Wayne County. The original contract provides for early engineering of the project, including provision of hydraulic surveys; study of existing drainage and necessary rehabilitation; provision of base plans and preliminary typical cross-sections, utility information, and bridge studies; and computation and verification of plan quantities. The contract term remains unchanged, May 10, 2001, through December 1, 2003. The revised total contract amount will be \$7,020,586.59. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

The original write up for this amendment included a time extension and was approved by the State Administrative Board (SAB) at the September 2, 2003, SAB meeting. However, the amendment was issued without the time extension provision. The increases in services and amount were issued consistent with the write-up approved by the SAB on September 2, 2003.

Purpose/Business Case: To provide for the performance of a pick up survey and other design items and the addition of related costs of \$189,140.15, which will serve to combine the survey/design part of the project with the landscaping plan part of the project.

Benefit: The additional survey for Larned, Atwater, and Franklin Streets will provide more detail for the design of this project. The landscaping plan work was originally part of the coordination work with the City of Detroit. Combining the two parts of the project will allow for one contract for construction.

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: If the survey is not completed, the plans will contain incorrect information, which will cause construction problems. Not combining the project parts will have an adverse impact on the construction schedule, as the plans will not be complete for the letting. MDOT's relationship with the City of Detroit may suffer.

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 construction project.

Zip Code: 48226.

16. HIGHWAYS – IDS Time Extension

Amendatory Contract (2001-0185/A8) between MDOT and URS Corporation Great Lakes will extend the contract term by approximately thirteen months to allow sufficient time for the consultant to complete the additional work added under Amendment 7 to the contract. The original contract provides for early engineering of the project, including provision of hydraulic surveys; study of existing drainage and necessary rehabilitation; provision of base plans and preliminary typical cross-sections, utility information, and bridge studies; and computation and verification of plan quantities. The revised contract term will be May 10, 2001, through December 31, 2004. The maximum dollar amount of the contract remains unchanged at \$7,020,586.59. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The time extension will provide the needed time for the consultant to perform the additional work added under Amendment 7 to the contract.

Benefit: Additional time will give the consultant time to finish the design for the additional work provided under Amendment 7. (The additional survey for Larned, Atwater, and Franklin Streets will provide more detail for the design of this project. The landscaping plan work was originally part of the coordination work with the City of Detroit, and combining the two parts of the project will allow for one contract for construction.)

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: If the additional time is not provided, the consultant may not be able to complete the additional work. If the survey is not completed, the plans will contain incorrect information, which will cause construction problems. Not combining the project parts will have an adverse impact on the construction schedule, as the plans will not be complete for the letting. MDOT's relationship with the City of Detroit may suffer.

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 construction project.

Zip Code: 48226.

17. HIGHWAYS – Time Extension

Amendatory Contract (2001-0334/A2) between MDOT and HNTB Michigan, Inc., will extend the contract term by one year due to a claim pending on an associated construction service. The original contract provides for construction engineering inspection and testing services on US-24 from the I-75 Connector south of Eureka to Ecorse Road and on the I-75 Connector from I-75 to US-24, City of Taylor. The revised contract term will be March 13, 2001, through October 31, 2004. The total contract amount remains unchanged at \$4,120,998. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This contract provides for construction engineering inspection and testing services on US-24 from the I-75 Connector south of Eureka to Ecorse Road and on the I-75 Connector from I-75 to US-24, City of Taylor. This time extension amendment is necessary due to a claim pending on an associated construction service.

Benefit: Reconstruction of this roadway will provide for improved safety, greatly reduced maintenance costs, and a better ride for motorists.

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: If this project is not completed, safety will not improve and the existing pavement will continue to deteriorate, resulting in more maintenance costs and a worse ride for motorists.

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 involves reconstruction of an existing roadway, and this amendment provides for a time extension to an existing contract.

Zip Code: 48180.

18. HIGHWAYS - IDS Research Services

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

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

Benefit: At the end of this project, we will have an idea of the tolerances and accuracy of dowel placement using Dowel Bar Inserters (DBI).

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

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

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

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

New Project Identification: Not a new research project, this is Phase II.

Zip Code: 48824.

19. HIGHWAYS - IDS Design Consultant Services
Authorization (Z6) under Contract (2003-0073) between MDOT and Great Lakes Engineering Group, LLC, will provide for bridge scoping of 37 bridges along the entire route of I-675 in Saginaw County (CS 73101 - JN 77387). The work items include site review, engineering analysis of findings, and report preparation. This authorization will be in effect from the date of award through November 20, 2005. The authorization amount will be \$209,720.48. The contract term is November 20, 2002, through November 20, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This consultant is needed to complete the bridge scoping to provide the accurate information necessary to program the structures for the five-year call for projects. These bridges will be programmed in FY 2008 and FY 2009 in the Bay Region.

Benefit: The benefit of completing this project would be an accurate representation of bridge needs in FY 2008 and FY 2009.

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 related to not completing this project would be the inability to accurately estimate the cost of rehabilitating the bridges in this corridor.

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 scoping project is for the rehabilitation of existing bridges in the Saginaw vicinity.

Zip Code: 48601.

20. HIGHWAYS - IDS Design Consultant Services
Authorization (Z2) under Contract (2003-0488) between MDOT and Rowe, Incorporated, will provide for design services to be performed on I-69, from Irish Road to M-15, Genesee County (CS 25084 - JN 56984C). This authorization will be in effect from the date of award through August 5, 2006. The authorization amount will be \$258,391.99. The contract term is August 5, 2003, through August 5, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Design Services to be done by a consultant to supplement our State work force.

Benefit: Rowe has completed the survey of this section as well as designing the adjacent section.

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: Having Rowe design this section will assure that our projects will be completed and let on time.

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

New Project Identification: Not a new project

Zip Code: 48423.

21. HIGHWAYS- IDS Real Estate Services
Contract (2003-0713) between MDOT and Great Northern Consulting 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.

22. HIGHWAYS - IDS Engineering Services
 Contract (2003-0714) between MDOT and Softdig of North Carolina, 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.
23. HIGHWAYS - IDS Engineering Services
 Contract (2003-0715) between MDOT and Tampa Bay Engineering Group, 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.
24. HIGHWAYS - IDS Engineering Services
 Contract (2003-0716) between MDOT and B.B.F. Engineering Services 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.
25. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2003-5489) between MDOT and Spurr Township will provide for funding participation in the following improvements:

Relocation of nine streetlights and poles along Highway US-41/M-28 from Three Lakes easterly to the Baraga/Marquette county line.

Estimated Funds:

Federal Highway Administration Funds	\$10,143
State Restricted Trunkline Funds	\$ 2,249
Spurr Township Funds	\$ 0
Total Funds	<u>\$12,392</u>

NH 07023 – 47940; Baraga County
 Force Account

Purpose/Business Case: Streetlighting relocation project due to road construction.

Benefit: Provides for the continuation of streetlighting along roadway.

Funding Source: Federal Highway Administration Funds; State Trunkline and Bridge Construction Funds

Commitment Level: 81.85% Federal; 18.15% State; fixed at \$12,392.

Risk Assessment: Possible loss of streetlighting due to construction work at present location of lights.

* Denotes a non-standard contract/amendment

Cost Reduction: Relocation of township facilities to be performed by Township. Estimate reviewed to verify that costs are reasonable and valid.

New Project Identification: Relocation of existing utilities.

Zip Code: 49861.

26. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5538) between MDOT and the Kent County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Build Michigan III Funds:

PART A

Construction of a new multi-lane roadway along 36th Street from Kraft Avenue to Thornapple River Drive, including concrete curb and gutter and concrete pavement work.

PART B

Ride quality and measurement work along 36th Street from Kraft Avenue to Thornapple River Drive.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$ 4,635,993	\$ 0	\$ 4,635,993
State Restricted Trunkline Funds	\$ 5,700,000	\$ 0	\$ 5,700,000
Kent County Road Commission Funds	<u>\$ 2,172,207</u>	<u>\$83,400</u>	<u>\$ 2,255,607</u>
Total Funds	<u>\$12,508,200</u>	<u>\$83,400</u>	<u>\$12,591,600</u>

HPP 41401 - 76967

Letting of 1/9/2004

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development.

Benefit: Support economic growth and reduce traffic congestion.

Funding Source: Federal High Priority Project Program Funds, State Build Michigan III Funds, and Kent County Road Commission Funds.

Commitment Level: 80% Federal up to \$4,635,933 and balance by State and Kent County Road Commission, with State Funds capped at \$5,700,000 for Part A; 100% Kent County Road Commission for Part B; based on estimate.

Risk Assessment: Possible loss of development opportunities and contract required in order for County to receive these Federal Funds.

Cost Reduction: Low bid.

New Project Identification: Construct new roadway.

Zip Code: 49512.

27. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract Contract (2003-5540) between MDOT and the Huron County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program:

The removal and replacement of the structure B01 of 32-02-11, which carries Huron City Road over the east branch of the Willow River, Section 17, T17N, R14E, Bloomfield Township, Huron County, Michigan; the reconstruction of the approaches to the structure for approximately 282 feet southwesterly and 291 feet northeasterly of the structure.

Estimated Funds:

Federal Highway Administration Funds	\$352,200
State Restricted Trunkline Funds	\$ 66,000
Huron County Road Commission Funds	\$ <u>22,000</u>
Total Funds	<u>\$440,200</u>

BRO 32002 – 56533
Letting of 1/9/2004

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

Benefit: Safer structure.

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

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

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

Cost Reduction: Low bid.

New Project Identification: Replace existing structure.

Zip Code: 48468.

28. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2003-5543) between MDOT and the City of Detroit will provide for funding participation in the construction of the following improvements utilizing Federal Highway Administration Funds in lieu of Transportation Economic Development Category C Funds:

Widening and traffic signal modernization work at the intersection of Hayes Street and Houston Whittier Street, at the intersection of Conant Street and 7 Mile Road, and at the intersection of Joy Road and Greenfield Road, including bituminous paving, curb and gutter, and pavement marking work.

Estimated Funds:

Federal Highway Administration Funds being used	
in lieu of State Restricted Economic Development Funds	\$453,500
City of Detroit Funds	<u>\$113,400</u>
Total Funds	<u>\$566,900</u>

EDCF 82544 – 75945; Wayne County
 Letting of 12/05/2003

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

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

Funding Source: Federal Minimum Guarantee Funds and City of Detroit Funds.

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

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improve existing roadway.

Zip Code: 48205.

29. HIGHWAYS - Cost Participation for Local Agency Preliminary Engineering and Right-of-Way Acquisition Contract

Amendatory Contract (2003-5554) between MDOT and the Kent County Road Commission will provide for funding participation in the following improvements utilizing State Build Michigan III Funds:

The performance of preliminary engineering and right-of-way acquisition activities for the construction of a new multi-lane roadway along 36th Street connecting Kraft Avenue to Thornapple River Drive.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMEND</u>	<u>TOTAL</u>
State Restricted Trunkline Funds	\$10,000,000	\$(5,700,000)	\$4,300,000
Kent County Road Commission Funds	\$10,650,000	\$(10,650,000)	\$ 0
Total Funds	<u>\$20,650,000</u>	<u>\$(16,350,000)</u>	<u>\$4,300,000</u>

MBS 41459 - 59659
 Amendment

The purpose of this amendment is to provide for the deletion of the locally let construction phase for the project, the deletion of the construction engineering and inspection work for the project, a reduction in the maximum amount of State Build Michigan III Funds applied to the eligible items of the project cost, and the associated decrease in the project cost. This work and the remaining \$5,700,000 out of the original \$10,000,000 of State Build Michigan III Funds will be covered by a separate contract whereby Federal Highway Administration Funding can be added and MDOT, not the County, will be letting the job.

Purpose/Business Case: Amend original contract to allow the construction phase and the construction engineering and inspection work to be covered by a separate contract under a different job number.

Benefit: To be able to use a separate contract and job number so that Federal Funds can be added to the construction portion of the project and MDOT can let it.

Funding Source: State Transportation Economic Development Funds

Commitment Level: 100% State up to an amount not to exceed \$4,300,000; based on estimate.

Risk Assessment: With amendment, a separate contract and different job number can cover the construction portion of the project so that the County can receive Federal Funds.

Cost Reduction: N/A. (Original contract was for estimate of design, right-of-way, and construction engineering costs and low bid for construction.)

New Project Identification: N/A. (Original contract was for new roadway design, right-of-way acquisition, and construction.)

Zip Code: 49512.

30. HIGHWAYS - Cost Participation for Preliminary Engineering

Contract (2003-5603) between MDOT and the Alfred Benesch & Company will provide for reimbursement by the Consultant of the costs of repairs to Structure S01 of 70025 and superstructure demolition of Structures S02 and S03 of 70025 within the interchange of new Highway M-6 and existing Highway I-196 near Hudsonville in Georgetown Township, Ottawa County, due to errors and omissions involved in the preparation of design plans.

Estimated Funds:

Alfred Benesch & Co. Funds	<u>\$1,153,916.05</u>
Total Funds	<u>\$1,153,916.05</u>

NH 70025; Ottawa County
Originally let March 2001

Purpose/Business Case: Provides for reparations by the Consultant of additional costs required for completion of Improve/Expand Trunkline construction project.

Benefit: Will remove defective structures in order to prepare for construction of new structures that meet MDOT standards.

Funding Source: 100% Alfred Benesch & Co. Funds.

Commitment Level: N/A: 100% Alfred Benesch & Co. Funds.

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

Cost Reduction: Negotiated price with contractor to be repaid by Consultant.

New Project Identification: Demolition of existing structures in preparation for new construction.

Zip Code: 49426.

31. *MULTI-MODAL – Eliminate Repayment Provision
Amendatory Contract (80-0287/A3) between MDOT and the City of Pontiac will provide for the elimination of the repayment provision of \$3 million to the Comprehensive Transportation Fund for the construction of an intermodal terminal in the city of Pontiac. The City has not made a profit on the terminal and is not expected to in the future. This amendment will require the City of Pontiac to title the terminal and the property to MDOT at no cost. This will allow for the demolition of the existing terminal and the construction of a new intermodal terminal at the same location. The City will continue to maintain the terminal for one year from the date of award of this amendment. The contract term remains unchanged, May 1, 1980, until the requirements have been completed. The contract amount remains unchanged at \$3,000,000. Source of Funds: FY 1980 State Restricted Comprehensive Transportation Funds - \$3,000,000.

Purpose/Business Case: To provide for the elimination of the repayment provision of \$3 million to the Comprehensive Transportation Fund and to require the City of Pontiac to title the terminal and the property to MDOT at no cost.

Benefit: Provide property to the State for a new intermodal terminal.

Funding Source: FY 1980 State Restricted Comprehensive Transportation Funds - \$3,000,000

Commitment Level: Contract based on cost estimates.

Risk Assessment: If this amendment is not awarded, the property will not be titled to MDOT and a new intermodal terminal will not be constructed in Pontiac.

Cost Reduction: The construction of this terminal was based on low bid.

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

Zip Code: 48342.

32. MULTI-MODAL - Time Extension
Amendatory Contract (93-0585/A8) between MDOT and the National Railroad Passenger Corporation (Amtrak) will extend the contract term by one year to provide Amtrak with sufficient time to complete the preliminary engineering and design of the permanent Detroit Intermodal Transportation Center, which will be constructed in Detroit's New Center area. The work activities under this phase of the contract had been scheduled to begin in February 2003; however, further negotiations were required between Amtrak and its sub-consultant (CTE Engineers) on the final plans, budget, and calendar. Due to this unforeseen delay, the work activities on this project did not commence until October 1, 2003. The engineer's new schedule for design tasks will require 306 days for completion. The revised contract term will be from September 7, 1993, through December 31, 2001, and from March 22, 2002, through December 31, 2004. The total contract amount remains unchanged at \$950,000. Source of Funds: Federal Transit Administration Funds - \$760,000; FY 1993 and FY 1994 State Restricted Comprehensive Transportation Funds - \$190,000.

Purpose/Business Case: Provides additional time for Amtrak to complete preliminary engineering and final design on the Detroit New Center Intermodal Transportation Center.

Benefit: This additional time will allow the design phase to be completed, and the project will then be ready for construction.

Funding Source: Federal Transit Administration Funds - \$760,000; State Restricted Comprehensive Funds - \$190,000.

Commitment Level: Contract based on cost estimates.

Risk Assessment: Not providing these funds will result in the inability to move to the construction phase of this project.

Cost Reduction: Amtrak has negotiated extensively with its sub-contractor (CTE Engineering) to identify the financial responsibility for previous project design errors. The reworking of these plans will not result in the need for additional Federal or State funds.

New Project Identification: This is not a new project.

Zip Code: 48202.

33. *MULTI-MODAL - Remove Personal Guarantee

Amendatory Contract (97-0588/A4) between MDOT and the Central Michigan Railway Company (CM), located in Bay City, will remove the personal guarantee from the contract requirements. When the Michigan Rail Loan Assistance Program (MiRLAP) was launched in 1997, loan recipients were required to provide a personal guarantee from an officer of the recipient company in addition to collateral in order to receive a loan under the program. The railroad industry was opposed to these requirements and requested that they be removed. Negotiations between MDOT and the industry resulted in the requirement being changed, and the personal guarantee has not been required since MDOT's call for projects in FY 2000. All MiRLAP loans continue to be secured with collateral. For this contract, CM has secured the loan by providing MDOT with an irrevocable letter of credit. The term of the contract, including the loan payback period of ten years, remains unchanged, from September 15, 1997, until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The total contract amount remains unchanged at \$1,144,404.44. Source of Funds: FY 1997 State Restricted Comprehensive Transportation Funds - \$1,000,000; CM Funds - \$144,404.44.

Purpose/Business Case: This amendment releases Charles A. Pinkerton, III, from a personal guarantee in which he agreed to be held personally liable in case Central Michigan Railway Company failed to perform according to the terms and conditions of the contract.

Benefit: The loan is secured by an irrevocable letter of credit. By removing the personal guarantee from this loan, Charles A. Pinkerton, III, will be released from a pledge that is not needed or required under existing program guidelines.

Funding Source: FY 1997 State Restricted Comprehensive Transportation Funds - \$1,000,000; CM Funds - \$144,404.44.

Commitment Level: The contract is in the loan repayment phase.

Risk Assessment: An irrevocable letter of credit provides collateral for this loan.

Cost Reduction: N/A; this amendment removes the personal guarantee requirement from an existing contract.

New Project Identification: This is not a new project.

Zip Code: 48706.

34. MULTI-MODAL – Time Extension

Amendatory Contract (2000-0369/A2) between MDOT and the City of Kalamazoo will extend the contract term by six months to allow the City sufficient time to use funds that recently became available for capital maintenance items acquisition (purchase of bus parts). These funds were originally going to be used for an automation software project, but there was sufficient funding in another MDOT contract (99-0723) for the automation software project, which made the funds in this contract available for other purposes. The original contract provides State matching funds for Kalamazoo's FY 2000 Federal Section 5307 Program grant. The revised contract term will be March 31, 2000, through September 30, 2004. The total contract amount remains unchanged at \$836,090. Source of Funds: Federal Transit Administration Funds - \$668,872; FY 2000 State Restricted Comprehensive Transportation Funds - \$167,218.

Purpose/Business Case: Will extend the contract term by six months.

Benefit: Will allow sufficient time for Kalamazoo to use available funds under this contract for the acquisition of associated capital maintenance items.

* Denotes a non-standard contract/amendment

Funding Source: Federal Transit Administration Funds - \$668,872; FY 2000 State Restricted Comprehensive Transportation Funds - \$167,218.

Commitment Level: Contract is based on cost estimates.

Risk Assessment: The risks of not approving this amendment are that remaining funds in the contract will not be used and the needed projects would not be completed.

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

New Project Identification: This is not a new project.

Zip Code: 49007.

35. MULTI-MODAL - Time Extension

Amendatory Contract (2000-0453/A3) between MDOT and the Mass Transportation Authority (MTA) in Flint will extend the contract term by one year to allow time for the purchase and installation of bus engines and transmissions. Contract completion was delayed after MTA reassessed its capital needs and added the purchase of replacement engines and transmissions to use the remaining funds in the contract. The original contract provides State matching funds to MTA's FY 2000 Federal Section 5309 Program grant. The revised contract term will be January 18, 2001, through January 17, 2005. The total contract amount remains unchanged at \$4,372,770. Source of Funds: Federal Transit Administration Funds - \$3,498,216; FY 2000 State Restricted Comprehensive Transportation Funds - \$874,554.

Purpose/Business Case: To extend the contract term by one year to allow for the purchase and installation of engines and transmissions.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$3,498,216; FY 2000 State Restricted Comprehensive Transportation Funds - \$874,554.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not doing this project is the loss of Federal funds.

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

New Project Identification: This is not a new project.

Zip Code: 48503.

36. MULTI-MODAL - Time Extension

Amendatory Contract (2000-0454/A2) between MDOT and the Interurban Transit Partnership (ITP) in Grand Rapids will extend the contract term by one year to allow the agency sufficient time to complete facility construction. Completion of the contract was delayed due to unforeseen Buy America issues with the project's structural steel and canopy materials. This forced ITP to rebid the work and delayed the project's planned completion date until the spring of 2004. The revised contract term will be January 18, 2001, through January 17, 2005. The total contract amount remains unchanged at \$2,142,469. Source of Funds: Federal Transit Administration Funds - \$1,713,975; FY 2000 State Restricted Comprehensive Transportation Funds - \$428,494.

Purpose/Business Case: To extend the contract term by one year due to unforeseen Buy America issues with the project's structural steel and canopy materials. ITP was forced to rebid the work and delayed the project's planned completion date until the spring of 2004.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$1,713,975; FY 2000 State Restricted Comprehensive Transportation Funds - \$428,494.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding this revision 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 not a new project.
Zip Code: 49503.

37. MULTI-MODAL - Time Extension

Amendatory Contract (2000-0455/A1) between MDOT and the City of Kalamazoo will extend the contract term by two years to allow sufficient time for the City to complete construction of its off-street Downtown Transfer Center (DTC). Because the land owner was hesitant to sell, land acquisition for the DTC was delayed. The City is in the process of finalizing land acquisition as well as the design and bid documents for the DTC construction. The construction portion of the DTC project will move forward in the spring of 2004, and project completion is anticipated by late fall of 2005. Based on this schedule, the City is requesting a two-year time extension of the contract. The original contract provides State matching funds for Kalamazoo's FY 2000 Federal Section 5309 Program grant. The revised contract term will be January 18, 2001, through January 17, 2006. The total contract amount remains unchanged at \$1,728,191. Source of Funds: Federal Transit Administration Funds - \$1,382,553; FY 2000 State Restricted Comprehensive Transportation Funds - \$345,638.

Purpose/Business Case: Will extend the contract term by two years.

Benefit: Will allow sufficient time for the City of Kalamazoo to complete construction of its off-street Downtown Transfer Center.

Funding Source: Federal Transit Administration Funds - \$1,382,553; FY 2000 State Restricted Comprehensive Transportation Funds - \$345,638.

Commitment Level: Contract is based on cost estimates.

Risk Assessment: The risks of not approving this amendment are that remaining Federal funds will be lost and the needed construction project will not be completed.

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

New Project Identification: This is not a new project.

Zip Code: 49007.

38. MULTI-MODAL - Time Extension

Amendatory Contract (2000-0457/A1) between MDOT and the Saginaw Transit Authority Regional Services (STARS) will extend the contract term by one year in order to provide the agency with sufficient time to complete the purchase of transit vehicles. The purchase of vehicles was delayed as STARS decided to combine remaining funds from several Federal grants to purchase additional replacement vehicles. The original contract provides State matching funds to STARS's FY 2000 Federal Section 5309 Program grant. The revised contract term will be January 18, 2001, through January 17, 2005. The total contract amount remains unchanged at \$853,450. Source of Funds: Federal Transit Administration Funds - \$682,760; FY 2000 State Restricted Comprehensive Transportation Funds - \$170,690.

Purpose/Business Case: Provides for a one year time extension for the purchase of replacement vehicles.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$682,760; FY 2000 State Restricted Comprehensive Transportation Funds - \$170,690.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not doing this is the potential loss of Federal funds. Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is not a new project.

Zip Code: 48607.

39. MULTI-MODAL - Time Extension

Amendatory Contract (2000-0481/A1) between MDOT and the Isabella County Transportation Commission (ICTC) will extend the contract term by approximately six and one half months to allow sufficient time for the manufacture and delivery of three transit buses. When ICTC entered into a contract with Central Michigan University to provide transit service to campus, it was determined that ICTC would need to purchase low-floor buses for this service. As a result, ICTC had to write new specifications and go out to bid for these buses, causing a delay in completion of the contract. The original contract provides State matching funds to ICTC's FY 2000 Federal Section 5309 Program grant. The revised contract term will be January 18, 2001, through July 31, 2004. The total contract amount remains unchanged at \$1,298,510. Source of Funds: Federal Transit Administration Funds - \$1,038,808; FY 2000 State Restricted Comprehensive Transportation Funds - \$259,702.

Purpose/Business Case: Provides for a time extension of approximately six months to allow for completion of the purchase of three low-floor transit buses.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$1,038,808; FY 2000 State Restricted Comprehensive Transportation Funds - \$259,702.

Commitment Level: Contract is based on cost estimates.

Risk Assessment: The risks of not awarding this amendment are that Federal funds will be lost and the needed buses will not be delivered.

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

New Project Identification: This is not a new project.

Zip Code: 48858.

40. MULTI-MODAL - Time Extension

Amendatory Contract (2001-0291/A6) between MDOT and the Eastern Upper Peninsula Transportation Authority (EUPTA), which provides services in Luce and Chippewa Counties, will extend the contract term by one year to allow sufficient time for the agency to complete construction of a docking cell in the St. Mary's River at Sugar Island. Additional time is needed because there were delays in receiving responses to the design proposal. Construction cannot take place during the winter months, so this amendment will allow for construction to be completed during the summer of 2004. The original contract provides State funds for capital improvements to the St. Mary's River Ferry System, which consists of marine passenger service between Sault Ste. Marie-Sugar Island, Barbeau-Neebish Island, and DeTour-Drummond Island. The revised contract term will be February 15, 2001, through February 14, 2005. The total contract amount remains unchanged at \$504,223. Source of Funds: FY 2001 State Restricted Comprehensive Transportation Funds - \$453,801; EUPTA Funds - \$50,422.

Purpose/Business Case: Provides for a one-year time extension so the agency can complete construction of a docking cell in the St. Mary's River at Sugar Island.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: FY 2001 State Restricted Comprehensive Transportation Funds - \$453,801; EUPTA Funds - \$50,422.

Commitment Level: Contract is based on cost estimates.

Risk Assessment: The risk of not awarding this time extension amendment is that failure to complete the project could result in compromised public safety. The cell is being constructed for vessel stability while docking at Sugar Island. The wood pile clusters that were located there have failed and collapsed.

Cost Reduction: N/A; this is a time extension to an existing contract.

New Project Identification: This is not a new project.

Zip Code: 49783.

* Denotes a non-standard contract/amendment

41. MULTI-MODAL - Section 5307 Capital

Project Authorization Revision (Z10/R1) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership (ITP) in Grand Rapids will increase the State matching funds by \$750 and reduce the local matching funds by \$750. In the original authorization, State funds were allocated at only a 15 percent match for storage/shelving units, but they should have been allocated at a 20 percent State match. The original authorization provides State matching funds for ITP's FY 2003 Federal Section 5307 and Congestion Mitigation and Air Quality (CMAQ) Program grant. The term of the authorization remains unchanged, June 16, 2003, through June 15, 2006. The total amount of the authorization remains unchanged at \$8,496,052. The term the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$6,796,841; FY 2002, FY 2003 and FY 2004 State Restricted Comprehensive Transportation Funds - \$1,582,011; ITP Funds - \$117,200.

Purpose/Business Case: Increases State matching funds by \$750 and reduces local matching funds by \$750 in order to provide a 20 percent State match for storage/shelving units.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$6,796,841; FY 2002, FY 2003, and FY 2004 State Restricted Comprehensive Transportation Funds - \$1,582,011; ITP Funds - \$117,200.

Commitment Level: Contract based on cost estimates.

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

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

New Project Identification: This is not a new project.

Zip Code: 49503.

42. *MULTI-MODAL - Increase Revenue Grant Amount

Retroactive Amendatory Contract (2003-0223/A1) between MDOT and the United States Department of Transportation, Federal Transit Administration (FTA), will increase the FY 2003 Section 5311 Nonurban Operating Assistance Federal Grant (MI-18-X033) by \$185,002. The amendment will allocate \$162,000 to the City of Kalamazoo for services provided from the urban to nonurban area, will increase funding to Kalamazoo County by \$20,424 based on its approved cost allocation plan, and will add \$2,578 to the contingency line item in the grant. The revised grant amount will be \$6,645,069. Section 5311 Nonurban Operating funds are allocated to transit agencies at 10.95 percent of their eligible operating expenses. The term of the grant remains unchanged, October 1, 2002, through September 30, 2003. Source of Funds: Federal Transit Administration Funds - \$6,645,069.

Purpose/Business Case: Provides for an increase of \$185,002 in the FTA grant to MDOT for Section 5311 Operating Assistance for FY 2003.

Benefit: Increase public safety through improved transportation services.

Funding Source: Federal Transit Administration Funds - \$6,645,069.

Commitment Level: Contract is 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: This is not a new project.

Zip Code: 48858.

45. *MULTI-MODAL - Interagency Revenue Agreement
Interagency Agreement (2004-0039) between MDOT and the Family Independence Agency (FIA) will transfer \$1,077,132 of FY 2004 funds from FIA to MDOT to fund transportation services for Project Zero sites. These programs are an instrumental component of Michigan's welfare reform efforts. The combined FIA and Michigan Department of Career Development share for the transportation services is up to 50 percent of agreed to operating costs. This contract is retroactive as we did not receive the contract documents from FIA until late October. The contract will be in effect from October 1, 2003, through September 30, 2004. The contract amount is \$1,077,132. Source of Funds: FIA Funds - \$1,077,132.

Purpose/Business Case: Provides Family Independence Agency FY 2004 funding of \$1,077,132 for transportation to work services.

Benefit: Provides funds for projects to transport welfare recipients and low income individuals to and from employment, job training, and child care.

Funding Source: Family Independence Agency Funds - \$1,077,132.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding this contract is that needed service to jobs will not be provided.

Cost Reduction: NA. This is an interagency agreement to pass through funding to local agencies.

New Project Identification: Not a new project. Provides for continuation of transportation to work services.

Zip Code: 48909.

46. *MULTI-MODAL - Section 5311(f) Intercity Operating
Contract (2004-0041) between MDOT and Greyhound Lines, Inc., in Dallas, Texas, will provide Federal Section 5311(f) Program funding and State funding for intercity bus operating assistance in the Upper Peninsula beginning February 1, 2004. The routes include St. Ignace, Michigan, to Duluth, Minnesota; Calumet, Michigan, to Milwaukee, Wisconsin; and Marquette, Michigan, to Green Bay, Wisconsin. Greyhound Lines, Inc., will provide service to major population areas in the Upper Peninsula, as well as a connection to the national bus system and downstate Michigan. The operating assistance is based on a rate of \$2.81 per mile less revenues. The contract term will be February 1, 2004, through January 31, 2007. The total contract amount will be \$4,103,512. Source of Funds: Federal Transit Administration Funds - \$2,051,756; FY 2004 - FY 2007 State Restricted Comprehensive Transportation Funds - \$2,051,756.

Purpose/Business Case: Provides Federal and State funding for intercity bus operating assistance for the St. Ignace, Michigan, to Duluth, Minnesota, route; the Calumet, Michigan, to Milwaukee, Wisconsin route; and the Marquette, Michigan, to Green Bay, Wisconsin route.

Benefit: Ensures continuation of existing intercity bus routes operating along MDOT-designated corridors in the Upper Peninsula of Michigan, providing Upper Peninsula communities essential transportation service with links to the national transportation system.

Funding Source: Federal Transit Administration Funds - \$2,051,756; FY 2004 - FY 2007 State Restricted Comprehensive Transportation Funds - \$2,051,756.

Commitment Level: Contract is based on selection of the most responsive bidder's proposal.

Risk Assessment: The risks of not awarding this contract would be the loss of intercity bus service operating along MDOT designated corridors in the Upper Peninsula of Michigan and the isolation of Upper Peninsula communities due to lack of transportation links to the national transportation system.

Cost Reduction: Acceptance of the most responsive bidder's proposal is not negotiated.

New Project Identification: This contract is for the continuation of existing intercity bus routes operating along MDOT designated corridors in the Upper Peninsula of Michigan, providing Upper Peninsula communities essential transportation service with links to the national transportation system.

Zip Code: 49781.

47. *MULTI-MODAL – Maritime Study

Contract (2004-0045) between MDOT and Martin Associates will provide State funding for a study of statewide maritime development and investments, including port development and promotion and marketing of passenger and freight service on the Great Lakes. The study will include an analysis of the activities of port authorities in the State, including an analysis of the costs and benefits associated with the creation of a State port authority. The study is a requirement of Public Act 162 of 2003. 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 \$98,936. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$98,936.

Purpose/Business Case: The contract will provide funding for a maritime study as required in the FY 2004 MDOT Appropriations Bill.

Benefit: The study will assess the role port development has/can have in driving economic development and will determine if creation of a statewide port authority might spur growth in Michigan's waterborne commerce and, therefore, enhance State economic development.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$98,936.

Commitment Level: This is a lump sum contract to be based on a proposal from the selected vendor.

Risk Assessment: Not performing this study would result in MDOT being noncompliant with Public Act 162 of 2003.

Cost Reduction: Final contract cost will be based on the proposal of the competitively selected vendor.

New Project Identification: This is a new project.

Zip Code: 48909.

48. MULTI-MODAL (Aeronautics) - Time Extension

Amendatory Contract (2002-0666/A1) between MDOT and the Wayne County Airport Authority will extend the contract term by six months in order to allow sufficient time for all proposed activities to be completed. The airport recently hired and is training new staff; which has slowed administration of the Airport Awareness grant. The original contract provides for the implementation of an Airport Awareness grant under the Air Service Program for the improvement of community awareness of available cargo services and airport facilities at the Willow Run Airport in Detroit, Michigan. The revised contract term will be December 6, 2002, through June 5, 2004. The total contract amount remains unchanged at \$22,222. Source of Funds: State Restricted Aeronautics Funds - \$20,000; Wayne County Airport Authority Funds - \$2,222; Contract Total - \$22,222.

Purpose/Business Case: The airport hired new staff during the term of the contract, and they have had to learn other tasks in addition to administering the Airport Awareness grant.

Benefit: The extension will allow time for all activities proposed in the Airport Awareness Activity Plan to be completed.

Funding Source: State Restricted Aeronautics Funds - \$20,000; Wayne County Division of Airports - \$2,222; Contract Total - \$22,222.

Commitment Level: There is no increase in funding.

Risk Assessment: If the contract is not awarded, certain awareness activities could not be accomplished within the term of the present contract.

Cost Reduction: In the early 1990s, \$50,000 per airport was allocated for projects of this type. Since that time, grants have been reduced to \$15,000 or \$20,000, which allows a marketing presence to be maintained within the community.

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

Zip Code: 48198.

49. *MULTI-MODAL (Aeronautics) - Weather Observation and Data Dissemination System
Contract (2004-0024) between MDOT and the South Haven Area Regional Airport Authority will provide for the operation and maintenance of a weather observation and data dissemination system at the South Haven Area Regional Airport in South Haven, Michigan. The contract will be in effect from the date of award through fifteen years. The South Haven Area Regional Airport Authority will pay MDOT 50 percent of the cost of operating and maintaining the system upon being invoiced by MDOT. The annual cost of operating and maintaining the system is estimated at \$8,880. Source of Funds: State Restricted Aeronautics Funds - \$4,440; South Haven Area Regional Airport Authority Funds - \$4,440.

Purpose/Business Case: The purpose of weather observation and data dissemination system is to enhance safety and efficiency of flight in the South Haven area. The contract establishes MDOT and South Haven Area Regional Airport Authority responsibilities for cost sharing and maintenance of the system.

Benefit: The benefit is to the surrounding community. The addition of a system will provide increased access to the South Haven area, which will in turn provide increased economic benefit. The maintenance responsibilities established will ensure that the system is properly maintained, which will in turn ensure that the benefits to the community continue to be available.

Funding Source: 50% State Restricted Aeronautics Funds; 50% South Haven Area Regional Airport Authority Funds.

Commitment Level: Local costs are based on current established contract pricing from outside vendors who provide services of weather data collection and weather data dissemination. With proper justification and agreement by the Michigan Department of Management and Budget (DMB), these contracted costs could increase or be reduced.

Risk Assessment: If the maintenance associated with this contract is not performed or is not performed properly, the Federal Aviation Administration would insist the system be shut down and removed from service, which would reduce the safety and efficiency of flight in the South Haven area, reduce access to the community, and reduce economic benefits to the community.

Cost Reduction: Certain maintenance costs are established by outside vendor for services they provide in association with the system in this community and throughout the state. Any cost reductions or increases by these vendors are passed on to the airport agency without negotiations. The contract allows for these changes to the contract costs.

New Project Identification: This is a new maintenance contract for a new system to be purchased and installed under a new construction project under separate contract.

Zip Code: 49090

50. *MULTI-MODAL (Aeronautics) - Weather Observation and Data Dissemination System
Contract (2004-0037) between MDOT and the Presque Isle County Board of Commissioners will provide for the operation and maintenance of a weather observation and data dissemination system at the Presque Isle County/Rogers City Airport in Rogers City, Michigan. The contract will be in effect from the date of award through fifteen years. The Presque Isle County Board of Commissioners will pay MDOT 50 percent of the cost of operating and maintaining the system upon being invoiced by MDOT. The annual cost of operating and maintaining the system is estimated at \$8,880. Source of Funds: State Restricted Aeronautics Funds - \$4,440; Presque Isle County Funds - \$4,440.

Purpose/Business Case: The purpose of weather observation and data dissemination system is to enhance safety and efficiency of flight in the Rogers City area. The contract establishes MDOT and Presque Isle County Board of Commissioners responsibilities for cost sharing and maintenance of the system.

Benefit: The benefit is to the surrounding community. The addition of a system will provide increased access to the Rogers City area, which will in turn provide increased economic benefit. The maintenance responsibilities established will ensure that the system is properly maintained, which will in turn ensure that the benefits to the community continues to be available.

Funding Source: 50% State Restricted Aeronautics Funds; 50% Presque Isle County Funds.

* Denotes a non-standard contract/amendment

Commitment Level: Local costs are based on current established contract pricing from outside vendors who provide services of weather data collection and weather data dissemination. With proper justification and agreement by the Michigan Department of Management and Budget (DMB), these contracted costs could increase or be reduced.

Risk Assessment: If the maintenance associated with this contract is not performed or is not performed properly, the Federal Aviation Administration would insist the system be shut down and removed from service, which would reduce safety and efficiency of flight in the Rogers City area, reduce access to the community, and reduce economic benefits to the community.

Cost Reduction: Certain maintenance costs are established by outside vendor for services they provide in association with the system in this community and throughout the state. Any cost reductions or increases by these vendors are passed on to the airport agency without negotiations. The contract allows for these changes to the contract costs.

New Project Identification: This is a new maintenance contract for a new system to be purchased and installed under a new construction project under separate contract.

Zip Code: 49779.

51. *MULTI-MODAL (Aeronautics) - Weather Observation and Data Dissemination System

Contract (2004-0038) between MDOT and the Shiawassee Airport Board will provide for the operation and maintenance of a weather observation and data dissemination system at the Owosso Community Airport in Owosso, Michigan. The contract will be in effect from the date of award through fifteen years. The Shiawassee Airport Board will pay MDOT 50 percent of the cost of operating and maintaining the system upon being invoiced by MDOT. The annual cost of operating and maintaining the system is estimated at \$8,880. Source of Funds: State Restricted Aeronautics Funds - \$4,440; Shiawassee Airport Board Funds - \$4,440.

Purpose/Business Case: The purpose of weather observation and data dissemination system is to enhance safety and efficiency of flight in the Owosso area. The contract establishes MDOT and Shiawassee Airport Board responsibilities for cost sharing and maintenance of the system.

Benefit: The benefit is to the surrounding community. The addition of a system will provide increased access to the Owosso area, which in turn will provide increased economic benefit. The maintenance responsibilities established will ensure the system is properly maintained, which will in turn ensure the benefit to the community continues to be available.

Funding Source: 50% State Restricted Aeronautics Funds; 50% Shiawassee Airport Board Funds.

Commitment Level: Local costs are based on current established contract pricing from outside vendors who provide services of weather data collection and weather data dissemination. With proper justification and agreement by the Michigan Department of Management and Budget (DMB), these contracted costs could increase or be reduced.

Risk Assessment: If the maintenance associated with this contract is not performed or is not performed properly, the Federal Aviation Administration would insist the system be shut down and removed from service, which would reduce safety and efficiency of flight in the Owosso area, reduce access to the community, and reduce economic benefit to the community.

Cost Reduction: Certain maintenance costs are established by outside vendor for services they provide in association with the system in this community and throughout the state. Any cost reductions or increases by these vendors are passed on to the airport agency without negotiations. The contract allows for these changes to the contract costs.

New Project Identification: This is a new maintenance contract for a new system to be purchased and installed under a new construction project under separate contract.

Zip Code: 48867.

52. MULTI-MODAL (Aeronautics) - Environmental Assessment

Contract (2004-0047) between MDOT and the Antrim County Board of Commissioners will provide Federal and State grant funds for the preparation of an environmental assessment at the Antrim County Airport in Bellaire, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$45,900; State Restricted Aeronautics Funds - \$2,550; Antrim County Funds - \$2,550; Contract Total - \$51,000.

Purpose/Business Case: The environmental assessment will ensure all environmental impacts of any proposed improvements are identified.

Benefit: After the environmental assessment is completed, improvements to the runway safety areas will begin. The improvements will enable the airport to continue to receive FAA airport improvement program funds.

Funding Source: FAA Funds (via Block Grant) - \$45,900; State Restricted Aeronautics Funds - \$2,550; Antrim County Funds - \$2,550; Contract Total - \$51,000.

Commitment Level: The contract cost is fixed for the project.

Risk Assessment: If the environmental assessment is not completed, the airport improvements cannot be completed, and the benefits to the airport and community would be lost.

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

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

Zip Code: 49615.

53. *TRANSPORTATION PLANNING – Novation

Amendatory Contract (2002-0208/A2) between MDOT, URS Cole Sherman and Associates, Ltd., and URS Canada, Inc., will provide for the reassignment of contract responsibilities from URS Cole Sherman and Associates, Ltd., to URS Canada, Inc., due to a name change. The original contract provides for the conduct of a Planning/Need and Feasibility Study for the development of a long-term transportation strategy to help ensure safe and efficient movement of people and goods across the border within the region of Southeast Michigan and Southwest Ontario. MDOT has entered into a partnership with the U. S. Federal Highway Administration (FHWA), Transport Canada, and the Ontario Ministry of Transportation (MTO) for the conduct of the study. MDOT contributes 50 percent of the project amount of \$4,504,033.90 (Canadian). The contract term remains unchanged, February 21, 2002, through May 1, 2004. The total contract amount remains unchanged at \$2,252,016.95 (Canadian). Source of Funds: FHWA Funds - \$1,801,613.56 (Canadian); State Restricted Trunkline Funds - \$450,403.39 (Canadian).

Purpose/Business Case: This amendment provides for the reassignment of contract responsibilities (from URS Cole Sherman and Associates, Ltd., to URS Canada, Inc.) for a study that began in 2002. Its purpose is to evaluate the need for creating a new crossing facility between Detroit and Windsor, Canada.

Benefit: The transportation agencies of Michigan, U. S. A., and Ontario, Canada, are jointly developing a long-term plan to handle future international travel demand and facilitate trade between the two nations.

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

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

Risk Assessment: If the novation is not awarded and the contract work is not completed, the study work products will not be finalized.

Cost Reduction: N/A; this amendment is a novation for reassignment of contract responsibilities due to a vendor name change.

New Project Identification: N/A; this is the novation of an existing contract.

Zip Code: 48226.

54.-58. TRANSPORTATION PLANNING - Metropolitan Planning Organization Transportation Work Programs

Project Authorizations issued under Master Agreements between MDOT and the following agencies will provide for facilitation and assistance in transportation planning efforts and activities at the local and regional levels. The authorizations will be in effect from the dates of award through September 30, 2004. The terms of the Master Agreements are from October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Transit Administration Funds (Section 5303); 20% Local Agency Funds.

	<u>Contract/Auth #</u>	<u>MPO</u>	<u>Amount</u>	<u>Zip Code</u>
54.	2003-0001/Z5	Battle Creek Area Transportation Study	\$34,130	49015
55.	2003-0005/Z8	Kalamazoo Area Transportation Study	\$127,704	49001
56.	2003-0007/Z2	Region 2 Planning Commission	\$31,475	49201
57.	2003-0010/Z7	Southwestern Michigan Commission	\$29,588	49022
58.	2003-0011/Z5	Tri-County Regional Planning Commission	\$146,711	48911

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

Benefit: To provide funding and facilitate in 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. 80% Federal Highway Administration Funds; 20% Local Agency Funds. None of these dollars are from Build Michigan III.

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

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

Cost Reduction: Cost of planning activities is negotiated by the local agency/MPO. Review and concurrence are 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: See above for zip codes for projects.

59.-64. TRANSPORTATION PLANNING - Metropolitan Planning Organization Transportation Work Programs

Project Authorizations issued under Master Agreements between MDOT and the following agencies will provide for facilitation and assistance in transportation planning efforts and activities at the local and regional levels. The authorizations will be in effect from the dates of award through September 30, 2004. The terms of the Master Agreements are from October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Transit Administration Funds (Section 5303); 20% Local Agency Funds.

	<u>Contract/Auth #</u>	<u>MPO</u>	<u>Amount</u>	<u>Zip Code</u>
59.	2003-0001/Z6	Battle Creek Area Transportation Study	\$162,532	49015
60.	2003-0005/Z7	Kalamazoo Area Transportation Study	\$314,755	49001
61.	2003-0007/Z1	Region 2 (Jackson) Planning Commission	\$168,853	49201
62.	2003-0010/Z8	Southwestern Michigan Commission	\$136,102	49022
63.	2003-0010/Z9	Southwestern Michigan Commission	\$72,182	49022
64.	2003-0011/Z4	Tri-County Regional Planning Commission	\$338,920	48910

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

Benefit: To provide funding and facilitate in 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. 80% Federal Highway Administration Funds; 20% Local Agency Funds.

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

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

Cost Reduction: Cost of planning activities is negotiated by the local agency/MPO. Review and concurrence are 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: See above for zip codes for projects.

65. *TRANSPORTATION PLANNING - Jurisdictional Transfer MOU
 Memorandum of Understanding (MOU) (2004-0029) between MDOT and the Manistee County Road Commission will transfer jurisdiction of 1.725 miles of M-110 from the southern terminus of M-110 at the junction with US-31 northerly to the northern terminus of M-110 at the centerline of West Kott Road. In lieu of performing renovation, repair, and/or reconstruction work, MDOT will pay the County \$364,000. Jurisdiction will transfer from MDOT to the County upon award. Source of Funds: State Restricted Trunkline Funds - \$364,000.

Purpose/Business Case: The purpose of this MOU is to transfer a portion of M-110 from MDOT to Manistee County for \$364,000, in lieu of performing renovation, repair, and/or construction work. This is in compliance with P.A. 296 of 1969.

Benefit: P.A. 51 of 1951 and other acts provide for MDOT to build new State trunklines, to realign existing ones, or to determine that certain State trunklines no longer serve State trunkline purposes. Jurisdictional transfers of such State trunklines to a county road commission (1) place the roadways at the correct level of responsibility in terms of how the roadways function for the local community; and (2) free up future MDOT maintenance and improvement resources for State trunklines that serve statewide purposes.

Funding Source: MDOT North Region Repair and Rebuild FY 2004 budget funds.

Commitment Level: The contract cost is for a negotiated lump sum payment, which is fixed.

Risk Assessment: If the jurisdictional transfer does not occur, MDOT will retain a low-functioning/low-priority roadway on our inventory of State roads. Over time, the costs of retaining such trunklines will far outweigh the contract cost of the jurisdictional transfer.

Cost Reduction: The contract cost has been negotiated to the lowest mutually acceptable level. Once the contract is effective, MDOT will no longer have maintenance responsibility for the roadway.

* Denotes a non-standard contract/amendment

New Project Identification: This is not a new construction project - the purpose of the lump sum is to fund the restoration, repair, and/or reconstruction of an existing road.
Zip Code: 49660.

66. *TRANSPORTATION PLANNING - Access Management Plan

Contract (2004-0040) between MDOT and The Corradino Group, P.S.C., will provide for the development of and seeking of adoption for a comprehensive corridor access management plan for M-153 (Ford Road) in Canton Township. The contract will be in effect from the date of the award through September 30, 2004. The contract amount will be \$79,093. Source of Funds: Federal Highway Administration Funds - \$63,274.40; State Restricted Trunkline Funds - \$15,818.60.

Purpose/Business Case: To produce a corridor access management plan and draft ordinances for the M-153 (Ford Road) corridor in Canton Township.

Benefit: The benefit of a corridor access management plan is to relieve congestion with an efficient, safe, and aesthetically pleasing trunkline.

Funding Source: Federal Highway Administration Funds - \$63,274.40; State Restricted Trunkline Funds - \$15,818.60. The funding is coming from State Planning and Research funds that have been specifically designated for access management studies.

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

Risk Assessment: The risks of not performing the study are not relieving congestion on an already congested highway and increased safety concerns due to the unplanned proliferation of commercial drivers and development.

Cost Reduction: Vendor selection was based on qualifications under the Brooks Act. The price was considered fair and reasonable and therefore not negotiated.

New Project Identification: This is a new study.

Zip Code: 48187.

67. *TRANSPORTATION PLANNING - Master Planning Agreement

Contract (2004-0043) between MDOT and the TC-TALUS Policy Board will provide for the conduct of comprehensive and continuing transportation and land-use planning activities in the Traverse City Area. The contract will be in effect from the date of award through September 30, 2004. The total contract amount will be \$30,000. Source of Funds: Federal Highway Administration Funds - \$24,000; State Restricted Trunkline Funds - \$6,000.

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

Benefit: The benefit of this project is to provide funding and facilitate in the assistance of transportation planning efforts and activities at the local and regional levels.

Funding Source: These are dedicated Federal funds that must be passed through by Federal regulations cited above to the Traverse City Area - Transportation Land Use Study (TC TALUS). Federal Highway Administration Funds - \$24,000; State Restricted Trunkline Funds - \$6,000.

Commitment Level: This contract is based on a fixed cost.

Risk Assessment: The failure to comply with Federal law and regulations as cited above could result in the decertification of the Study Area and the inability to spend millions of dollars for transportation planning activities throughout the State.

Cost Reduction: There is no cost reduction.

New Project Identification: This is an ongoing project.

Zip Code: 49684.

68. *TRANSPORTATION PLANNING - Jurisdictional Transfer MOU
Memorandum of Understanding (MOU) (2004-0044) between MDOT and the City of Cadillac will transfer jurisdiction of a 1.6-mile section of Old M-55/East Cass Street/East Division Street from the centerline of the US-131 business route/Mitchell Street to the east city limits of the city of Cadillac. Jurisdiction will transfer from MDOT to the City upon the date of award. This is a zero dollar MOU.

Purpose/Business Case: The purpose is to transfer jurisdiction from MDOT to the City of Cadillac. Jurisdictional transfer of old unsigned State trunkline is authorized under the authority of P.A. 296 of 1969.

Benefit: P.A. 51 of 1951 and other acts provide for MDOT to build new State trunklines, to realign existing ones, or to determine that certain State trunklines no longer serve State trunkline purposes. Jurisdictional transfers of such State trunklines to a county road commission (1) place the roadways at the correct level of responsibility in terms of how the roadways function for the local community; and (2) free up future MDOT maintenance and improvement resources for State trunklines that serve statewide purposes.

Funding Source: There are no funds associated with this MOU.

Commitment Level: This is a zero dollar MOU.

Risk Assessment: If the jurisdictional transfer does not occur, MDOT will retain a low-functioning/low-priority roadway on our inventory of State roads. Over time, the costs of retaining old unsigned roadways will far outweigh any contract cost of performing the jurisdictional transfer in the future (the current transfer is "as-is" - without cost - but if the transfer does not occur soon, the city may request renegotiation of terms, and costs may accrue.)

Cost Reduction: Once the contract is in effect, MDOT will no longer have maintenance responsibility for the roadway.

New Project Identification: The contract is for the "as-is" transfer of an existing roadway - no new construction or project is included in the contract.

Zip Code: 49601.

83. LETTING OF NOVEMBER 07, 2003
 PROPOSAL 0311018
 PROJECT STT 79061-50615, ETC
 LOCAL AGRMT. 03-5457
 START DATE - MARCH 15, 2004
 COMPLETION DATE - SEPTEMBER 19, 2006

ENG. EST. \$ 4,477,261.37
 LOW BID \$ 4,528,096.79
 % OVER/UNDER EST. 1.14 %

0.68 mi of reconstruction and 1.236 mi of hot mix asphalt cold milling and resurfacing with pavement repairs, curb and gutter, and watermain work, tree planting, intersection pavement markings and streetscape on M-81 from Colling Road to M-24 in the village of Caro, Indianfields Township, Tuscola County.

12.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company			
Kamminga & Roodvoets, Inc.			
Lee Wood Contracting, Inc.	\$ 5,172,965.03	Same	4
Fisher Contracting Company	\$ 5,965,541.12	Same	10
Dan's Excavating, Inc.	\$ 4,884,268.99	Same	2
Bourdow Trucking Company			
Champagne and Marx Excavating, Inc.	\$ 4,982,000.00	Same	3
Rohde Brothers Excavating, Inc.	\$ 5,675,264.00	Same	9
Manigg Enterprises, Inc.	\$ 5,380,937.98	Same	7
Zito Construction Co.	\$ 4,528,096.79	Same	1 **
Ron Bretz Excavating, Inc.	\$ 5,384,983.96	Same	8
L. J. Construction, Inc.	\$ 5,283,584.45	Same	6
Todd T. Kneisel Construction Co.	\$ 5,185,703.62	Same	5

10 Bidders

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

This project is a combination of Road Preservation and Enhancement.

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

Funding Source:

50615A	
Village of Caro	17.94 %
Federal Highway Administration Funds	67.09 %
State Restricted Trunkline Funds	14.97 %
75129A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Purpose/Business Case: The Non-Freeway Resurfacing Program is intended to improve the pavement structure and restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs.
Benefit: To improve the pavement structure and ride quality of approximately 300 low volume, non-freeway lane miles a year for 4 years (2004 - 2007).

Funding Source:

72731A

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Reduced roadway and vehicle maintenance costs.

New Project Identification: Rehabilitation

Zip Code: 48876.

102. LETTING OF NOVEMBER 07, 2003 ENG. EST. LOW BID
 PROPOSAL 0311038 \$ 435,413.48 \$ 414,080.19
 PROJECT ANHG 84915-74220
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - APRIL 15, 2004
 COMPLETION DATE - MAY 21, 2004 -4.90 %

Overhead sign structure upgrade on US-12 westbound at northbound M-51, US-12 eastbound at eastbound M-60 and westbound M-60 at eastbound US-12 in Milton and Niles Townships, Berrien and Cass Counties.

BIDDER	AS-READ	AS-CHECKED	
Midwest Bridge Company Highway Service Co., Inc.	\$ 423,507.15	Same	2
Action Traffic Maintenance, Inc.	\$ 511,359.96	Same	3
Trans Tech Electric, L.P.	\$ 414,080.19	Same	1 **
J & J Contracting, Inc.			

3 Bidders

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:

74220A

Federal Highway Administration Funds 99.40 %

State Restricted Trunkline Funds 0.60 %

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: 48219.

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:

74957A
 Federal Highway Administration Funds 90.00 %
 State Restricted Trunkline Funds 10.00 %
 M60470
 State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Zip Code: 49449.

105. LETTING OF NOVEMBER 07, 2003 ENG. EST. LOW BID
 PROPOSAL 0311041 \$ 213,191.03 \$ 177,429.00
 PROJECT M 39041-75057
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JULY 07, 2004
 COMPLETION DATE - JULY 30, 2004 -16.77 %

0.29 mi of full depth concrete pavement repair on I-94 BL westbound (Michikal Avenue) from M-43 (Main Street) easterly to Westnedge Avenue in the city of Kalamazoo, township of Kalamazoo, Kalamazoo County.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 248,277.50	Same	5
Kelcris Corporation	\$ 207,847.13	Same	3
Snowden, Inc.	\$ 177,429.00	Same	1 **
Causie Contracting, Inc.	\$ 197,769.54	Same	2
Northern Construction Services, Co.	\$ 212,169.50	Same	4

5 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:

75057A
 State Restricted Trunkline Funds 100 %

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

EXTRAS

110. **Item Number 2003-68**

Control Section/Job Number: 82457-51069A Local Agency Project

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Township, Michigan 49315

Designed By: Local Agency
Engineer's Estimate: \$7,967,979.10

Description of Project:

3.16 km of concrete pavement reconstruction, drainage structures and sewers, guardrail, precast culvert, and related items of work on Van Born Road from Merriman Road to Middlebelt Road in Wayne County.

Administrative Board Approval Date:	June 20, 2000	
Contract Date:	September 11, 2000	
Original Contract Amount:	\$5,586,038.71	
Total of Overruns/Changes (Approved to Date):	-109,237.32	- 1.96%
Total of Extras/Adjustments (Approved to Date):	1,301,718.53	+ 23.30%
THIS REQUEST	<u>125,459.16</u>	+ <u>2.25%</u>
Revised Total	<u>\$6,903,979.08</u>	+ 23.59%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract +21.34% over the original budget for an **Authorized to Date Amount** of \$6,778,519.92.

Approval of this extra will place the authorized status of the contract +23.59% over (+1,317,940.37) the **Original Budget**.

Extras Previously Approved by State Administrative Board: 2001-66, 3 r.1 for \$872,044.00.

Contract Modification Number(s): 25

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

Adspan Additional Work (Non-Federal Participating)	1.000 LS @ \$125,459.16/LS	<u>\$125,459.16</u>
Total		<u>\$125,459.16</u>

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

This item reimburses the contractor for additional costs associated with labor, equipment rental charges, and materials used in the construction of the extension of the three-sided box culvert crossing of Ecorse Creek. The Buckeye Oil Company was installing a pipeline between Middlebelt Road and Inkster Road. This created a construction conflict at Ecorse Creek requiring additional effort, as well as a need for additional time for relocation of the pipeline. MDOT is collecting costs associated with this extra work from Buckeye Oil Company. Supporting documentation is in the project file and can be viewed by contacting the Taylor Transportation Service Center.

Section 103.04 and 109.07.B – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its November 20, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This extra makes payment provision through force account records for labor, materials, and equipment rental costs for doing extra work on this project.

Benefit: Doing this work insures that the three-sided box culvert is extended to adequately address the flow of Ecorse Creek, and to accommodate the Buckeye Pipeline. This will improve capacity for traffic after the construction phase of the project is complete by adding lanes.

Funding Source: FHWA, 81.85%; Wayne County, 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 location of this project has an extremely large traffic volume. Not doing this work would cause adverse effects on the environment due to oil spills, as well as being unsafe for the motoring public by not safely taking traffic over Ecorse Creek.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra. Force account documentation was done to reduce excesses in costs.

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

Zip Codes: Westland, 48141 and Romulus, 48174.

111. **Item Number 2003-69**

Control Section/Job Number: 84915-60534A MDOT Project

Contractor: Highway Service Company, Inc.
26401 Hall Road
Woodhaven, Michigan 48183

Designed By: MDOT
Engineer's Estimate: \$623,812.00

Description of Project:

17 mi of overhead sign structures upgrading on I-94 in Battle Creek and Kalamazoo, in the townships of Marshall and Emmett, Calhoun and Kalamazoo Counties.

Administrative Board Approval Date:	September 17, 2002	
Contract Date:	October 17, 2002	
Original Contract Amount:	\$606,170.00	
Total of Overruns/Changes (Approved to Date):	-57,300.00	- 9.45%
Total of Extras/Adjustments (Approved to Date):	89,616.69	+ 14.78%
THIS REQUEST	<u>23,097.40</u>	<u>+ 3.81%</u>
Revised Total	<u>\$661,584.09</u>	+ 9.14%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract +5.33% over the original budget for an **Authorized to Date Amount** of \$638,486.69.

Approval of this extra will place the authorized status of the contract +9.14% over (+55,414.09) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 4 r.3

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

Pavt Mrkg, Longit, 6" or Less Width, Rem	20,000.000 Ft @ \$0.336/Ft	\$6,720.00
Pavt Mrkg, Type R, 4" White, Temp	5,160.000 Ft @ \$1.313/Ft	6,775.08
Pavt Mrkg, Type R, 4" Yellow, Temp	1,400.000 Ft @ \$1.313/Ft	1,838.20
Pavt Mrkg, Waterborne, 4", White	16,380.000 Ft @ \$0.158/Ft	2,588.04
Pavt Mrkg, Type NR, Paint, 4" White, T	16,380.000 Ft @ \$0.158/Ft	2,588.04
Pavt Mrkg, Type NR, Paint, 4" Yellow	16,380.000 Ft @ \$0.158/Ft	<u>2,588.04</u>
Total		<u>\$23,097.40</u>

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

Several traffic shifts were required to install the trusses and major signs associated with this project. The Traffic and Safety Support Area agreed that the traffic shift was required and it was inadvertently omitted during design of this project. These prices are based on MDOT published unit prices and compare favorably to industry prices. Further documentation can be obtained by contacting the Paw Paw Construction Office.

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 November 20, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This extra provides for the payment of additional funds to mark pavement for traffic shifts omitted from the original design, but necessary to complete this project.

Benefit: The traffic shift allows for the truss and major signs to be installed without having to close the roadway to traffic. This is a benefit since traffic does not have to be detoured out of the way during the construction phase of the project.

Funding Source: FHWA, 100%

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

Risk Assessment: Not doing this work leaves the traffic that passes in close proximity to the installation work of the truss signs vulnerable to sign-vehicle impact accidents. This in turn leaves the State of Michigan liable for property damages, personal injury, and possible death of the motoring public.

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: Ceresco, 49033; Battle Creek, 49015 and 49017; Climax, 49034; Galesburg, 49053; Comstock, 49041; Kalamazoo/ Portage, 49001, 49002, 49004, 49008, and 49024.

112. **Item Number 2003-70**

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

Contractor: E.C. Korneffel Company
2691 Veterans Parkway
Trenton, Michigan 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):	158,168.29	+ 7.19%
Total of Extras/Adjustments (Approved to Date):	89,033.00	+ 4.05%
THIS REQUEST	<u>763,989.50</u>	<u>+ 34.73%</u>
Revised Total	<u>\$3,211,033.82</u>	+ 45.97%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract +11.24% over the original budget for an **Authorized to Date Amount** of \$2,447,043.32.

Approval of this extra will place the authorized status of the contract +45.97% over (+1,011,191.79) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None.

Contract Modification Number(s): 4 r.1, 5 r.2, 6, 8 r.5

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

CM 4 r.1		
Force Account Work	250,000.000 Dlr @ \$1.00/Dlr	<u>\$250,000.00</u>
	Total for CM 4 r.1	<u>\$250,000.00</u>

CM 5 r.2

Sand Module Impact Attenuators, Temp	13.000 Ea @ \$294.00/Ea	\$3,822.00
Sand Module Impact Attenuators, Relocate	16.000 Ea @ \$157.50/Ea	<u>2,520.00</u>
Total for CM 5 r.2		<u>\$6,342.00</u>

CM 6

E2 Expansion Joint	550.000 Ft @ \$11.55/Ft	\$6,352.50
E5 Expansion Joint	250.000 Ft @ \$2.80/Ft	700.00
Epoxy Anchored Lane Ties	600.000 Ea @ \$5.80/Ea	<u>3,480.00</u>
Total for CM 6		<u>\$10,532.50</u>

CM 8 r.5

Bridge, Parapet Railing, Concrete	311.000 Ft @ \$202.00/Ft	\$62,822.00
Bridge Ltg, Furn. & Rem	1.000 LS @ \$3,830.00/LS	3,830.00
Bridge Ltg, Oper & Maintain	463.000 Cyd @ \$1.00/Cyd	463.00
Structure, Rehabilitation, Rem Portions	1.000 LS @ \$140,000.00/LS	140,000.00
Superstructure Conc, Night Casting	465.000 Cyd @ \$200.00/Cyd	93,000.00
Superstructure Conc, Form, Fin. & Cure, Night Cast	1.000 LS @ \$162,000.00/LS	162,000.00
Top Flanges and Beam Ends, Clean & Coat	350.000 Syd @ \$100.00/Syd	<u>35,000.00</u>
Total for CM 8 r.5		<u>\$497,115.00</u>

Total for this request

\$763,989.50

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

The extra items in CM 4 r.1 are to protect the gas utility line covering that is in the framework of the S15 grade separation at the Dequindre Bridge, as well as temporary supports, sheeting installation, full depth patches on S14 and S15, cleaning and coating structural steel, form placement and removal, clean up, and maintaining traffic associated with this work. This work was done in accordance with force account methods governed by Section 109.07 of the 2003 Interim Standard Specifications for Construction. Equipment costs are from the Blue Book Rental Rates, the labor costs are from the Davis-Bacon established labor costs and the material cost are in accordance with Standard Specifications for Contractors. Supporting documentation for this force account is in the project file located at the Tyme Engineering consulting firm which is responsible for the construction engineering of this project.

The extra items, sand impact-attenuator temporary and sand impact-attenuator relocated, in CM 5 r. 2, are for traffic maintenance. The prices for these items are from the MDOT published unit prices. This work was done in accordance with Section 103.04 of the 2003 Interim Standard Specifications for Construction.

The extra items, expansion joint E2, E5 and epoxy anchored lanes ties in CM 6, are necessary due to the increase in the severity of the deck deterioration. The prices for these items are from the MDOT published unit prices. This work was done in accordance with Section 103.04 of the 2003 Interim Standard Specifications for Construction.

During the preparatory work of hydro-demolishing, which was necessary to place the deep deck repairs, it was found that more than 50 percent of the deck was extensively deteriorated and many areas had blown completely through. This would have resulted in full depth repairs and would have been more costly than replacing the deck.

This project is being managed through the Macomb Transportation Service Center. These changes, extras, and adjustments were discussed with the Metro Region Engineer, the design engineer, the region delivery engineer, the resident engineer, the Transportation Service Center manager, and the Federal Highway Administration engineer. Documentation to verify this work can be found in the project file. This can be obtained by contacting the Macomb Transportation Service Center.

Section 103.03 for adjustments and 103.04 for 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 November 20, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This extra establishes new items to replace the bridge deck rather than to attempt to repair it.

Benefit: By doing this replacement at the present time the public benefits by having a bridge that is uniform in nature, as well as eliminating the need to return in the near future to replace those portions of the deck that would not be removed by hydro-demolishing. This work will minimize rehabilitation costs and congestion in construction influence areas.

Funding Source: FHWA, 90%; 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: The location of this project has an extremely large traffic volume. Replacing this badly deteriorated bridge deck makes this structure infinitely safer to the motoring public. Not doing this work leaves the Michigan Department of Transportation potentially liable for property damage, personal injury, possible death.

Cost Reduction: The prices were negotiated with the contractor and compare favorably with the MDOT's published unit prices.

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

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

113. **Item Number 2003-71**

Control Section/Job Number: 82457-46236A Local Agency Project

Contractor: Walbridge Aldinger/Posen Construction
613 Abbott
Detroit, Michigan 48226-2521

Designed By: Consultant
Engineer's Estimate: \$39,441,062.49

Description of Project:

Construct a tunnel and runway pavement 273 meters long to carry runway 9L-27R over the proposed South Access Road, including 718 meters of roadway pavement, 279 meters of retaining wall, watermain, and hydrants, fire sprinkler system, electrical systems for tunnel ventilation and lighting, communication systems, runway lighting systems, drainage systems and related work at Detroit-Wayne County Metropolitan Airport, Wayne County.

Administrative Board Approval Date:	May 5, 1998	
Contract Date:	June 18, 1998	
Original Contract Amount:	\$42,374,922.33	
Total of Overruns/Changes (Approved to Date):	-2,459,995.20	- 5.81%
Total of Extras/Adjustments (Approved to Date):	4,014,602.39	+ 9.48%
THIS REQUEST	<u>2,057.16</u>	<u>+ 0.00%</u>
Revised Total	<u>\$43,931, 586.68</u>	+ 3.67%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract +3.67% over the original budget for an **Authorized to Date Amount** of \$43,929,529.52.

Approval of this extra will place the authorized status of the contract +3.67% over (+1,556,664.35) the **Original Budget**.

Extras Previously Approved by State Administrative Board:

Item Number	Authorization No.	Amount	SAB Date
1999 – 22	2002	\$1,080,140.77	May 18, 1999
2000 – 09	2005	160,000.00	March 7, 2000
2000 – 35	2013	106,659.21	August 1, 2000
2001 – 28	2026	208,113.00	April 3, 2001
2001 – 65	2029	206,995.81	November 6, 2001
2003 – 60	multiple	623,734.81	November 4, 2003

Recommendation/Authorization Number(s): 63F/2044

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

Additional Trench Drain Costs	1.000 LSM @ \$2,057.16/LSM	<u>\$2,057.16</u>
Total		<u>\$2,057.16</u>

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

During the installation of the trench drain, which was an Extra item established in recommendation number 58F in an earlier request to the State Administrative Board and the State Transportation Commission, there was a power outage. This resulted in additional labor and additional materials to complete the project. Documentation is in the project files and can be obtained by contacting the Taylor Transportation Service Center.

Section 103.03 A covering adjustments and 103.04 Extra Work and 109.07.B – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

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

Purpose/Business Case: This Extra makes payment provision for additional costs associated with the previous extra used in installing a trench drain in the electrical room floor.

Benefit: The safety of the flying public is maximized by not having an electrical system failure due to the system being under water.

Funding Source: FHWA, 78.57%; Wayne County, 21.43%

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

Risk Assessment: Not doing this work leaves the FHWA, FAA, Wayne County, and MDOT liable for catastrophic loss of life and extreme property damage.

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

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

Zip Codes: Romulus, 48174.

OVERRUNS

114. **Item Number 12-1**

Control Section/Job Number: 84916-58744A MDOT Project

Contractor: P. K. Contracting, Inc.
1965 Barrett
Troy, Michigan 48084

Designed By: MDOT
Engineer's Estimate: \$298,486.29

Description of Project:

Permanent pavement marking application on various trunkline routes in the Jackson TSC area, in Jackson, Hillsdale, and Lenawee Counties.

Administrative Board Approval Date:	February 19, 2002	
Contract Date:	February 27, 2002	
Original Contract Amount:	\$262,400.04	
Total of Overruns/Changes (Approved to Date):	26,240.00	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	14,488.68	+ 5.52%
THIS REQUEST	<u>29,842.26</u>	<u>+ 11.37%</u>
Revised Total	<u>\$332,970.98</u>	+ 26.89%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract +15.52% over the original budget for an **Authorized to Date Amount** of \$303,128.72.

Approval of this overrun will place the authorized status of the contract + 26.89% over (+ \$70,570.94) the **Original Budget**.

Overruns Previously Approved by the State Administrative Board: None

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

Pavt Mrkg, Call Back, Regular Dry, 4 inch, White	392,808.200 ft @ \$0.05/ft	\$19,640.41
Pavt Mrkg, Call Back, Regular Dry, 4 inch, Yellow	204,037.000 ft @ \$0.05/ft	<u>10,201.85</u>
Total		<u>\$29,842.26</u>

Reason(s) for Overrun(s):

The plan quantity for these two items was estimated and the actual amount used on the job was more than anticipated because significant quantities were covered by overbanding bituminous material. It was found that the center and the edge lines in some locations needed repainting, due to overband material covering the original lines.

This Overrun was recommended for approval by the State Transportation Commission at its November 20, 2003, meeting, and is now recommended for approval by the State Administrative Board.

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

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

Funding Source: FHWA, 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 due to inadequately marked pavements.

Cost Reduction: The price has been fixed by contract.

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

Zip Codes: Jackson County, 49204-1125; Hillsdale County, 49242; Lenawee County, 49221-4009

115. **Item Number 12 - 2**

Control Section/Job Number: 80088-51848A Local Agency Project

Contractor: Klett Construction Co.
62994 Territorial Road
Hartford, Michigan 49057

Designed By: Consultant
Engineer's Estimate: \$235,847.50

Description of Project:

Remove existing asphalt pavement, bituminous resurfacing, surface restoration, and permanent pavement markings on Kalamazoo Street from the west village limits easterly 2.02 km to the east village limits at 41st Street in the village of Bloomingdale, Van Buren County.

Administrative Board Approval Date:	July 18, 2000	
Contract Date:	August 23, 2000	
Original Contract Amount:	\$267,801.07	
Total of Overruns/Changes (Approved to Date):	26,780.11	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	4,472.00	+ 1.67%
THIS REQUEST	<u>2,250.00</u>	<u>+ 0.84%</u>
Revised Total	<u>\$301,303.18</u>	+ 12.51%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract +11.67% over the original budget for an **Authorized to Date Amount** of \$299,053.18.

Approval of this overrun will place the authorized status of the contract +12.51% over (+\$33,502.11) the **Original Budget**.

Overruns Previously Approved by the State Administrative Board: None

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

Dr Structure Cover, Adj, Case 1	9.000 ea @ \$250.00/ea	<u>\$2,250.00</u>
Total		<u>\$2,250.00</u>

Reason(s) for Overrun(s):

This overrun request is for payment for nine additional adjustments of the drainage structure covers to match the new profile of the proposed pavement surfaces. These quantities were not in the original plan, but were incorporated into the final quantities at the direction of the engineer.

This Overrun was recommended for approval by the State Administrative Board.

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

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

Funding Source: FHWA, 80%; City of Bloomingdale, 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, potentially damaging vehicles as they run over the unadjusted drainage structure covers.

Cost Reduction: The price has been fixed by contract.

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

Zip Codes: Bloomingdale, 49026

116. **Item Number 12 - 3**

Control Section/Job Number: 50458-49875A, 56123A Local Agency Project

Contractor: Florence Cement Company
1970 Brinston
Troy, Michigan 48083

Designed By: Consultant
Engineer's Estimate: \$513,695.50

Description of Project:

0.24 mi of cold milling, joint and crack repairs, base course concrete repairs, bituminous resurfacing and pavement markings on Little Mack Avenue from Erin Street to Masonic Boulevard and on Masonic Boulevard from Little Mack Avenue to the east city limits in the city of Roseville, Macomb County.

Administrative Board Approval Date:	August 6, 2002	
Contract Date:	September 5, 2002	
Original Contract Amount:	\$331,675.00	
Total of Overruns/Changes (Approved to Date):	33,167.50	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	6,714.70	+ 2.02%
THIS REQUEST	<u>52,202.27</u>	+ 15.74%
Revised Total	<u>\$423,759.47</u>	+ 27.76%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract +12.02% over the original budget for an **Authorized to Date Amount** of \$371,557.20.

Approval of this overrun will place the authorized status of the contract +27.76% over (+\$92,084.47) the **Original Budget**.

Overruns Previously Approved by the State Administrative Board: None

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

Pavt Joint and Crack Repair, Det 7	2,263.000 Ft @ \$6.50/Ft	\$14,709.50
Pavt Repair, Nonreinf Conc, 9 inch	795.416 Syd @ \$34.50/Syd	27,441.85
Pavt Repair, Rem	712.831 Syd @ \$14.10/Syd	<u>10,050.92</u>
Total		<u>\$52,202.27</u>

Reason(s) for Overrun(s):

The item of pavement joint and crack repair, detail 7, increased because once the bituminous overlay was milled off, a number of the joints and cracks scheduled to be cleaned out required detail 7 repairs instead.

The item of pavement repair, non-reinforced concrete 9 inch and the item pavement repair, removal, increased because once the bituminous overlay was milled off, the intersection of Mason and Little Mack was found to be more deteriorated than anticipated. Therefore, complete removal and replacement was required.

This Overrun was recommended for approval by the State Transportation Commission at its November 20, 2003, meeting, and is now recommended for approval by the State Administrative Board.

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

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

Funding Source: FHWA, 81.85 %; City of Roseville, 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 Code: Roseville, 48066

117. **Item Number 12 - 4**

Control Section/Job Number: 50458-50550A Local Agency Project

Contractor: Dan’s Excavating, Inc.
12955 23 Mile Road
Shelby Township, Michigan 48315

Designed By: Consultant
Engineer’s Estimate: \$531,743.56

Description of Project:

A 0.73 km addition of left and right turn lanes at the intersection, with related drainage improvements on Auburn Road at Ryan Road, in Macomb County.

Administrative Board Approval Date:	August 20, 2002	
Contract Date:	September 6, 2002	
Original Contract Amount:	\$499,037.50	
Total of Overruns/Changes (Approved to Date):	49,903.75	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	38,072.86	+ 7.63%
THIS REQUEST	<u>26,310.17</u>	+ <u>5.27%</u>
Revised Total	<u>\$613,324.28</u>	+ 22.90%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract +17.63% over the original budget for an **Authorized to Date Amount** of \$587,014.11.

Approval of this overrun will place the authorized status of the contract +22.90% over (+\$114,286.78) the **Original Budget**.

Overruns Previously Approved by the State Administrative Board: None

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

Sewer, Cl C 76M IV, 300mm Det A	233.000 m @ \$85.00/m	\$19,805.00
Sewer, Remove	111.300 m @ \$19.00/m	2,114.70
Bit Mixture, 3C	102.104 t @ \$43.00/t	<u>4,390.47</u>
Total		<u>\$26,310.17</u>

Reason(s) for Overrun(s):

These work items were critical in completing the improvement work for the intersection of Auburn Road and Ryan Road. The existing sewer on the north side of Auburn Road was not operational due to pipe separation at the joints and broken/shattered sections at several locations. Replacement of the existing sewer was necessary since the proposed sewer would be tied to this presently non-functioning sewer, and the proposed roadway widening will be constructed over the proposed replacement sewer.

This Overrun was recommended for approval by the State Transportation Commission at its November 20, 2003, meeting, and is now recommended for approval by the State Administrative Board.

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

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

Funding Source: FHWA, 80%; Macomb 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 Code: Macomb County, 48046

118. **Item Number 12 - 5**

Control Section/Job Number: 31051-55704A MDOT Project

Contractor: United Painting, Inc.
W2322 Highway 10
P.O. Box 180
Forest Junction, Wisconsin 54123

Designed By: MDOT
Engineer's Estimate: \$299,562.31

Description of Project:

Bridge rehabilitation consisting of joint replacement, steel beam repairs and beam painting on US-41, B04 over the Sturgeon River in Chassell Township, Houghton County.

Administrative Board Approval Date:	February 4, 2003	
Contract Date:	April 29, 2003	
Original Contract Amount:	\$327,350.25	
Total of Overruns/Changes (Approved to Date):	32,735.03	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	144.49	+ 0.04%
THIS REQUEST	<u>41,678.55</u>	<u>+ 12.73%</u>
Revised Total	<u>\$401,908.32</u>	+ 22.77%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract +10.04% over the original budget for an **Authorized to Date Amount** of \$360,229.77.

Approval of this overrun will place the authorized status of the contract +22.77% over (+\$74,558.07) the **Original Budget**.

Overruns Previously Approved by the State Administrative Board: None

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

Structural Steel, Stiffener Repair, Erect-Special	1,016.550 Lb @ \$41.00/Lb	<u>\$41,678.55</u>
Total		<u>\$41,678.55</u>

Reason(s) for Overrun(s):

This overrun is due to an under-calculation in the design plans. There was additional welding necessary on some of the beams and stiffeners on the first and second span on this structure over the Sturgeon River. The designer agreed with the modifications for steel and the applications.

This Overrun was recommended for approval by the State Transportation Commission at its November 20, 2003, meeting, and is now recommended for approval by the State Administrative Board.

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

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

Funding Source: FHWA, 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: The risk associated with not doing this work is that the motoring public will be driving on a sub-standard and unsafe bridge structure leading to accidents involving property damage, injury, and possibly death.

Cost Reduction: The price has been fixed by contract.

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

Zip Code: Chassell, 49916

EXCESS PROPERTY

119. RESOLUTION “A” – Relinquishment of Easement
Tract 623, Control Section 59041, Parcel 70E, Pt. A

The subject tract is located in Reynolds Township, Montcalm County, and contains approximately 1.8 acres. A relinquishment of easement was requested by the current underlying fee owner, Kimberly S. Boerman Trust. The standard fee of \$500 for processing a relinquishment of easement has been received by MDOT. This relinquishment was approved by Roger Safford, Grand Region Engineer. This tract was determined to be excess by the Bureau of Highways – Development.

\$500 (Processing Fee)

Purpose/Business Care: The purpose of excess property sale contracts and easement relinquishments is to dispose of State-owned excess property by sale or relinquishment to State agencies, local units of government, or private parties. The sale of excess property or the exchange of excess property for other State needed rights in real estate 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; 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: 49329.

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: November 26, 2003 - Secretary of State's Office, 3:30 PM
State Administrative Board Meeting: December 2, 2003 - State Capitol, 11:00 AM

CONTRACTS

1. *MULTI-MODAL (Aeronautics) - Installation of Automated Weather Observation System
Contract (2004-0023) between MDOT and the South Haven Area Regional Airport Authority will provide State grant funds for the installation of an automated weather observation system (AWOS) at the South Haven Area Regional Airport in South Haven, Michigan. The contract will be in effect from the date of award through three years. Source of Funds: State Restricted Aeronautics Funds - \$83,333; South Haven Area Regional Airport Authority Funds - \$9,259; Contract Total - \$92,592.

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

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

Funding Source: State Restricted Aeronautics Funds - \$83,333; South Haven Area Regional Airport Authority Funds - \$9,259; Contract Total - \$92,592.

Commitment Level: The contract is a fix cost.

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

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

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

Zip Code: 49090.

2. *MULTI-MODAL (Aeronautics) - Installation of Automated Weather Observation System
Contract (2004-0025) between MDOT and the Shiawassee Airport Board will provide State grant funds for the installation of an automated weather observation system (AWOS) at the Owosso Community Airport in Owosso, Michigan. The contract will be in effect from the date of award through three years. Source of Funds: State Restricted Aeronautics Funds - \$83,334; Shiawassee Airport Board Funds - \$9,259; Contract Total - \$92,593.

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

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

Funding Source: State Restricted Aeronautics Funds - \$83,334; Shiawassee Airport Board Funds - \$9,259; Contract Total - \$92,593.

Commitment Level: The contract is a fix cost.

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

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

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

Zip Code: 48867.

BID LETTING

STATE PROJECTS

3.	LETTING OF NOVEMBER 21, 2003	ENG. EST.	LOW BID
	PROPOSAL 0311601	\$ 1,958,162.84	\$ 3,184,193.48
	PROJECT MER 82251-77658		
	LOCAL AGRMT.		%OVER/UNDER EST.
	START DATE - 1 days after award		
	COMPLETION DATE - MAY 15, 2004		62.61 %

Emergency road work, span replacements on S26 and S30, painting, joint and railing replacement on S26, I-75 northbound to I-94 southbound over Russell Street, on S30, I-75 southbound to I-94 southbound, and I-94 eastbound exit ramp to Russell Street in the city of Detroit, Wayne County.

BIDDER	ORIGINAL A	AS-CHECKED A	
C.A. Hull Co., Inc.	\$ 3,184,193.48	Same	1
**			
E. C. Korneffel Co.	\$ 4,728,159.20	Same	4
Midwest Bridge Company	\$ 3,141,396.58	Same	3
Abhe & Svoboda, Inc.			
Dan's Excavating, Inc.	\$ 3,240,227.49	Same	2
Posen Construction, Inc.			
Walter Toebe Construction Co.	\$ 5,921,741.78	Same	5
Anlaan Corporation			

BIDDER	ORIGINAL A+Lane Rental	AS-CHECKED A+Lane	
C.A. Hull Co., Inc.	\$ 4,684,193.48	Same	1
**			
E. C. Korneffel Co.	\$ 6,928,159.20	Same	4
Midwest Bridge Company	\$ 5,141,396.58	Same	3
Abhe & Svoboda, Inc.			
Dan's Excavating, Inc.	\$ 4,740,227.49	Same	2
Posen Construction, Inc.			
Walter Toebe Construction Co.	\$ 7,921,741.78	Same	5

5 Bidders

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

The ORIGINAL A bid total reflects the actual contract price.

Purpose/business Case: Due to a tanker truck explosion, emergency road and bridge repair work is needed.

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

Funding Source:

77658A

State Restricted Trunkline Funds 100 %

Commitment Level: Unit prices are fixed. Total cost based on estimated quantities.

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

Cost Reduction: Repair of road and structure reflects a significant cost savings, thereby delaying the need for more expensive rehabilitation or replacement treatments in the future.

New Project Identification: Emergency road and structure repair.

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, I recommend the items on this agenda for approval by the State Administrative Board.

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 of the Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of January 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director