

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: November 25, 2009 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: December 1, 2009 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

CONTRACTS

1. HIGHWAYS (Real Estate) – Resolution “A” (Easement – Wetland Mitigation Site) Control
Section 47082, Job 34518B, Parcel 58, Part A

The subject property is located in the Township of Oceola, Livingston County, Michigan and contains approximately 74.62 acres. MDOT is proposing to convey an easement to the Michigan Department of Environmental Quality (MDEQ). The easement is required for MDOT's compliance with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended, which requires permanent easement protection on all wetland mitigation sites. Conveying the easement to MDEQ will allow MDOT to construct a wetland site that will be used for the mitigation of wetlands impacted by the M-59 highway project between I-96 east and US-23. No money will be exchanged in the conveyance of this easement. This transaction was approved by Dave Wresinski, Division Administrator, Project Planning Division, Bureau of Planning.

Criticality: Mitigation of wetlands impacted by highway projects is mandated by federal and state law.

Purpose/Business Case: MDOT is proposing to convey an easement to MDEQ on a parcel of land that was used for wetland mitigation. The easement is required for MDOT's compliance with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended, which requires permanent easement protection on all wetland mitigation sites.

Benefit: MDOT will be in compliance with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended. Conservation easements on wetland mitigation sites are required within 60 days of permit issuance.

Funding Source: No money will be exchanged in the conveyance of this easement. The purpose of the easement is to provide permanent protection of the created wetlands.

Commitment Level: N/A.

Risk Assessment: MDOT is required under permit conditions to convey an easement on this parcel to MDEQ.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48844.

2. HIGHWAYS (Real Estate) – Resolution “B” (Easement – Wetland Mitigation Site) Control
Section 21900, Job 85434

The subject property is located in the Township of Nahma, Delta County, Michigan and contains approximately 15.99 acres. MDOT is proposing to convey an easement to the Michigan Department of Environmental Quality (MDEQ). The easement is required for MDOT’s compliance with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended, which requires permanent easement protection on all wetland mitigation sites. Conveying the easement to MDEQ will allow MDOT to construct a wetland site that will be used for the mitigation of wetlands in the Manistique River Watershed. No money will be exchanged in the conveyance of this easement. This transaction was approved by Dave Wresinski, Division Administrator, Project Planning Division, Bureau of Planning.

Criticality: Mitigation of wetlands impacted by highway projects is mandated by federal and state law.

Purpose/Business Case: MDOT is proposing to convey an easement to MDEQ on a parcel of land that was used for wetland mitigation. The easement is required for MDOT’s compliance with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended, which requires permanent easement protection on all wetland mitigation sites.

Benefit: MDOT will be in compliance with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended. Conservation easements on wetland mitigation sites are required within 60 days of permit issuance.

Funding Source: No money will be exchanged in the conveyance of this easement. The purpose of the easement is to provide permanent protection of the created wetlands.

Commitment Level: N/A.

Risk Assessment: MDOT is required under permit conditions to convey an easement on this parcel to MDEQ.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49864.

3. HIGHWAYS (Real Estate) – Resolution “C” (Easement – Wetland Mitigation Site) Control
Section 41064, Job 44849B, Parcel 610AP

The subject property is located in the Township of Cascade, Kent County, Michigan and contains approximately 46.17 acres. MDOT is proposing to convey an easement to the Michigan Department of Environmental Quality (MDEQ). The easement is required for MDOT’s compliance with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended, which requires permanent easement protection on all wetland mitigation sites. Conveying the easement to MDEQ will allow MDOT to construct a wetland site that will be used for the mitigation of wetlands in the Manistique River Watershed. No money will be exchanged in the conveyance of this easement. This transaction was approved by Dave Wresinski, Division Administrator, Project Planning Division, Bureau of Planning.

Criticality: Mitigation of wetlands impacted by highway projects is mandated by federal and state law.

Purpose/Business Case: MDOT is proposing to convey an easement to MDEQ on a parcel of land that was used for wetland mitigation. The easement is required for MDOT’s compliance with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended, which requires permanent easement protection on all wetland mitigation sites.

Benefit: MDOT will be in compliance with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended. Conservation easements on wetland mitigation sites are required within 60 days of permit issuance.

Funding Source: No money will be exchanged in the conveyance of this easement. The purpose of the easement is to provide permanent protection of the created wetlands.

Commitment Level: N/A.

Risk Assessment: MDOT is required under permit conditions to convey an easement on this parcel to MDEQ.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49546.

4. ***AERONAUTICS AND FREIGHT (Aeronautics) - Increase Services and Amount**
Amendatory Contract (2009-0731/A1) between MDOT and the Antrim County Board of Commissioners will add the update of the Exhibit A property map to the project and will increase the contract amount by \$6,000. The original contract provides for the land acquisition costs for parcels E45, E46, E47, E48, E49, and E50 at the Antrim County Airport in Bellaire, Michigan. The contract term remains unchanged, October 21, 2009, through October 20, 2029. The revised contract amount will be \$96,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration (FAA) Funds	\$85,500	\$5,700	\$91,200
State Restricted Aeronautics Funds	\$ 2,250	\$ 150	\$ 2,400
Antrim County Funds	<u>\$ 2,250</u>	<u>\$ 150</u>	<u>\$ 2,400</u>
Total	<u>\$90,000</u>	<u>\$6,000</u>	<u>\$96,000</u>

Criticality: An updated Exhibit A property map is required before the airport can receive FAA entitlement monies.

Purpose/Business Case: To increase the contract amount by \$6,000 to add the update of the Exhibit A property map to the project.

Benefit: Will benefit the airport sponsor and surrounding property owners by defining the boundaries of airport property and any federal safety area and airspace requirements not controlled by the airport.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% Antrim County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not approving the amendment is noncompliance with current FAA standards.

Cost Reduction: The consultant contract was reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49615.

5. **AERONAUTICS AND FREIGHT (Aeronautics) – Construction of Airport Improvements**
Contract (2010-0062) between MDOT and the City of Sandusky will provide federal and state grant funds for the relocation of a fuel farm and the installation of terminal fencing and standby power for airfield lighting at the Sandusky City Airport in Sandusky, 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 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$275,000. Source of Funds: FAA Funds (via block grant) - \$220,000; State Bond Funds - \$48,125; City of Sandusky Funds - \$6,875.

Criticality: Relocating the fuel farm is necessary to bring the airport into compliance with FAA requirements. The fencing portion of the project will provide safety for air activity and ground personnel by providing animal control on the airfield. The standby power will allow the airport to function safely during periods of electrical failure.

Purpose/Business Case: To provide for the relocation of a fuel farm and the installation of terminal fencing and standby power for airfield lighting.

Benefit: Will enhance airport safety.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Sandusky Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid locally and awarded to the lowest bidder. The consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48471.

6. AERONAUTICS AND FREIGHT (Aeronautics) – Land Acquisition

Contract (2010-0063) between MDOT and the Shiawassee Airport Board will provide federal and state grant funds for the land acquisition costs for parcels E60 and E61 at the Owosso Community Airport in Owosso, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$80,000. Source of Funds: FAA Funds (via block grant) - \$76,000; State Restricted Aeronautics Funds - \$2,000; Shiawassee Airport Board Funds - \$2,000.

Criticality: All land acquisitions and easements are federally mandated to meet FAA safety requirements. All airports are required to control runway protection zones. The property acquisitions will allow the airport to meet this federal requirement for safety.

Purpose/Business Case: To provide for the land acquisition costs for parcels E60 and E61. The costs include final condemnation costs and attorney and expert witness fees.

Benefit: Acquiring the easement rights will enable the airport to clear the existing obstruction to the approach and to control runway protection zones.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% Shiawassee Airport Board Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48867.

7. *AERONAUTICS & FREIGHT (Freight) – Revision of Collateral Requirements

Amendatory Contract (2009-0210/A1) between MDOT and Tri-State Forest Products, Inc. (Tri-State), will revise the collateral provisions for the loan. Collateral to provide security for the loan will now be a first lien on property and a first lien on project materials instead of an irrevocable letter of credit. The original contract provides financial assistance in the form of a loan from MDOT to Tri-State under the Michigan Rail Loan Assistance Program for the construction of a rail spur and loading/unloading improvements to Tri-State's facility in Edwardsburg, Michigan. The contract amount remains unchanged at \$670,481. The contract term remains unchanged, from October 6, 2009, until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. Source of Funds: FY 2009 State Restricted Comprehensive Transportation Funds - \$603,433; Tri-State Funds - \$67,048.

Criticality: Approval of this amendment is critical as project work has begun, and it is essential that collateral be put in place to allow the timely reimbursement of project costs. Due to the tightening credit market and the recently inflated cost of obtaining a letter of credit, Tri-State wishes to use a different type of collateral to secure the loan.

Purpose/Business Case: This amendment will allow Tri-State to provide MDOT with acceptable collateral at a lower cost.

Benefit: Tri-State, a wholesale distributor of commodities and building products, is opening a branch in Edwardsburg, Michigan. A less expensive collateral option will allow Tri-State to save costs and to proceed with project plans. The project is underway, creating 20 to 30 construction jobs. When the project is completed, Tri-State expects to generate jobs for 20 permanent and 6 seasonal employees.

Funding Source: FY 2009 State Restricted Comprehensive Transportation Funds – \$603,433; Tri-State Funds - \$67,048.

Commitment Level: The contract loan amount is based on estimates; however, payments will be based on actual costs not to exceed \$603,433.

Risk Assessment: If the amendment is not approved, Tri-State might not be able to arrange for a letter of credit sufficient to meet collateral requirements, which would delay and could jeopardize Tri-State's success at its new location in Michigan.

Cost Reduction: Eligible costs will be reimbursed only after Tri-State has contributed its matching share of project costs.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49112.

8. *AERONAUTICS & FREIGHT (Freight) – Port Authority Operating Assistance

Retroactive Contract (2010-0048) between MDOT and the Detroit/Wayne County Port Authority (DWCPA) will provide funding to help finance the DWCPA's FY 2010 operations. This funding is provided under the provisions of 1978 PA 639. Retroactive approval is necessary to provide continuation of ongoing port operations without interruption. The contract is retroactive as MDOT's appropriation was not signed until October 12, 2009. The contract will be in effect from October 1, 2009, through September 30, 2010. The contract amount will be \$468,200. Source of Funds: FY 2010 State Restricted Comprehensive Transportation Funds - \$468,200.

Criticality: Approval of this contract is critical to the continued operation of the Port of Detroit.

Purpose/Business Case: To provide financial assistance to the DWCPA, pursuant to 1978 PA 639, for promoting domestic and foreign trade through the Port of Detroit.

Benefit: Enhanced economic opportunities for the City of Detroit, Wayne County, and the State of Michigan through the promotion and facilitation of the movement of goods through the use of all transportation modes and through the promotion and development of transportation, industrial, recreational, and commercial facilities within the DWCPA's jurisdiction for the benefit of the citizens of the State of Michigan.

Funding Source: FY 2010 State Restricted Comprehensive Transportation Funds - \$468,200.

Commitment Level: This contract is based on cost estimates and is limited to the line item appropriation amount.

Risk Assessment: If this contract is not approved, an opportunity could be lost to enhance economic benefits to the City of Detroit, Wayne County, and the State of Michigan through domestic and foreign trade coming through the Port of Detroit.

Cost Reduction: In accordance with the provisions of PA 639 of 1978, MDOT can match only the total of equal shares (25 percent each) contributed by the City of Detroit and Wayne County, for a total MDOT match of 50 percent of the budget, up to \$468,200.

Selection: N/A.

New Project Identification: This contract will provide for the continuation of port services for FY 2010.

Zip Code: 48214.

9. EXECUTIVE (Office of Research and Best Practices) - Increase Services and Amount Amendatory Contract (2007-0541/A2) between MDOT and CTC & Associates, LLC (CTC), will provide for additional research support services to be performed in 2009 and 2010 and will increase the contract amount by \$20,055. The additional services will provide for quick-response research on other states' statutory formulae for the distribution of state and federal revenue for surface transportation programs. The original contract provides for as-needed consulting, marketing, writing, and project management services for the MDOT Office of Research and Best Practices (ORBP) for 2007 and 2008. The revised contract amount will be \$250,835. The contract term remains unchanged, July 20, 2007, through January 31, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This quick-response research was requested of ORBP by MDOT's Bureau of Transportation Planning, Intermodal Policy Division. ORBP does not have sufficient staff, skills, or in-depth knowledge to carry out the work in the required time frame. Reports to the Michigan Legislature are due in February 2010.

Purpose/Business Case: To provide for the conduct of quick-response research on other states' statutory formulae for the distribution of state and federal revenue for surface transportation programs for 2009 and 2010. CTC will provide needed information by the February 2010 deadline for reporting to the state legislature.

Benefit: MDOT will gain knowledge concerning statutory formulae for the distribution and may find a more economical methodology.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the amendment is not approved, ORBP will not be able to carry out the quick-response research on statutory formulae for the distribution of state and federal revenue for surface transportation programs.

Cost Reduction: Costs are based on a fixed hourly rate plus actual direct expenses and will not exceed the contract maximum amount.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

10. HIGHWAYS - Time Extension

Amendatory Contract (2005-0175/A5) between MDOT and Tetra Tech of Michigan, P.C., will extend the contract term by one year to provide sufficient time for the consultant to review documents and close out the construction engineering contract. The additional time is needed because outstanding issues need to be resolved with the contractor. The original contract provided for the performance of full construction engineering services for the reconstruction of I-96 from I-75 to Vernor Highway in the City of Detroit, Wayne County. Amendment 2 changed the scope of services from full construction engineering services to as-needed construction engineering services, effective on December 19, 2006. The revised contract term will be April 25, 2005, through December 31, 2010. The contract amount remains unchanged at \$1,699,928.06. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: This contract is for as-needed construction engineering oversight and inspection for a construction project. There are outstanding issues related to this project due to the construction being delayed over one year. The consultant was on site daily and maintained all project records on behalf of MDOT; it is crucial that the consultant be retained through the close out process.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for the consultant to review documents and close out the construction engineering contract.

Benefit: This amendment will provide the additional time required to complete adequate project oversight and inspection and testing, as required by federal law, which will result in a high quality product. The inspection and testing will ensure that all parts of the construction are up to current federal and MDOT standards.

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

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

Risk Assessment: Failure to approve this amendment could result in the loss of federal participation on this project.

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

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48216.

11. HIGHWAYS - Time Extension

Amendatory Contract (2007-0864/A1) between MDOT and Parsons Brinckerhoff Michigan, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete the construction engineering services. The additional time is needed because the tailspan beams of the Warren Avenue bridge were found to be in deteriorated condition and the decision was made to replace them, delaying construction of the bridge. The construction contract has been extended for additional work, and the consultant contract needs to be extended to provide sufficient time for the consultant to review documents and complete the project closeout services. The original contract provides for full construction engineering services to be performed for the rehabilitation of 23 bridges, removal of weigh-in-motion scales, Capital Preventative Maintenance patching, freeway sign upgrading, Michigan Intelligent Transportation System Center upgrades, and other work on I-75 from I-375 to M-102 in the cities of Detroit, Hamtramck, and Highland Park, Wayne County. The revised contract term will be December 20, 2007, through December 31, 2010. The contract amount remains unchanged at \$2,469,881.14. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: Proper construction engineering oversight is critical to ensure that projects are constructed according to MDOT plans and specifications and in a timely and cost effective manner. Approval of this amendment will allow the consultant to complete the construction engineering services to ensure compliance with federal and state requirements.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for the consultant to complete the construction engineering services.

Benefit: This time extension will provide for the additional time required to complete adequate project oversight and inspection and testing, as required by federal law, which will result in a high quality product. The inspection and testing will ensure that all parts of the construction are up to current federal and MDOT standards.

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

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

Risk Assessment: Failure to approve this time extension could result in the loss of federal participation on this project.

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

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48216.

12. HIGHWAYS – IDS Engineering Services

Authorization (Z7) under Contract (2008-0415) between MDOT and TranSystems Corporation of Michigan will provide for design services to be performed for the reconstruction and rehabilitation of bridges on Wilson Road, Warren Woods Road, and East Road over I-94 in Berrien County (CSs 11014, 11015 – JN 107158D). The work items will include concrete overlays, deck joint replacements, substructure patching, painting, steel beam repair, approach work, and maintenance of traffic. The authorization will be in effect from the date of award through July 14, 2011. The authorization amount will be \$244,934.63. The contract term is July 15, 2008, through July 14, 2011. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: The bridges are deteriorating and need to be replaced. If they are not upgraded, they will continue to deteriorate and may pose safety risks for vehicles.

Purpose/Business Case: The reconstruction and rehabilitation work on the bridges will ensure that the structural integrity of each bridge is maintained for safe vehicular travel.

Benefit: The project will ensure that the bridges are safe for vehicular travel.

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

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

Risk Assessment: The bridges will continue to deteriorate and could become hazardous.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49039.

13. HIGHWAYS – IDS Engineering Services

Authorization (Z8) under Contract (2008-0415) between MDOT and TranSystems Corporation of Michigan will provide for design services to be performed for the reconstruction and rehabilitation of bridges on Benton Center Road over I-94, 44th Avenue (CR 376) over I-196, and 46th Street over I-94 in Berrien and Van Buren Counties (CSs 11016, 80012 – JN 107161D). The work items will include concrete overlays, deck joint replacements, substructure patching, painting, steel beam repair, approach work, and maintenance of traffic. The authorization will be in effect from the date of award through July 14, 2011. The authorization amount will be \$247,193.26. The contract term is July 15, 2008, through July 14, 2011. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: The bridges are deteriorating and need to be replaced. If they are not upgraded, they will continue to deteriorate and may pose safety risks for vehicles.

Purpose/Business Case: The reconstruction and rehabilitation work on the bridges will ensure that the structural integrity of each bridge is maintained for safe vehicular travel.

Benefit: The project will ensure that the bridges are safe for vehicular travel.

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

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

Risk Assessment: The bridges will continue to deteriorate and could become hazardous.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49039.

14. HIGHWAYS - IDS Engineering Services

Authorization (Z24) under Contract (2009-0051) between MDOT and Wade Trim Associates, Inc., will provide for full construction engineering services to be performed for reconstruction work from I-69 to Chevrolet Avenue, including Hammerberg Road, Miller Road, and Fox Street, in the City of Flint, Genesee County (CS 25402 – JN 106316A). The work items include project administration, inspection, measurement, computation, and preparation and documentation of project records. The authorization will be in effect from the date of award through November 4, 2011. The authorization amount will be \$278,465.23. The contract term is November 5, 2008, through November 4, 2011. Source of Funds: 99.96% Federal Highway Administration (FHWA) Funds/American Recovery and Reinvestment Act of 2009 (ARRA) and 0.04% State Restricted Trunkline Funds.

Criticality: Proper construction engineering oversight is critical to ensure that projects are constructed according to MDOT plans and specifications and in a timely and cost effective manner.

Purpose/Business Case: To provide for the performance of full construction engineering services for reconstruction work from I-69 to Chevrolet Avenue, including Hammerberg Road, Miller Road, and Fox Street, in the City of Flint, Genesee County. The work items include project administration, inspection, measurement, computation, and preparation and documentation of project records.

Benefit: Will provide for adequate project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: 99.96% FHWA Funds (ARRA) and 0.04% 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 authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48502.

15. HIGHWAYS - IDS University Research Services

Authorization (Z1) under Contract (2009-0753) between MDOT and Michigan Technological University (MTU) will provide for the continuation of the Michigan Engineer's Resource Library Program (MERL) software program. MTU developed the software program, which helps local agencies to develop accurate estimates of costs through comparisons to historical data. MTU will continue to offer training sessions throughout the state and to provide technical support. The authorization will be in effect from January 1, 2010, through December 31, 2010. The authorization amount will be \$91,429.47. The contract will be in effect from date of award through December 31, 2010. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: Local agencies, their consultants, and MDOT Local Agency Programs engineers rely on MERL to create documents required for construction bid proposal packages for statewide road construction projects. The MERL program allows accurate cost estimates to be uploaded directly to MDOT's Trns*port system with minimal effort from MDOT personnel.

Purpose/Business Case: To provide for the continuation of the MERL software program. MTU developed the software program, which helps local agencies to develop accurate estimates of costs through comparisons to historical data. MTU will continue to offer training throughout the state and to provide technical support.

Benefit: MERL allows project-specific cost estimates to be uploaded in the MDOT Trns*port system with minimal effort from MDOT personnel.

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 authorization is not approved, MDOT will need to manually import over 300 local agency cost estimates per year.

Cost Reduction: Actual cost reimbursement.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48909.

16. *HIGHWAYS – Design Services

Contract (2009-0758) between MDOT and Williams & Works, Inc., will provide for design services to be performed for the rehabilitation of nine structures over I-696 in the cities of Warren and Centerline, Macomb County (CS 50061 – JNs 108056D, 108057D, 106597D, 106598D, and 106599D). The work items will include deck replacement, substructure repair, and approach work design; safety reviews and crash analysis; and maintenance of traffic. The contract will be in effect from the date of award through June 1, 2010. The contract amount will be \$1,513,454.57. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: The structures are in poor condition because the volume of traffic has increased along I-696; the structures also need to be rehabilitated to meet current structural load ratings.

Purpose/Business Case: This project is part of the I-696 corridor project and includes deck replacement, substructure patching, approach work, and maintaining traffic in Macomb County. The structures were constructed in the early to mid 1960s.

Benefit: The project will ensure that the bridges are safe for vehicular travel.

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

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

Risk Assessment: If this contract is not approved and the project is not completed, the bridges will continue to deteriorate and could become hazardous for vehicular traffic.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48066.

17. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2009-5052) between MDOT and the Mason County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development Category D Funds, which are allocated for Local Agency projects (State Restricted TED Funds):

PART A

Permanent culvert replacement and road repair work at the intersection of North Jebavy Drive and Angling Road.

PART B

The performance of construction engineering and inspection services for the permanent culvert replacement and road repair work at the intersection of North Jebavy Drive and Angling Road.

PART C

Permanent culvert replacement and road repair work at the intersection of Jebavy Drive approximately 0.5 miles south of Fountain Road.

PART D

The performance of construction engineering and inspection services for the permanent culvert replacement and road repair work at the intersection of Jebavy Drive approximately 0.5 miles south of Fountain Road.

PART E

Permanent culvert replacement and road repair work at the intersection of North Quarterline Road approximately 0.5 miles south of Hoague Road.

PART F

The performance of construction engineering and inspection services for the permanent culvert replacement and road repair work at the intersection of North Quarterline Road approximately 0.5 miles south of Hoague Road.

PART G

Permanent culvert replacement and road repair work at the intersection of North Quarterline Road approximately 0.5 miles north of Townline Road.

PART H

The performance of construction engineering and inspection services for the permanent culvert replacement and road repair work at the intersection of North Quarterline Road approximately 0.5 miles north of Townline Road.

PART I

Permanent culvert replacement and road repair work at the intersection of West Fountain Road and Victory Corners Road.

PART J

The performance of construction engineering and inspection services for the permanent culvert replacement and road repair work at the intersection of West Fountain Road and Victory Corners Road.

PART K

Permanent culvert replacement and road repair work at the intersection of West Townline Road approximately 0.5 miles east of Quarterline Road.

PART L

The performance of construction engineering and inspection services for the permanent culvert replacement and road repair work at the intersection of West Townline Road approximately 0.5 miles east of Quarterline Road.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>PART C</u>
Federal Highway Administration Funds	\$ 60,200	\$ 6,000	\$ 75,300
State Restricted TED Funds	\$ 15,100	\$ 0	\$ 18,800
Mason County Road Commission Funds	\$ 0	\$ 1,500	\$ 0
Total Funds	<u>\$ 75,300</u>	<u>\$ 7,500</u>	<u>\$ 94,100</u>

	<u>PART D</u>	<u>PART E</u>	<u>PART F</u>
Federal Highway Administration Funds	\$ 6,000	\$ 30,200	\$ 4,000
State Restricted TED Funds	\$ 0	\$ 7,600	\$ 0
Mason County Road Commission Funds	\$ 1,500	\$ 0	\$ 1,000
Total Funds	<u>\$ 7,500</u>	<u>\$ 37,800</u>	<u>\$ 5,000</u>

	<u>PART G</u>	<u>PART H</u>	<u>PART I</u>
Federal Highway Administration Funds	\$173,000	\$ 6,400	\$ 94,500
State Restricted TED Funds	\$ 43,200	\$ 0	\$ 23,700
Mason County Road Commission Funds	\$ 0	\$ 1,600	\$ 0
Total Funds	<u>\$216,200</u>	<u>\$ 8,000</u>	<u>\$118,200</u>

*Denotes a non-standard contract/amendment

	<u>PART J</u>	<u>PART K</u>	<u>PART L</u>
Federal Highway Administration Funds	\$ 5,600	\$161,800	\$ 5,600
State Restricted TED Funds	\$ 0	\$ 40,500	\$ 0
Mason County Road Commission Funds	\$ 1,400	\$ 0	\$ 1,400
Total Funds	<u>\$ 7,000</u>	<u>\$202,300</u>	<u>\$ 7,000</u>

	<u>TOTAL</u>
Federal Highway Administration Funds	\$628,600
State Restricted TED Funds	\$148,900
Mason County Road Commission Funds	<u>\$ 8,400</u>
Total Funds	<u>\$785,900</u>

ER 53555 – 105094, 105095, 105096, 105097, 105098, 105099
Local Letting

Criticality: This contract is for the permanent repair of roadways that suffered serious damage as a result of a natural disaster over a wide area. Delaying this contract would keep the County from being reimbursed for work that is eligible for federal and state funding.

Purpose/Business Case: To improve drainage and preserve the roadway.

Benefit: Improved drainage and extended life of the roadway.

Funding Source: Federal Emergency Relief Funds, State Transportation Economic Development Funds, and Mason County Road Commission Funds.

Commitment Level: 80% federal, 20% state for Parts A, C, E, G, I, and K; 80% federal, 20% Mason County Road Commission for Parts B, D, F, H, J, and L; based on estimate.

Risk Assessment: Without this contract, the County cannot receive these federal funds.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadways.

Zip Code: 49431.

18. HIGHWAYS - Memorandum of Understanding

Memorandum of Understanding (2009-5366) between MDOT and the Mackinac Bridge Authority will provide for participation in the following activities utilizing Federal American Recovery and Reinvestment Act of 2009 (ARRA) funds:

Installation of a new dynamic message signing system at the northbound and southbound approaches to the Mackinac Bridge.

Estimated Funds:

Federal Highway Administration Funds (ARRA)	\$1,475,100
Mackinac Bridge Authority Funds	<u>\$ 900,000</u>
Total Funds	<u>\$2,375,100</u>

AR 84911 - 105846A
Letting of 8/27/10

Criticality: This project is funded primarily through ARRA. Deferring this project would result in the loss of these funds.

Purpose/Business Case: To provide for installation and maintenance of informational signing at the Mackinac Bridge.

Benefit: Will provide for safety and tourism information at the Mackinac Bridge.

Funding Source: Federal ARRA Funds and Mackinac Bridge Authority Funds.

Commitment Level: Mackinac Bridge Authority Funds fixed at \$900,000 and the remainder 100% federal.

Risk Assessment: This project is funded primarily through ARRA. Deferring this project would result in the loss of these funds.

Cost Reduction: Estimate reviewed to make sure costs are reasonable and valid.

Selection: Qualifications based.

New Project Identification: This is a new project.

Zip Code: 49781.

19. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2009-5575) between MDOT and the Cass County Road Commission will provide for participation in the following improvements:

Hot mix asphalt resurfacing work along Elkhart Road from the south Michigan state line to Redfield Street.

Estimated Funds:

Federal Highway Administration Funds	\$52,532
Cass County Road Commission Funds	<u>\$11,649</u>
Total Funds	<u>\$64,181</u>

STU 14400 - 107687

Local Force Account

Criticality: Rehabilitation of the roadway is necessary to prevent failure of the pavement structure. Delaying this project would adversely affect the safety of the motoring public.

Purpose/Business Case: To preserve and extend the life of the roadway.

Benefit: Improved and extended life of the roadway.

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

Commitment Level: \$54,800 not to exceed 81.85% and the balance by Cass County Road Commission.

Risk Assessment: Without this contract, the County cannot receive these federal funds.

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49112.

20. HIGHWAYS - Participation for Local Agency Construction Contract
 Amendatory Contract (2009-5671) between MDOT and the Berrien County Road Commission will provide for participation in the following improvements utilizing Federal American Recovery and Reinvestment Act of 2009 (ARRA) Funds:

Single course microsurfacing work at the following locations:

Pipestone Road from Townline Road to Nickerson Avenue
 Nickerson Avenue from Pipestone Road westerly approximately 2,115 feet
 Sodus Parkway from Pipestone Road to Naomi Road
 Red Arrow Highway from the north city limits of Bridgman to the south village limits of Stevensville

The purpose of this amendment is to provide for an increased estimate of the project cost and associated increase in the dollar amount (from \$455,340 to \$657,680) for determination of the maximum amount of Federal ARRA Funds to be applied to the eligible items of the project cost.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMEND</u>	<u>TOTAL</u>
Federal Highway Administration Funds (ARRA)	\$455,340	\$202,340	\$657,680
Berrien County Road Commission Funds	\$ 13,460	(\$11,940)	\$ 1,520
Total Funds	<u>\$468,800</u>	<u>\$190,400</u>	<u>\$659,200</u>

ARUL 11400 – 106904
 Amendment

Criticality: This amendment provides additional federal funding for the rehabilitation of the roadway to prevent failure of the pavement.

Purpose/Business Case: To increase the contract amount from \$455,340 to \$657,680 for the determination of the maximum amount of Federal ARRA Funds to be applied to the eligible items of the project cost.

Benefit: The additional funding will allow the project to move forward.

Funding Source: Federal ARRA Funds and Berrien County Road Commission Funds.

Commitment Level: \$657,680 not to exceed 100% federal and the balance by the Berrien County Road Commission; based on estimate.

Risk Assessment: Without this amendment, the County cannot receive the additional federal funding and the project will not be done.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49106.

21. HIGHWAYS - Participation for Local Agency Contract
 Contract (2009-5676) between MDOT and the City of Cadillac will provide for participation in the following improvements:

Emergency roadway repair, curb and gutter, and slope repair work along Cobb Street approximately 500 feet east of Lester Street.

Estimated Funds:

Federal Highway Administration Funds	\$6,026
City of Cadillac Funds	<u>\$1,506</u>
Total Funds	<u>\$7,532</u>

ER 83100 – 105594; Wexford County
 Local Force Account

Criticality: This contract provides for the reimbursement of federal funds to the City for the performance of construction work associated with roadway repair necessitated by damage from a natural disaster over a wide area.

Purpose/Business Case: To reimburse the City for costs incurred in the performance of emergency work essential to public safety.

Benefit: Will allow the City to be reimbursed for eligible costs of emergency work associated with the repair of a roadway.

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

Commitment Level: 80% federal, 20% City of Cadillac.

Risk Assessment: Without this contract, the City cannot receive these federal funds.

Cost Reduction: Costs incurred by the City for emergency work are reviewed to make sure they are reasonable and valid.

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49601.

22. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2009-5683) between MDOT and the Eaton County Road Commission will provide for participation in the following Transportation Enhancement improvements:

Replacement of storm sewer with overland water retention system work for the Watson Drain Outlet from approximately 500 feet east of the intersection of North Creyts Road and West Willow Highway northeasterly 1800 feet to the Grand River.

Estimated Funds:

Federal Highway Administration Funds	\$109,561
Eaton County Road Commission Funds	<u>\$716,039</u>
Total Funds	<u>\$825,600</u>

STE 23041 - 100057
 Local Letting

Criticality: Transportation Enhancement Activities Funds can only be used for transportation enhancement activities and may not be expended on any other activity. If Michigan does not use these funds, they would be made available to other states and Michigan residents would lose out on the benefits afforded by the use of these funds here in Michigan. In addition, the agency receiving these funds has already invested significant local dollars in the planning and design of this project and is depending on the Transportation Enhancement Activities Funds to construct the project. Delaying this project would adversely impact the agency as its budget, permit time frames, and construction schedule are contingent upon the current project schedule.

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Benefit: Improved quality of water that results from roadway runoff.

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

Commitment Level: \$109,561 not to exceed 80% federal and the balance by Eaton County Road Commission; based on estimate.

Risk Assessment: Without this contract, the County cannot receive these federal funds.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of water treatment facilities for roadway runoff.

Zip Code: 48917.

23. HIGHWAYS - Participation for Local Agency Contract

Contract (2009-5686) between MDOT and the Osceola County Road Commission will provide for participation in the following improvements:

Emergency culvert replacement, slope washout repair, and debris removal work along 150th Avenue approximately 0.5 miles south of the north Osceola county line and along Mackinaw Trail at the north Osceola county line.

Estimated Funds:

Federal Highway Administration Funds	<u>\$17,854</u>
Total Funds	<u>\$17,854</u>

ER 67100 - 105582
Local Force Account

Criticality: This contract provides for the reimbursement of federal funds to the County for the performance of construction work associated with the temporary repair of a roadway necessitated by damage resulting from a natural disaster over a wide area.

Purpose/Business Case: To reimburse the County for costs incurred in the performance of emergency work essential to public safety.

Benefit: Allows the County to be reimbursed for eligible costs of emergency work associated with the temporary repair of a roadway.

Funding Source: Federal Emergency Relief Funds.

Commitment Level: 100% federal.

Risk Assessment: Without this contract, the County cannot receive these federal funds.

Cost Reduction: Costs incurred by the County for temporary emergency work are reviewed to make sure they are reasonable and valid.

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49688.

24. *HIGHWAYS - Construction Engineering Services

Contract (2010-0035) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for as-needed inspection and testing services to be performed for construction projects in the Metro Region service area, primarily in Wayne County. The work items include project administration, hot mix asphalt (HMA) inspection, quality assurance testing, and preparation and documentation of project records. The contract amount will be \$2,611,778.17. The contract will be in effect from the date of award through December 31, 2011. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: Inspection and testing services help to fulfill the Metro Region's construction oversight needs, which is critical to ensuring that highway construction projects are completed in accordance with state and federal guidelines so federal funding is maintained and not jeopardized on future projects.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for construction projects in the Metro Region service area, primarily in Wayne County.

Benefit: Will provide for project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

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

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

Risk Assessment: If these services are not approved, the project may not have adequate construction engineering oversight, including inspection and testing. This could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on highway construction projects.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48216.

25. *HIGHWAYS - Intelligent Transportation Services

Contract (2010-0061) between MDOT and the Intelligent Transportation Society of Michigan will provide funding for the costs of administrative support services and society activities for fiscal years 2010 through 2012. The mission of the Intelligent Transportation Society of Michigan is to support the MDOT Intelligent Transportation System (ITS) Strategic Plan to improve transportation by promoting research, deployment, and operations through leadership and partnerships with public, private, educational, and consumer stakeholders. The contract will be in effect from date of award through September 30, 2012. The contract amount will be \$95,000. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: Approval of this contract will ensure that the 2010 ITS Michigan conference, which has become the premier forum for information sharing and dissemination on the IntelliDrive (formerly Vehicle Infrastructure Intergration) program in Michigan, will continue in a manner that ensures that Michigan remains at the forefront of this technology development effort and that the jobs created in this program are created in Michigan.

Purpose/Business Case: To provide funding for administrative support services and society activities for the Intelligent Transportation Society of Michigan for fiscal years 2010 through 2012.

Benefit: Will allow MDOT and the state to maintain partnerships with transportation interest groups, advocacy organizations, and other interested parties to ensure inclusive planning and design processes.

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

Commitment Level: This is a grant for fiscal years 2010 through 2012.

*Denotes a non-standard contract/amendment

Risk Assessment: The majority of the grant is used for the independent administration and operation of the Intelligent Transportation Society of Michigan. Without this support, the society would be dependent on volunteers to coordinate these efforts.

Cost Reduction: Each year, the Intelligent Transportation Society of Michigan will evaluate what contributions are needed. MDOT participates in that evaluation and will focus on reducing costs.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

26. HIGHWAYS (Maintenance) - State Trunkline Maintenance

Retroactive Purchase Order (591N9205391) between MDOT and Lois Kay Contracting will retroactively provide for concrete pavement milling services on M-39 (Southfield Freeway), Wayne County. Work consisted of milling deteriorated concrete pavement and bituminous patching. Bids were solicited from seven contractors. Lois Kay Contracting was the only qualified responsive contractor with the requisite equipment to perform the work. Because of high weekday traffic volumes on M-39, the work was performed for five straight weekends. The purchase order amount is \$73,750.02. The work was completed on September 30, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The work was needed to address safety concerns associated with deteriorated concrete along M-39.

Purpose/Business Case: To provide for the replacement of deteriorated concrete pavement on M-39 in Wayne County.

Benefit: Will make the road safer for travelers.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This project was bid by invitation, and the lowest bidder was awarded the work. The bid was based on estimated quantities by the Taylor Transportation Service Center.

Risk Assessment: This work was necessary to prevent increasing roadway deterioration.

Cost Reduction: This project will eliminate the need for multiple cold-patchings along M-39 between 6 Mile Road and 8 Mile Road, especially during the winter season.

Selection: The only qualified responsive bidder was selected.

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

Zip Code: 48184.

27. HIGHWAYS (Real Estate) - IDS Real Estate Services

Contract (2010-0053) between MDOT and Bur Valuation Group, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division 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.

28. HIGHWAYS (Real Estate) - IDS Real Estate Services

Contract (2010-0054) between MDOT and Theodore M. Morgan will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division 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.

29. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2010-0055) between MDOT and Seeley & Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division 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.
30. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2010-0057) between MDOT and Vertalka & Vertalka, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division 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.
31. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2010-0058) between MDOT and Greenstar & Associates, LLC, will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division 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.
32. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2010-0064) between MDOT and First ROW, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division 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.
33. *MACKINAC BRIDGE AUTHORITY - Time Extension
Amendatory Contract (2008-0073/A2) between the Mackinac Bridge Authority and Northwest Design Group, Inc., will extend the contract term by approximately 15 months to provide sufficient time for the consultant to complete the construction engineering services (21 days retroactive). The additional time is needed due to a contractor claim. The original contract provided for construction engineering services to be performed for the removal of the existing hot mix asphalt (HMA) surface; the performance of deck and joint repairs, concrete curb repairs, and centermall repairs; and the HMA surface paving of I-75 on the Mackinac Bridge in Mackinac and Emmet Counties. The revised contract term will be January 17, 2008, through January 31, 2011. The contract amount remains unchanged at \$441,907.21. Source of Funds: 100% Mackinac Bridge Authority Funds.

Criticality: This amendment is critical to allow the consultant to continue to provide construction engineering services and expertise necessary to address a claim filed against the Mackinac Bridge Authority during the construction for the resurfacing of the bridge deck.

Purpose/Business Case: The resurfacing of the Mackinac Bridge deck is now complete. The contractor who performed the work has filed a claim against the Mackinac Bridge Authority for the assessment of liquidated damages. The construction engineering consultant provided all project management services during the course of the construction and has an intimate knowledge of this project. The consultant's engineering expertise will be most helpful in assisting the bridge with the defense against this claim.

Benefit: Will ensure proper defense against the contractor claim.

Funding Source: 100% Mackinac Bridge Authority Funds.

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

Risk Assessment: If this amendment is not approved and the services are not continued, the Mackinac Bridge Authority may not have a proper defense against the contractor claim.

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

Selection: N/A for amendments; qualifications-based for original.

New Project Identification: This is not a new project.

Zip Code: 49781.

34. *PASSENGER TRANSPORTATION - Time Extension

Amendatory Contract (95-0793/A14) between MDOT and the National Railroad Passenger Corporation (Amtrak) will extend the contract term by six months to provide sufficient time for Amtrak to complete the testing required to support the Incremental Train Control System (ITCS) implementation, in particular, the verification and validation (V&V) of the project to meet Federal Railroad Administration (FRA) standards. New software had to be introduced as a result of the new radio installations, which produced additional anomalies requiring corrections and further testing. The new expiration date will coincide with the expiration date of the federal grant. The original contract provides funding for the demonstration of a high-speed positive train control project on a segment of the federally-designated Detroit-Chicago High-Speed Rail Corridor. This project is undertaken in an effort to increase safety and decrease travel times on the High-Speed Rail Corridor. The revised contract term will be June 9, 1995, through June 30, 2010. The contract amount remains unchanged at \$39,758,349. Source of Funds: FRA Funds - \$19,430,012; State Restricted Comprehensive Transportation Funds - \$10,950,768; Amtrak Funds - \$4,461,000; and General Electric Transportation Systems (General Electric) Funds - \$4,916,569.

Criticality: Approval of this amendment is critical because without the additional time, the ITCS project cannot be completed, and the investment of time and money already spent to construct and test the system would be lost. If the project is not completed, MDOT will not be allowed to increase train speeds to 110 miles per hour (mph), and the system will not be expanded.

Purpose/Business Case: To extend the contract term by six months to provide sufficient time for the V & V portion of the project to be completed, as required by the FRA, in order to increase train speeds to 110 mph and create a viable rail transportation option for travelers.

Benefit: Amtrak received approval from the FRA in November of 2005 to increase train speeds to 95 mph in select areas. The additional time will allow further testing and allow the ITCS to be implemented on other segments of the corridor. The completion of the ITCS implementation, partnered by MDOT, Amtrak, General Electric, and the FRA, will provide Michigan with the second fastest rail corridor in the United States without costly pretesting. This is a first of its kind system with the potential to revolutionize high-speed rail travel.

Funding Source: FRA Funds - \$19,430,012; State Restricted Comprehensive Transportation Funds - \$10,950,768; Amtrak Funds - \$4,461,000; and General Electric Funds - \$4,916,569.

Commitment Level: The contract amount remains unchanged and the contract term will be extended by six months under this amendment.

*Denotes a non-standard contract/amendment

Risk Assessment: If this amendment is not approved, the ITCS project cannot be completed and implemented. The V & V portion of the project must be completed before the FRA can approve train speeds of 110 mph.

Cost Reduction: A completed, validated, and FRA-approved ITCS system will dramatically reduce the per-mile cost for future installations of the positive control train system that will be required for train speeds in excess of 79 mph in other areas of Michigan and the country. An FRA-approved system will eliminate pretesting costs for future expansions.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

35. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z10/R1) under Master Agreement (2002-0025) between MDOT and the Caro Transit Authority will renew the authorization and extend the authorization term by three months to provide sufficient time for the Authority to complete the vehicle purchase. The project was delayed because the Authority wanted to use the state extended purchase process, which only became available during late fiscal year 2009. The original authorization provided state matching funds for the Authority's FY 2005 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be from September 13, 2006, through September 12, 2009, and from the date of award of this revision through three months. No costs will be incurred between September 12, 2009, and the date of award of this revision. The authorization amount remains unchanged at \$65,916. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$34,808; FY 2002 State Restricted Comprehensive Transportation Funds - \$8,702; Insurance Proceeds - \$22,406.

Criticality: Approval of this revision is critical to allow the Authority to complete the purchase of a bus to provide additional service to individuals with disabilities.

Purpose/Business Case: To renew the authorization and extend the authorization term by three months to provide sufficient time for the Authority to complete the purchase of a bus.

Benefit: Increased mobility for individuals with disabilities.

Funding Source: FTA Funds - \$34,808; FY 2002 State Restricted Comprehensive Transportation Funds - \$8,702; Insurance Proceeds - \$22,406.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48723.

36. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z16/R4) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), which provides transit service in the City of Detroit and in Wayne and Oakland Counties, will extend the authorization term by seven months to provide sufficient time for DDOT to complete the signage project (19 days retroactive). Several of the bus routes for which bus stop improvements will be implemented extend beyond the City's right-of-way, and additional time is needed to obtain reviews and approvals from state, county, and local authorities in the outlying areas. In addition, it is anticipated that there will be a seasonal interruption of the work during the winter. The original authorization provides state matching funds for DDOT's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be May 13, 2004, through June 12, 2010. The authorization amount remains unchanged at \$29,145,193. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$23,316,154; FY 2002, FY 2004, and FY 2005 State Restricted Comprehensive Transportation Funds - \$5,829,039.

Criticality: Approval of this revision will allow DDOT to complete the signage project, which will use a color coding system for each route for increased customer ease of use.

Purpose/Business Case: To extend the authorization term by seven months to provide sufficient time for DDOT to complete the signage project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$23,316,154; FY 2002, FY 2004 and FY 2005 State Restricted Comprehensive Transportation Funds - \$5,829,039.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48207.

37. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z25/R4) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Oakland, Wayne, Macomb, and Monroe Counties, will renew the authorization and extend the authorization term by 14 months to provide sufficient time for SMART to complete the bus purchases. The additional time is needed because the bus requisition was delayed due to funding difficulties in the communities to receive the vehicles. The commitments have since been received from the communities and the purchase order has been issued. The buses have been ordered and are in production but will not be received before the authorization expires. The expected delivery of the vehicles is late summer 2010, and additional time will be needed for inspections, graphics, and the resolution of any problems. The original authorization provides state matching funds for SMART's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant. The revised authorization term will be from July 21, 2004, through July 20, 2009, and from the date of award of this revision through January 20, 2011. No costs will be incurred between July 20, 2009, and the date of award of this revision. The authorization amount remains unchanged at \$1,218,733. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$974,986; FY 2002 and FY 2006 State Restricted Comprehensive Transportation Funds - \$243,747.

Criticality: Approval of this revision will allow SMART to continue with the procurement of buses that are needed to replace buses that have reached the ends of their useful lives and will ensure the safety of the passengers.

Purpose/Business Case: To renew the authorization and extend the authorization term by 14 months to provide sufficient time for SMART to complete the acquisition of vehicles.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$974,986; FY 2002 and FY 2006 State Restricted Comprehensive Transportation Funds - \$243,747.

Commitment Level: The contract amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

38. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z29/R2) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will extend the authorization term by one year to provide sufficient time for SMART to complete the project. The additional time is needed because the Lake Erie Transportation Commission (LETC) originally conducted a local procurement for a vehicle but did not receive bids that met the specifications. As a result, LETC decided to purchase from the state extended contract, which was awarded in August 2009, and is awaiting SMART board approval at the December 2009 board meeting. The original authorization provides state matching funds for SMART's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant. The revised authorization term will be June 30, 2005, through December 29, 2010. The authorization amount remains unchanged at \$780,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$624,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$156,000.

Criticality: Approval of this revision is critical to allow SMART to purchase a bus that will improve air quality in Monroe County.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for SMART to purchase a transit bus.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$624,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$156,000.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

39. *PASSENGER TRANSPORTATION – Renewal/Extension of Project Completion Period

Amendatory Contract (2003-0536/A3) between MDOT and the City of Detroit, Department of Transportation (DDOT), will renew and extend the project completion period by approximately six months to provide sufficient time for DDOT to complete the purchase of vehicles needed to replace vehicles that have reached the ends of their useful lives. The project has been delayed due to a change in the types of vehicles needed for the fleet. The original contract provides state matching funds for DDOT's FY 2003 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The revised project completion period will be from August 19, 2003, through February 18, 2009, and from the date of award of this amendment through June 18, 2010. No costs will be incurred between February 18, 2009 and the date of award of this amendment. The contract term remains unchanged, from August 19, 2003, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$215,085. Source of Funds: Federal Transit Administration (FTA) Funds - \$172,068; FY 2002, FY 2003, and FY 2009 State Restricted Comprehensive Transportation Funds - \$43,017.

Criticality: Approval of this amendment will allow DDOT to replace vehicles that have reached the ends of their useful lives and may no longer be safe and reliable.

Purpose/Business Case: To renew and extend the project completion period by approximately six months to provide sufficient time for DDOT to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$172,068; FY 2002, FY 2003, and FY 2009 State Restricted Comprehensive Transportation Funds - \$43,017.

Commitment Level: The contract amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48207.

40. PASSENGER TRANSPORTATION - Time Extension

Amendatory Contract (2005-0553/A7) between MDOT and the City of St. Ignace will extend the contract term by nine months to provide sufficient time for the City to complete the project. The project was initially delayed because the land acquisition costs for the purchase of property for an intercity bus terminal in St. Ignace were greater than anticipated. As a result, the architectural and engineering and construction phases were also delayed. The original contract provides state matching funds for the City's FY 2004 Federal Section 5311(f) Intercity Bus Program grant. The revised contract term will be October 5, 2005, through September 30, 2010. The contract amount remains unchanged at \$1,774,874. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,419,899; FY 2006, FY 2007, and FY 2008 State Restricted Comprehensive Transportation Funds - \$354,975.

Criticality: This amendment is critical to allow the construction of the St. Ignace bus terminal facility to be completed.

Purpose/Business Case: To extend the contract term by nine months to provide sufficient time for the City to complete the St. Ignace intercity bus terminal.

Benefit: Will ensure the reliability and continuity of intercity bus connections at St. Ignace and provide a safe, secure environment for intercity bus passengers traveling to and from the Upper Peninsula with links to the national transportation system.

Funding Source: FTA Funds - \$1,419,899; FY 2006, FY 2007, and FY 2008 State Restricted Comprehensive Transportation Funds - \$354,975.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risks of not approving this amendment are the loss of federal funds, the loss of a safe environment for intercity bus passengers, and the loss of a reliable point of service connection for passengers traveling to and from the Upper Peninsula.

Cost Reduction: The contract for construction was awarded to the lowest cost and most responsive bidder.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49781.

41. PASSENGER TRANSPORTATION - Section 5316 Program

Project Authorization (Z10) under Master Agreement (2007-0195) between MDOT and the Clinton Area Transit System (CATS) will provide for the reassignment of authorization funding and responsibilities for the automatic vehicle locator (AVL) system from the Capital Area Transportation Authority (CATA) (under 2007-0185/Z8/R3) to CATS. It was originally anticipated that the AVL system would be installed on CATA, CATS, and Eaton County Transportation Authority vehicles to improve coordination between the systems. However, as CATS is the only system currently receiving Section 5316 Job Access and Reverse Commute (JARC) funding, the AVL system is being reassigned to CATS. The authorization provides state matching funds for CATS' FY 2008 Federal Section 5316 JARC Program grant. The authorization will be in effect from the date of reassignment of December 1, 2009, through September 30, 2010. The authorization amount will be \$45,000. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$36,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$9,000.

Criticality: Approval of this authorization is critical to avoid delays in implementing the AVL system to maintain safe operation of transit vehicles.

Purpose/Business Case: To provide for the reassignment of authorization funding and responsibilities for the AVL system from CATA to CATS.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$36,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$9,000.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48879.

42. *PASSENGER TRANSPORTATION – Increase Services and Amount, Extend Term

Amendatory Contract (2007-0350/A2) between MDOT and Williams Scotsman, Inc., will extend the lease of the temporary facility by approximately 18 months, will increase the contract amount by \$86,534, and will extend the contract term by approximately 18 months. The project was delayed because the demolition of the old intermodal facility took longer than anticipated, which delayed the architectural and engineering and construction work for the new intermodal facility. The original contract provides state intercity funding for the lease of a temporary facility in Pontiac for use by National Railroad Passenger Corporation (Amtrak) and Greyhound Lines, Inc. The temporary facility will continue to be utilized by intercity carriers' staffs and passengers until the new facility is completed. The revised contract term will be March 28, 2007, through June 30, 2011. The revised contract amount will be \$257,780. Source of Funds: FY 2001 and FY 2007 State Restricted Comprehensive Transportation Funds - \$257,780.

Criticality: Approval of this amendment is critical to extend the lease of a temporary intermodal facility in Pontiac until construction of the new permanent facility is completed.

Purpose/Business Case: To extend the lease of the temporary facility by approximately 18 months and to increase funding by \$86,534. The carriers need to continue to use the temporary facility while the new permanent Pontiac intermodal terminal is constructed.

Benefit: Increased safety through improved transportation infrastructure.

Funding Source: FY 2001 and FY 2007 State Restricted Comprehensive Transportation Funds - \$257,780.

Commitment Level: Contract amount was based on acceptance of the most responsive bidder's proposal.

Risk Assessment: If this amendment is not approved and the lease of the temporary facility is not extended, the carriers will lose the use of a safe and adequate terminal for staff and passengers until the permanent Pontiac facility is constructed.

Cost Reduction: N/A.

Selection: N/A for amendment; acceptance of the most responsive bidder for the original contract.

New Project Identification: This is not a new project.

Zip Code: 48342.

43. TRANSPORTATION PLANNING – Development of Woodward Avenue Non-Motorized Plan Authorization (Z5) under Contract (2009-0219) between MDOT and the Woodward Avenue Action Association (WA3) will provide for the development of a revised non-motorized plan for Woodward Avenue from Eight Mile Road to Maple Road in Wayne and Oakland Counties. The work will include conducting a traffic study, attending stakeholder meetings, and developing presentation materials. The services will help MDOT to accomplish the objectives set forth in the Woodward Heritage Route Corridor Management Plan. The authorization will be in effect from the date of award through September 30, 2010. The authorization amount will be \$40,000. The contract term is May 22, 2009, through May 21, 2014. Source of Funds: 80% Federal Highway Administration (FHWA) Funds and 20% State Restricted Trunkline Funds.

Criticality: An approved Woodward Avenue (M-1) non-motorized plan should be in place as soon as possible in anticipation of light rail installations in the corridor. The Woodward Light Rail will generate considerable interest in all forms of multimodal transportation.

Purpose/Business Case: To provide for the development of a revised non-motorized plan for Woodward Avenue from Eight Mile Road to Maple Road in Wayne and Oakland Counties. This project will help MDOT to add non-motorized transportation to the rapidly expanding multimodal environment along Woodward Avenue (M-1).

Benefit: The goal of the Heritage Route program is to increase the economic development within the designated corridor. Woodward Avenue, as a designated Heritage Route, is a destination that attracts visitors worldwide. The availability of integrated non-motorized transportation will help to attract visitors to southeast Michigan.

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 authorization is not approved, MDOT's ability to systematically plan for alternative modes of transportation throughout a vital transportation corridor could be jeopardized.

Cost Reduction: Actual cost reimbursement.

Selection: N/A for authorization; best/sole source for indefinite delivery of services contract.

New Project Identification: This is not a new project.

Zip Code: 48073.

44. *TRANSPORTATION PLANNING - Jurisdictional Transfer Memorandum of Understanding (MOU) (2010-0038) between MDOT and the City of Adrian will transfer jurisdiction of 0.07 miles of M-52/US-223 business route (BR)/West Front Street, 0.42 miles of M-52/US-223 BR/North Winter Street, and US-23BR/West Maumee Street from MDOT to the City of Adrian and will transfer jurisdiction of 0.2 miles of West Church Street from the City of Adrian to MDOT. Jurisdiction of the roadway segments will transfer upon the date of award of this MOU. This is a zero dollar MOU.

Criticality: Jurisdictional transfers are used to assign jurisdiction of roadways to the appropriate levels of government. Correct assignments of jurisdiction allow roadways to receive priority ranking, which is critical to the allocation of the limited funds available to road agencies for improvements. These jurisdictional transfers are required for the implementation of a change in street operation in downtown Adrian, from one-way pairs to two-way streets. This operational change is critical for the City's downtown redevelopment plans.

Purpose/Business Case: To transfer jurisdiction of sections of M-52/US-233BR/West Front Street, M-52/US-223BR/North Winter Street, and US-23BR/West Maumee Street from MDOT to the City of Adrian and to transfer jurisdiction of West Church Street from the City of Adrian to MDOT. This is done under Public Act 296 of 1969.

Benefit: The City of Adrian is constructing all improvements needed for the one-way pair conversion at its own expense. The benefits to MDOT are more intangible – increased goodwill from cooperating and partnering with the City of Adrian and an enhanced reputation for supporting the theories of modern urbanism. The benefit of awarding this jurisdictional transfer MOU at this time is that the Adrian one-way pair conversion project is nearly complete; the jurisdictional transfers should be effective in time to coincide with the change in traffic operation of the subject roadways.

Funding Source: N/A.

Commitment Level: N/A.

Risk Assessment: If jurisdictional is not transferred, MDOT will retain jurisdiction of roadways that no longer operate as parts of signed trunkline routes, and trunkline traffic will be routed onto Adrian city streets.

Cost Reduction: This is a zero dollar transfer. Once the MOU is effective, MDOT will no longer have maintenance responsibility for the roadways being transferred.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49221.

45. *TRANSPORTATION PLANNING - Jurisdictional Transfer

Memorandum of Understanding (MOU) (2010-0047) between MDOT and the Jackson County Road Commission will transfer jurisdiction of Ann Arbor Road/proposed I-94 business loop (BL) from the centerline of Ann Arbor Road/current I-94BL easterly to the centerline of Sargent Road and of Sargent Road/proposed I-94BL from the centerline of Ann Arbor Road northerly to the terminus of the westbound I-94 exit ramp, a total distance of 1.12 miles. Jurisdiction will transfer from the Jackson County Road Commission to MDOT upon the date of award of this MOU. This is a zero dollar MOU.

Criticality: Jurisdictional transfers are used to assign jurisdiction of roadways to the appropriate levels of government. Correct assignments of jurisdiction allow roadways to receive priority ranking, which is critical to the allocation of the limited funds available to road agencies for improvements. This transfer is required to implement a major reconfiguration of the east junction of I-94 and the I-94/BL in Jackson.

Purpose/Business Case: To transfer jurisdiction of Ann Arbor Road/proposed I-94BL from the centerline of Ann Arbor Road/current I-94BL easterly to the centerline of Sargent Road and of Sargent Road/proposed I-94BL from the centerline of Ann Arbor Road northerly to the terminus of the westbound I-94 exit ramp from Jackson County to MDOT.

Benefit: As a state trunkline, the subject roadway will be assigned the appropriate priority and resources, consistent with its statewide/regional function.

Funding Source: This is a zero dollar MOU.

Commitment Level: N/A.

Risk Assessment: If the jurisdictional transfer does not occur and the subject roadway remains under county jurisdiction, it might not receive appropriate resources and prioritization. In addition, the reconfiguration of the existing interchanges will address safety issues.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48657.

POST-AWARD REPORTING

46. 2009-0134/ Work Order Z8

Pre Approval Date: January 20, 2009	Eng. Est.	Award Amount
Award Date: November 4, 2009	\$70,000	\$65,798.55
Job Number: 105846A		
Completion Date: December 1, 2010		
Parson Brinkerhoff Michigan, Inc.		

Description of Services:

On Demand Design/Build Contract: Design assistance during construction to be performed during the construction phase of the design/build project for various dynamic message signs in the Superior Region, various counties. Source of Funds: Federal Highway Administration Funds/American Recovery and Reinvestment Act of 2009 (ARRA) - \$67,798.55.

47. 2009-0134/ Work Order Z9

Pre-Approval Date: January 20, 2009	Eng. Est.	Award Amount
Award Date: November 4, 2009	\$75,000	\$76,926.33
Job Number: 105847A		
Completion Date: December 1, 2010		
Parson Brinkerhoff Michigan, Inc.		

Description of Services:

On Demand Design/Build Contract: Design assistance during construction to be performed during the construction phase of the design/build project for various environmental sensing stations in the North Region, various counties. Source of Funds: Federal Highway Administration Funds/American Recovery and Reinvestment Act of 2009 (ARRA) - \$76,926.33.

EXTRAS

48. **Extra 2009 - 156**

Control Section/Job Number: 44043-79776 MDOT Project

State Administrative Board - This project exceeds the \$100,000 limit for reviewing extras.

State Transportation Commission - This project exceeds the \$250,000 limit for reviewing extras.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: MDOT

Engineer's Estimate: \$39,473,878.12

Description of Project:

10.14 mi of concrete pavement and shoulder reconstruction, guardrail and drainage improvements, and bridge rehabilitation of 12 bridges on I-69 from east of M-15 easterly to east of M-24, Genesee and Lapeer Counties. This project includes a 5 year materials and workmanship pavement warranty and a 2 year bridge painting warranty.

Administrative Board Approval Date:	January 20, 2009	
Contract Date:	February 13, 2009	
Original Contract Amount:	\$33,560,834.97	
Total of Overruns/Changes (Approved to Date):	(59,653.09)	- 0.18%
Total of Extras/Adjustments (Approved to Date):	60,783.00	+ 0.18%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>750,000.00</u>	<u>+ 2.23%</u>
Revised Total	<u>\$34,311,964.88</u>	+ 2.23%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$33,561,964.88.

Approval of this extra will place the authorized status of the contract 2.23% or \$751,129.91 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3 r. 1

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

CM 3

79776A

Undercutting and Grade Stabilization EB I-69 at Elba Rd.

Total

\$750,000.00

\$750,000.00

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

CM 3

Due to the unstable soil conditions encountered during reconstruction, this item is being added to the contract and it will be a budgeted item. The contractor is directed to perform the stabilization of EB I-69 roadway in the Elba Road area from sta. 1232+00 and 1238+00 as directed via work order #10. The work has not yet been completed, and the final amount due to the Contractor may later increase or decrease based on the final force account records. Section 109.07 - Force Account Work – of the 2003 Standard Specifications for Construction is to be used when MDOT and the contractor can not come to an agreement on the price of an extra. Force account work compensates the contractor based on the following: actual labor costs, actual materials costs, and equipment hours worked and the “Rental Rate Blue Book for Construction.”

This matter was discussed with and concurred by FHWA on Thursday, July 30, 2009.

Section 103.04 – EXTRA WORK – of the 2003 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 19, 2009, meeting, and is now recommended for approval by the State Administrative Board on December 1, 2009.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source:

79776A: FHWA, 90%; State Restricted Trunkline, 10%; unless otherwise noted;

88206A: FHWA, 80%; State Restricted Trunkline, 20%; unless otherwise noted;

90242A: FHWA, 80%; State Restricted Trunkline, 20%; unless otherwise noted.

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: This item is required for the safe and timely completion of the project.

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

Selection: Low bid.

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

Zip Code: 48423.

49. **Extra 2009 - 158**

Control Section/Job Number: 82544-56190-3 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

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

Contractor: Peter A. Basile Sons, Inc.
13000 Newburgh Road
Livonia, MI 48150

Designed By: WadeTrim
Engineer's Estimate: \$1,513,089.00

Description of Project:

Geometric changes and signal revisions at 7 locations including Joy Road at Dexter Avenue, Wyoming Street, Meyers Road and Hubbell Street, French Road at Warren Avenue and Shoemaker Street and Hayes Street at Seymour Street in the city of Detroit, Wayne County.

Administrative Board Approval Date:	March 18, 2008	
Contract Date:	May 7, 2008	
Original Contract Amount:	\$1,367,476.27	
Total of Overruns/Changes (Approved to Date):	10,334.63	+ 0.76%
Total of Extras/Adjustments (Approved to Date):	72,805.35	+ 5.32%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>83,374.82</u>	+ 6.10%
Revised Total	<u>\$1,533,991.07</u>	+ 12.18%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.08% over the original budget for an **Authorized to Date Amount** of \$1,450,616.25.

Approval of this extra will place the authorized status of the contract 12.18% or \$166,514.80 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None
Contract Modification Number(s): 12

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

CM 12		
Advanced Underground Force Account Items	1.000 LS @ \$8,711.84/LS	\$8,711.84
Minor Traf Devices for Extension of Time	1.000 LS @ \$74,662.98/LS	<u>74,662.98</u>
Total		<u>\$83,374.82</u>

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

CM 12

This extra restoration work was for the house on Meyer road, south of Joy Rd. Part of the lawn needed to be replaced and a tree needed to be removed and replaced in order to make the landscape fit the new curb & street. Section 109.07 - Force Account Work – of the 2003 Standard Specifications for Construction is to be used when MDOT and the contractor can not come to an agreement on the price of an extra. Force account work compensates the contractor based on the following: actual labor costs, actual materials costs, and equipment hours worked and the “Rental Rate Blue Book for Construction.” Force account records were kept and are in the project files.

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 187 days without the assessment of liquidated damages. Traffic control devices were required to be used during the extended time frame and each of these items were included in the original lump sum bid item of Traffic Control. A contract adjustment was calculated per the specification section listed above. Therefore, the cost for Minor Traf Devices for Extension of Time was determined as a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 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 19, 2009, meeting, and is now recommended for approval by the State Administrative Board on December 1, 2009.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; City of Detroit, 20%; unless otherwise noted.

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: This item is required for the safe and timely completion of the project.

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

Selection: Low bid.

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

Zip Code: 48206.

50. **Extra 2009 - 159**

Control Section/Job Number: 82024-82589 MDOT Project
 State Administrative Board - This project exceeds the 6% limit for reviewing extras.
 State Transportation Commission - This project exceeds the 10% limit for reviewing extras.
 Contractor: C. A. Hull Co., Inc.
 8177 Goldie Road
 Walled Lake, MI 48390
 Designed By: MDOT
 Engineer's Estimate: \$7,382,165.19

Description of Project:

Rehabilitation of 12 structures on I-94 from Second Avenue northerly to French Street, Wayne County.

Administrative Board Approval Date:	August 7, 2007	
Contract Date:	August 7, 2007	
Original Contract Amount:	\$8,150,328.51	
Total of Overruns/Changes (Approved to Date):	(524,245.48)	- 6.43%
Total of Extras/Adjustments (Approved to Date):	817,894.02	+ 10.04%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>73,177.17</u>	<u>+ 0.90%</u>
Revised Total	<u>\$8,517,154.22</u>	+ 4.51%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.61% over the original budget for an **Authorized to Date Amount** of \$8,443,977.05.

Approval of this extra will place the authorized status of the contract 4.51% or \$366,825.71 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-022	1, 2	\$695,986.00	02/05/08
2009-092	6 r. 2	\$92,259.94	07/21/09

Contract Modification Number(s): 7 r. 1

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

CM 7 82589A

MDOT Ordered Shutdown for CA Hull	\$22,978.47
Add on repairs @ Concord	17,028.44
Add on Steel Repairs @ Mt. Elliot	8,886.22
MDOT Ordered shut down force account costs Western Waterproofing	<u>24,284.04</u>
Total	<u>\$73,177.17</u>

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

CM 7

As there was no approved State spending plan for the new fiscal year 2008, MDOT directed the contractor CA Hull to shutdown during the period 9/28/07 thru 10/2/07. This resulted in idle equipment costs and labor costs for the contractor during that period. Section 109.03 – Payment for Increased Contractor Costs – of the 2003 Standard Specifications for Construction states that payment for increased Contractor costs for labor, equipment and material will be determined when a Contractor is unreasonably delayed in the construction of the project because of suspension of work that was ordered by the Engineer for reasons not provided for in the contract and not due to the fault of the Contractor. The cost of this extra item is based on account records in accordance with section 109.03. These records are included in the project files.

Per MDOT, the contractor was directed not to paint the structural steel areas repaired at Concord Street and Mt. Elliot, instead, they were directed to install welded plates and provide a brush coat of primer over the repairs. The steel was then coated with a cold applied galvanized material to restore the coating. Section 109.07 - Force Account Work – of the 2003 Standard Specifications for Construction is to be used when MDOT and the contractor can not come to an agreement on the price of an extra. Force account work compensates the contractor based on the following: actual labor costs, actual materials costs, and equipment hours worked and the “Rental Rate Blue Book for Construction.” These records are included in the project files.

As there was no approved spending plan for new fiscal year 2008, MDOT directed the sub contractor, Western Waterproofing, to shutdown during the period 9/28/07 thru 10/2/07. This resulted in idle equipment costs and labor costs for the contractor during that period. Section 109.03 – Payment for Increased Contractor Costs – of the 2003 Standard Specifications for Construction states that payment for increased Contractor costs for labor, equipment and material will be determined when a Contractor is unreasonably delayed in the construction of the project because of suspension of work that was ordered by the Engineer for reasons not provided for in the contract and not due to the fault of the Contractor. The cost of this extra item is based on account records in accordance with section 109.03 and also includes a 5% markup for the prime contractor CA Hull, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its November 19, 2009 meeting, and are now recommended for approval by the State Administrative Board on December 1, 2009.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 99.87%; SBC Communications, 0.13%, unless otherwise noted.

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: This item is required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the item in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48216.

51. **Extra 2009 - 160**

Control Section/Job Number: 82457-52174 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

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

Contractor: Walter Toebe Construction Co.
P. O. Box 930129
Wixom, MI 48393

Designed By: Spalding DeDecker Associates, Inc.
Ayres, Lewis, Norris & May, Inc.

Engineer's Estimate: \$10,335,376.80

Description of Project:

0.74 km of railroad grade separation and concrete pavement reconstruction, drainage improvements, water main relocations, pump house construction, 2 span steel I beam bridge and pavement markings on Sheldon Road from 120 m south of Nantucket to 100 m north of M-14 overpass in the city of Plymouth, Wayne County.

Administrative Board Approval Date:	November 8, 2006	
Contract Date:	November 20, 2006	
Original Contract Amount:	\$10,170,387.92	
Total of Overruns/Changes (Approved to Date):	164,871.22	+ 1.62%
Total of Extras/Adjustments (Approved to Date):	4,031,606.59	+ 39.64%
Total of Negative Adjustments (Approved to Date):	(3,285.00)	- 0.03%
THIS REQUEST	<u>102,059.81</u>	<u>+ 1.00%</u>
Revised Total	<u>\$14,465,640.54</u>	+ 42.23%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 41.23% over the original budget for an **Authorized to Date Amount** of \$14,363,580.73.

Approval of this extra will place the authorized status of the contract 42.23% or \$4,295,252.62 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-85	7	\$350,000.00	06/05/07
2007-148	8	\$350,000.00	10/02/07
2008-113	12, 13, 14 r. 3, 15 r. 2, 16, 17, 18, 19, 20 r. 1, 21	\$160,381.83	08/05/08
2008-131	33	\$1,392,435.00	09/02/08
2008-138	23, 25, 26, 27, 28, 29, 31	\$373,605.80	09/02/08
2008-170	22, 30, 32, 34	\$39,358.15	11/05/08
2009-026	35 r. 2, 36 r. 1	\$463,836.34	02/03/09
2009-035	37, 38, 39, 41, 42, 43	\$44,477.45	03/04/09
2009-064	44, 46, 47, 48, 55	\$127,838.28	06/16/09
2009-096	56, 57, 58, 59, 60, 61, 62, 63, 64, 65	\$405,701.65	07/21/09
2009-144	67 r. 2, 68 r. 1, 70 r. 1, 72 r 1, 73	\$224,925.76	09/30/09

Contract Modification Number(s): 76

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

CM 76

Slope Paving Header	141.430 m @ \$299.11/m	\$42,303.13
Slope Paving, Conc	581.800 m2 @ \$102.71/m2	59,756.68
Total		<u>\$102,059.81</u>

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

CM 76

The contractor was directed to place a Slope Paving Header and Slope Paving, Conc under the M-14 overpasses in order to address the steep slopes created by the change in the Sheldon Road elevation and also to provide a surface that will be maintenance free. With this area being heavily shaded and shielded from any rainfall it precluded the use of any sort of vegetation to accomplish the restorative effort. This work was not included in the contract documents and there are no offsetting original line items associated with this extra work. The extra cost was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to similar items and quantities in MDOT's Average Unit Price Index.

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

These Extras were recommended for approval by the State Transportation Commission at its November 19, 2009, meeting, and are now recommended for approval by the State Administrative Board on December 1, 2009.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 69.95%; Wayne County, 12.56%, State Restricted Trunkline, 17.49%; unless otherwise noted.

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: These items are required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48170.

52. **Extra 2009 - 161**

Control Section/Job Number: 82123-45199 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Walter Toebe Construction Co.
P. O. Box 930129
Wixom, MI 48393

Designed By: MDOT
Engineer's Estimate: \$24,774,092.81

Description of Project:

0.93 mi of reconstruction of mainline I-96 and ramps, drainage work, signing, pavement marking, lighting, ITS, guardrail construction, concrete barrier wall and valley gutter, curb and gutter, and turf establishment, and bridge work of deck replacement, overlay, steel repair, pin and hanger, paint, guardrail, substructure and abutment repair, widening, beam heat straightening on 14 bridges on I-96 from Warren Avenue to Roosevelt Avenue in the city of Detroit, Wayne County.

Administrative Board Approval Date:	February 1, 2005	
Contract Date:	February 3, 2005	
Original Contract Amount:	\$25,933,021.14	
Total of Overruns/Changes (Approved to Date):	736,150.43	+ 2.84%
Total of Extras/Adjustments (Approved to Date):	1,631,813.22	+ 6.29%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>357,311.59</u>	<u>+ 1.38%</u>
Revised Total	<u>\$28,658,296.38</u>	+ 10.51%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.13% over the original budget for an **Authorized to Date Amount** of \$28,300,984.79.

Approval of this extra will place the authorized status of the contract 10.51% or \$2,725,275.24 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-147	6 r. 2	\$320,000.00	12/06/05
2006-027	10 r. 1	\$250,000.00	03/07/06
2006-118	17 r. 1	\$364,822.50	09/05/06
2007-191	23 r. 1	\$37,802.39	12/18/07
2009-036	24	\$55,348.84	03/17/09

Contract Modification Number(s): 25 r. 1

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

CM 25

45199A

Acceleration Claim	\$51,728.04
Cold Weather Inefficiency	153,393.50
Cold Weather Protection	40,335.87
Price Adj for Authorized Extension of Time	68,722.00
Idled Equipment S01	<u>43,132.18</u>
Total	<u>\$357,311.59</u>

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

CM 25

The Acceleration Claim is a result of a significant delay due to the discovery of a buried full-width strut that was stabilizing the adjacent wall underneath the roadway. Per the special provision for "Extension of Time and Extra Cost for Incentive/Disincentive Projects" on page 197 of the proposal, the contractor is being reimbursed for his actual direct costs that were necessary to keep the project on schedule. The time, equipment, and materials costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and were determined by negotiation per Section 103.04 of the 2003 Standard Specifications for Construction. The documentation of these direct costs is in the project files.

The work was delayed on S01 of 82124, I-96 under Warren Road, and S36 of 82123, 1-96 under West Grand Blvd and Tireman, due to reasons beyond the contractor's control. The Warren Bridge was delayed because of site conditions for the relocation of public lighting department facilities, as well as, the conversion of the West Grand Blvd deck from a deep overlay to a complete deck replacement owing to the greater deterioration of the deck than was expected.

These delays caused the deck work on these two bridges to be done in the winter months, instead of the summer, as anticipated by MDOT and the contractor. The contractor subsequently submitted a claim for the inherent inefficiencies of working in cold weather that was unanticipated in his original bid submission. The contractor tracked the temperatures of each work day, and then converted that to a percentage inefficiency using the Thomas & Yiakourmis Model for Labor Efficiency as a Function of Ambient Temperature. This model showed a net labor inefficiency amounting to \$153,393.50. As a check to this theoretical calculation, MDOT then asked the contractor to calculate the inefficiency by another method to try to verify the extra costs shown by the Inefficiency Model. The contractor then calculated the inefficiency by a method that has previously been used by MDOT.

The contractor prepared a force account for all his costs during the winter work on these two decks, and then subtracted from that total his payments from MDOT for the actual units of work completed at the contract unit bid prices. This method showed a deficit of \$173,000, or, in other words, the dollar cost of the inefficiency of being forced to perform the work in cold weather.

With the inefficiency shown by the theoretical model, with the force account model as a backup, MDOT negotiated, per Section 103.04 of the Standard Specifications for Construction, a payment of \$153,393.50 for the Contractor's additional costs due to cold weather inefficiency. This is considered to be a fair and equitable settlement.

Extra cold weather protection was required to complete the work during the approved extended period of time during the winter months under force account. Section 109.07 - Force Account Work – of the 2003 Standard Specifications for Construction is to be used when MDOT and the contractor can not come to an agreement on the price of an extra. Force account work compensates the contractor based on the following: actual labor costs, actual materials costs, equipment hours worked, and the “Rental Rate Blue Book for Construction.”

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. Traffic control devices were required to be used during the extended time frame. A contract adjustment was negotiated per the specification section listed above and the special provision Minor Traffic Devices and Flag Control During an Approved Extension of Time. Therefore, the cost for Price Adj for Authorized Extension of Time was determined as a contract mandated extra cost, per the 2003 Standard Specifications for Construction and the cited special provision.

Warren Avenue bridge (S01) had lengthy delays due to PLD conditions outside the scope of the contract work. Force account records were kept and approved for idled equipment caused by these delays. These records only include equipment that was required for demolition and construction of S01. The equipment went idle upon the remainder of the project being completed on August 20, 2005 and only remained idle until demolition operations on the weekend of October 1, 2005. Section 109.03 – Payment for Increased Contractor Costs – of the 2003 Standard Specifications for Construction states the Department may authorize the payment of documented increases in idled equipment when a Contractor is unreasonably delayed in the construction of the project because Utilities were not moved according to the contract which created a delay of the controlling operation.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on December 1, 2009.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source:

45199A: FHWA, 80.00%; State Restricted Trunkline, 17.50%; City of Detroit, 2.50%; unless otherwise noted;

48608A: FHWA, 86.67%; State Restricted Trunkline, 12.25%; City of Detroit, 1.08%; unless otherwise noted;

51502A: FHWA, 80.00%; State Restricted Trunkline, 17.50%; City of Detroit, 2.50%; unless otherwise noted;

59284A: FHWA, 90.00%; State Restricted Trunkline, 8.75%; City of Detroit, 1.25%; unless otherwise noted;

78719A: State Restricted Trunkline Funds, 100%, unless otherwise noted.

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: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48612.

OVERRUNS

53. **Overrun 2009 - 32**

Control Section/Job Number: 81072-100029 MDOT Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

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

Contractor: Barrett Paving Materials Inc.
5800 Cherry Hill Road
Ypsilanti, MI 48198

Designed By: MDOT
Engineer's Estimate: \$1,413,521.21

Description of Project:
4.33 mi of hot mix asphalt cold milling, resurfacing and upgrading sidewalk ramps on I-94BL from Main Street to east of US-23 in the city of Ann Arbor, Washtenaw County. This project includes a 3 year pavement performance warranty. A 2008 highway preventive maintenance project.

Administrative Board Approval Date:	December 18, 2007	
Contract Date:	February 20, 2008	
Original Contract Amount:	\$1,550,550.00	
Total of Overruns/Changes (Approved to Date):	155,055.00	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	154,680.94	+ 9.98%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>96,320.00</u>	+ <u>6.21%</u>
Revised Total	<u>\$1,956,605.94</u>	+ 26.19%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$1,860,285.94.

Approval of this overrun will place the authorized status of the contract 26.19% or \$406,055.94 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

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

Sidewalk, Rem	5,600 Syd @ \$17.20/Syd	<u>\$96,320.00</u>
Total		<u>\$96,320.00</u>

Reason(s) for Overrun(s):

This item is being increased as part of bringing the sidewalk and ramps up to ADA requirements. As the ramps were being installed to the ADA standards, the sidewalk connecting to the ramps needed to be removed and replaced to meet specifications.

This Overrun was recommended for approval by the State Transportation Commission at its November 19, 2009, meeting and is now recommended for approval by the State Administrative Board on December 1, 2009.

Criticality: This original items increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

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

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

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%, unless otherwise noted.

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.

Selection: Low bid.

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

Zip Codes: 48104, 48105.

54. **Overrun 2009 - 33**

Control Section/Job Number: 50458-86465 Local Agency Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

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

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

Designed By: Anderson, Eckstein and Westrick
Engineer's Estimate: \$1,033,772.00

Description of Project:

1.49 mi of concrete joint repair and ADA sidewalk ramp upgrades on Martin Road from Groesbeck Highway easterly to Gratiot Avenue in the city of Roseville, Macomb County.

Administrative Board Approval Date:	October 16, 2007	
Contract Date:	January 2, 2008	
Original Contract Amount:	\$826,718.53	
Total of Overruns/Changes (Approved to Date):	82,671.85	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	43,772.43	+ 5.29%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>265,882.00</u>	+ <u>32.16%</u>
Revised Total	<u>\$1,219,044.81</u>	+ 47.46%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$953,162.81.

Approval of this overrun will place the authorized status of the contract 47.46% or \$392,326.28 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

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

Pavt Repr, Nonreinf Conc, 9” Modified	6,500.000 Syd @ \$36.51/Syd	\$237,315.00
Lane Tie, Epoxy Anchored	4,900.000 Ea @ \$5.83/Ea	<u>28,567.00</u>
Total		<u>\$265,882.00</u>

Reason(s) for Overrun(s):

The concrete patching quantity increased dramatically on this project since the grade inspection was performed. The increased quantity was caused by an accelerated deterioration as a result of Alkali-Silica Reaction (ASR). Alkali-silica reactivity is the process in which certain minerals (mostly glass type silica) in the presence of moisture are broken down by the highly alkaline environment of concrete, producing a gel that expands, creating tensile forces in the concrete matrix which cause cracking of the concrete. The cracking then allows more water to infiltrate the concrete, creating more gel, more expansion etc. Ultimately, the concrete failed under accelerated deterioration. The pavement affected by the ASR had to be removed and replaced to provide a satisfactory product.

This Overrun was recommended for approval by the State Transportation Commission at its November, 19, 2009, meeting and is now recommended for approval by the State Administrative Board on December 1, 2009.

Criticality: This original items increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

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, 74.49%; City of Roseville, 25.51%, unless otherwise noted.

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.

Selection: Low bid.

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

Zip Codes: 48066.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award 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 October 31, 2006.

Respectfully submitted,

Authorized Signature on File
November 19, 2009

Kirk T. Steudle
Director