

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - February 28, 2007- 3:30 P.M.
State Administrative Board Meeting - March 6, 2007 - 11:00 A.M.

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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.

MINERAL LEASES

1. **DIRECT OIL AND GAS LEASES (4) - NONDEVELOPMENT:** DTE Gas & Oil Company, of Traverse City, Michigan, Department of Transportation State-owned oil and gas lease rights to 18.49 acres, more or less, located in Sections 20, 29, and 30 of T23N, R15W, Bear Lake Township, Manistee County.

Terms: One-year term, no extensions, 3/16 royalty, \$2,000.00 bonus consideration (\$100.00 per acre), and \$2.00 per acre rental.

2. **DIRECT OIL AND GAS LEASES (4) - NONDEVELOPMENT:** Samson Resources Company, of Tulsa, Oklahoma, Department of Transportation and Department of Natural Resources State-owned oil and gas lease rights to 3.26 acres, more or less, located in Sections 30 and 31, T31N, R06E, Green Township, Alpena County.

Terms: One-year term, no extensions, 3/16 royalty, \$400.00 bonus consideration (\$100.00 per acre), and \$2.00 per acre rental.

The Chief of Forest, Mineral and Fire Management approved Items 1 and 2 on February 6, 2007. The form of legal documents involved in these transactions have previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:
Department of Natural Resources

By: _____
Thomas Wellman, Manager
Mineral and Land Management Section
Forest, Mineral and Fire Management

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: February 28, 2007– Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: March 6, 2007 – Forum,
1st Floor, Michigan Library and Historical Center, 11:00 AM

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CONTRACTS

1. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Terminal Building
Contract (2007-0415) between MDOT and the Township of Bois Blanc will provide state grant funds for the design of a terminal building at the Bois Blanc Island Airport in Pointe Aux Pins, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$29,000. Source of Funds: State Restricted Aeronautics Funds - \$26,100; Township of Bois Blanc Funds - \$2,900.

Purpose/Business Case: To provide for the development of engineering plans for a new terminal building.

Benefit: Will provide a design that meets all federal and state safety and airport design standards.

Funding Source: State Restricted Aeronautics Funds - \$26,100; Township of Bois Blanc Funds - \$2,900; Contract Total - \$29,000.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49775.

2. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Airport Improvements
Contract (2007-0422) between MDOT and the Township of Grosse Ile will provide federal and state grant funds for the relocation of the threshold on runway 4, including lighting and marking, and for tree clearing in the runway 4 approach area on Round Island at the Grosse Ile Municipal Airport in Grosse Ile, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$210,000. Source of Funds: FAA Funds (via block grant) - \$168,000; State Restricted Aeronautics Funds - \$36,750; Township of Grosse Ile Funds - \$5,250.

Purpose/Business Case: To provide for the relocation of the threshold on runway 4, including lighting and marking, and for tree clearing in the runway 4 approach area on Round Island.

Benefit: Tree clearing on Round Island will allow for the removal of the existing displaced threshold to runway 4. This will result in a longer available runway length for landing, thus enhancing safety.

Funding Source: FAA Funds (via block grant) - \$168,000; State Restricted Aeronautics Funds - \$36,750; Township of Grosse Ile Funds - \$5,250; Contract Total - \$210,000.

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The tree clearing will be bid locally and awarded to the lowest bidder. The relocation of the threshold will be bid through MDOT and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project at an existing facility.

Zip Code: 48138.

3. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Airport Improvements
Contract (2007-0423) between MDOT and Suburban Holdings, Inc., will provide state grant funds for approach clearing on runway 27, for remarking and relighting the threshold on runway 27, and for the installation of eastside perimeter fencing at the Toledo Suburban Airport in Lambertville, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$55,000. Source of Funds: State Restricted Aeronautics Funds - \$52,250; Suburban Holdings, Inc., Funds - \$2,750.

Purpose/Business Case: To provide for approach clearing, remarking and relighting the threshold on runway 27, and eastside perimeter fencing.

Benefit: The improvements will enhance the safety of airport users.

Funding Source: State Restricted Aeronautics Funds - \$52,250; Suburban Holdings, Inc., Funds - \$2,750; Contract Total - \$55,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the airport sponsor cannot afford the cost without state participation.

Cost Reduction: The project was bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49267.

4. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Airport Improvements

Contract (2007-0435) between MDOT and the County of Oakland will provide federal and state grant funds for design engineering services for the extensions of runway 9L and taxiway D, the relocation of taxiway M, and the placement of porous friction courses for the resurfacing of runway 9R/27L and runway 9L/27R and for the undertaking of a noise analysis study for the extensions of runway 9R/27L and runway 9L/27R at the Oakland County International Airport in Pontiac, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$117,000. Source of Funds: FAA Funds (via block grant) - \$93,600; State Restricted Aeronautics Funds - \$20,475; Oakland County Funds - \$2,925.

Purpose/Business Case: To provide for the development of engineering plans for the extensions of runway 9L and taxiway D, the relocation of taxiway M, and the placement of porous friction courses for runway 9R/27L and runway 9L/27R and for the undertaking of a noise analysis study for the extensions of runway 9R/27L and runway 9L/27R.

Benefit: Will provide a design that meets all federal and state safety and airport design standards.

Funding Source: FAA Funds (via block grant) - \$93,600; State Restricted Aeronautics Funds - \$20,475; Oakland County Funds - \$2,925; Contract Total - \$117,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, 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 MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48327.

5. *AERONAUTICS AND FREIGHT (Freight) - Novation

Amendatory Contract (85-1005/A21) between MDOT, Tuscola & Saginaw Bay Railway Company, Inc. (TSB), and Great Lakes Central Railroad, Inc., (GLC), will provide for the reassignment of the contract responsibilities from TSB to GLC as a result of Federated Railway's acquisition of TSB and the subsequent name change to GLC. The original contract is an operating agreement that allows the operator to conduct rail freight service operations over state-owned rail lines in Michigan. The contract term remains unchanged, from October 1, 1985, until both of the following have occurred: (1) termination of the contract by MDOT, and (2) execution of a sale or lease, as provided in Section 10(3)(e) of the State Transportation Preservation Act PA 295 of 1976, as amended by PA 235 of 1998, unless terminated or modified sooner. The contract amount remains unchanged at \$917,128. Source of Funds: State Restricted Comprehensive Transportation Funds - \$917,128.

Purpose: To provide for the reassignment of the contract responsibilities from Tuscola & Saginaw Bay Railway Company, Inc., to Great Lakes Central Railroad, Inc., to accommodate an acquisition and corporate name change.

Benefit: Will allow the operator to continue rail service operations over state-owned rail lines under the operating agreement.

Funding Source: State Restricted Comprehensive Transportation Funds - \$917,128.

Commitment Level: The contract amount is fixed.

* Denotes a non-standard contract/amendment

Risk Assessment: If this novation is not approved, it would be necessary to enter into a separate agreement with GLC to allow the railroad to operate over state-owned rail lines.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48867.

6. *AERONAUTICS AND FREIGHT (Freight) - Novation

Amendatory Contract (85-1170/A8) between MDOT, Tuscola & Saginaw Bay Railway Company, Inc., (TSB), and Great Lakes Central Railroad, Inc., (GLC), will provide for the reassignment of the contract responsibilities from TSB to GLC as a result of Federated Railway's acquisition of TSB and the subsequent name change to GLC. The original contract is a property management agreement that allows the contractor to perform property management improvements on state-owned rail lines in Michigan. The contract term remains unchanged, from October 1, 1985, until both of the following have occurred: (1) termination of the contract by MDOT, and (2) execution of a sale or lease, as provided in Section 10(3)(e) of the State Transportation Preservation Act PA 295 of 1976, as amended by PA 235 of 1998, unless terminated or modified sooner. There is no funding associated with this contract; it simply provides the framework under which individual funding authorizations can be processed.

Purpose: To provide for the reassignment of the contract responsibilities from Tuscola & Saginaw Bay Railway Company, Inc., to Great Lakes Central Railroad, Inc., to accommodate an acquisition and corporate name change.

Benefit: Will allow the operator to continue to perform property management improvements over state-owned rail lines under the property management agreement.

Funding Source: N/A.

Commitment Level: This contract does not commit any funding; it simply provides the framework under which individual funding authorizations can be processed.

Risk Assessment: If this novation is not approved, it would be necessary to enter into a separate agreement with GLC to allow the railroad to perform property management improvements on state-owned rail lines in Michigan.

Cost Reduction: This contract does not commit any funding; it simply provides the framework under which individual funding authorizations can be processed.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48867

7. *AERONAUTICS AND FREIGHT (Freight) – Novation

Amendatory Contract (94-0804/A1) between MDOT and Tuscola & Saginaw Bay Railway Company, Inc., and Great Lakes Central Railroad, Inc., will provide for the reassignment of the contract responsibilities from Tuscola & Saginaw Bay Railway Company, Inc., to Great Lakes Central Railroad, Inc., due to the purchase of Tuscola & Saginaw Bay Railway Company, Inc., by Federated Railways and the subsequent change of the company's name. The original contract is a master agreement under which individual funding authorizations can be issued to the railroad for safety enhancement projects at roadway-railroad grade crossings. The contract term remains unchanged, from July 28, 1994, until the contract is terminated. There is no funding associated with this contract; it simply provides the framework under which individual funding authorizations can be processed.

Purpose/Business Case: To provide for the reassignment of the contract responsibilities from Tuscola & Saginaw Bay Railway Company, Inc., to Great Lakes Central Railroad, Inc., to accommodate a corporate name change.

Benefit: The novation will make it possible to continue to authorize grade crossing safety projects under the master agreement.

Funding Source: N/A.

* Denotes a non-standard contract/amendment

Commitment Level: This contract does not commit any funding; it simply provides the framework under which individual funding authorizations can be processed.

Risk Assessment: If this novation is not approved, it will be necessary to process a separate contract every time a federal or state-funded crossing safety project takes place on the Great Lakes Central Railroad, Inc., line.

Cost Reduction: This contract does not commit any funding; it simply provides the framework under which individual funding authorizations can be processed.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48867.

8. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (09010-89751) under Master Agreement (94-1047), dated July 11, 1994, between MDOT and Huron & Eastern Railway Company, Inc. (H&E), will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of Monitor Road in Bay County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Bay County Road Commission and approved on October 10, 2006. The project cost is estimated at \$184,940.19. Source of Funds: Federal Highway Administration Funds - \$110,964.11; FY 2007 State Restricted Trunkline Funds - \$73,976.08.

Purpose/Business Case: The project will provide for the installation of flashing-light signals and half-roadway gates at the existing grade crossing of H&E with Monitor Road in Bay County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Bay County Road Commission, H&E, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$110,964.11; FY 2007 State Restricted Trunkline Funds - \$73,976.08.

Commitment Level: The authorization amount is based on H&E's detailed estimate. All costs will be paid on a force account basis.

Risk Assessment: This crossing is currently equipped with passive warning devices. The installation of flashing-light signals and half-roadway gates will reduce motorist exposure to risk by 89 percent.

Cost Reduction: The work will be performed by H&E on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of H&E and the Bay County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48706.

9. *AERONAUTICS AND FREIGHT (Freight) - Novation
Amendatory Contract (2003-0495/A1) between MDOT, Tuscola & Saginaw Bay Railway Company, Inc., (TSB), and Great Lakes Central Railroad, Inc., (GLC), will provide for the reassignment of the contract responsibilities from TSB to GLC as a result of Federated Railway's acquisition of TSB and the subsequent name change to GLC. The original contract provides loan funding, made available under the Michigan Rail Loan Assistance Program (MiRLAP), for (1) the replacement of the existing system for fueling locomotives with an environmentally sound system and the rehabilitation of the railroad's fuel track; and (2) the replacement of the existing outdated scale and the replacement of ties on the scale track. The contract term remains unchanged, from September 23, 2003, until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The contract amount remains unchanged at \$371,074. Source of Funds: FY 2003 State Restricted Comprehensive Transportation Funds - \$333,967; TSB Funds - \$37,107.

Purpose: To provide for the reassignment of the contract responsibilities from Tuscola & Saginaw Bay Railway Company, Inc., to Great Lakes Central Railroad, Inc., to accommodate an acquisition and corporate name change.

Benefit: Will protect the state's investment in rail infrastructure by ensuring that the correctly named entity assumes responsibility for repayment of the loan made under the contract funded through the MiRLAP.

Funding Source: FY 2003 State Restricted Comprehensive Transportation Funds - \$333,967; and TSB Funds - \$37,107.

Commitment Level: This amendment does not commit any funding; it simply provides the framework for an existing loan to be repaid.

Risk Assessment: If this novation is not approved, it would be necessary to enter into a separate contract with Great Lakes Central Railroad, Inc., to protect the state's interest in the existing loan contract. The loan contract is in its repayment phase.

Cost Reduction: As the loan is repaid, funds are returned to the revolving fund and made available for other MiRLAP projects.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48867.

10. *AERONAUTICS AND FREIGHT (Freight) - Novation
Amendatory Contract (2005-0142/A1) between MDOT, Tuscola & Saginaw Bay Railway Company, Inc. (TSB), and Great Lakes Central Railroad, Inc., (GLC), will provide for the reassignment of the contract responsibilities from TSB to GLC as a result of Federated Railway's acquisition of TSB and the subsequent name change to GLC. The original contract provides loan funding, made available under the Michigan Rail Loan Assistance Program (MiRLAP), for the rehabilitation of existing track from Mile Post 106 to Mile Post 109. The contract term remains unchanged, from April 18, 2005, until one year after the last obligation between the parties has been fulfilled or until the Contract is terminated. The contract amount remains unchanged at \$291,704. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$247,948; TSB Funds - \$43,756.

Purpose: To provide for the reassignment of the contract responsibilities from Tuscola & Saginaw Bay Railway Company, Inc., to Great Lakes Central Railroad, Inc., to accommodate an acquisition and corporate name change.

Benefit: Will protect the state's investment in rail infrastructure by ensuring that the correctly named entity assumes responsibility for repayment of the loan made under the contract funded through the MiRLAP.

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$247,948; and TSB Funds - \$43,756.

Commitment Level: This amendment does not commit any funding; it simply provides the framework for an existing loan to be repaid.

Risk Assessment: If this novation is not approved, it would be necessary to enter in to a separate contract with Great Lakes Central Railroad, Inc., to protect the state's interest in the existing loan contract. The loan contract is in its repayment phase.

Cost Reduction: As the loan is repaid, funds are returned to the revolving fund and made available for other MiRLAP projects.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48867.

11. *AERONAUTICS AND FREIGHT (Freight) - Economic Development

Contract (2007-0410) between MDOT and Marysville Ethanol, LLC, will provide financial assistance in the form of a loan for the construction of 2,530 feet of new track and two switches for the improvement of rail freight transportation and the promotion of economic development in the city of Marysville, St. Clair County. This project will provide Marysville Ethanol, LLC, with rail access to its newly built ethanol production plant. The production from this facility will create 30 full time jobs. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid. The estimated project cost will be \$698,716. MDOT will loan Marysville Ethanol, LLC, \$349,358 or up to 50 percent of the project cost. Provisions included in the contract permit the loan to be forgiven incrementally over a five-year period if Marysville Ethanol, LLC, meets its commitment to ship and/or receive 850 rail carloads of freight annually. Source of Funds: FY 2007 State Restricted Comprehensive Transportation Funds - \$349,358; Marysville Ethanol, LLC, Funds - \$349,358.

Purpose: The contract will provide financial assistance for the construction of 2,530 feet of new track and two switches to serve the newly built ethanol facility.

Benefit: This project will provide rail access to the newly built ethanol production facility. The benefits to the direct public are the creation of up to 30 full time jobs in the city of Marysville.

Funding Source: FY 2007 State Restricted Comprehensive Transportation Funds - \$349,358; Marysville Ethanol, LLC, Funds - \$349,358.

Commitment Level: The contract is based on an estimate from the applicant. Work will be competitively bid by Marysville Ethanol, LLC.

Risk Assessment: Not performing this activity would result in the lost of economic growth and job creation to this area.

Cost Reduction: Marysville Ethanol, LLC, will award the project to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48040.

12. AERONAUTICS AND FREIGHT (Freight) - Railroad Crossing Closure

Contract (2007-0426) between MDOT and the Village of Quincy will provide a lump sum incentive payment in exchange for the Village of Quincy's action to close North Church Street at its grade crossing with Indiana Northeastern Railroad in the village of Quincy. This work will enhance motorist safety by eliminating a location that presents a potential conflict between vehicles and trains. All closure work will be completed within one year of the date of award of the contract. The contract will be in effect from the date of the award until the last obligation between the parties has been fulfilled. The contract amount will be \$62,500. Source of Funds: Federal Highway Administration (FHWA) Funds - \$7,500; FY 2007 State Restricted Trunkline Funds - \$55,000.

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

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

Funding Source: FHWA Funds - \$7,500; FY 2007 State Restricted Trunkline Funds - \$55,000.

The cash incentive payment for the closure comes from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and USC Title 23 Section 130, respectively.

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

Risk Assessment: Closing this public street at the railroad crossing permanently eliminates the risk of car-train crashes at this location.

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

Selection: N/A.

New Project Identification: This is a cash incentive payment provided to the local road authority in exchange for enhancing safety through the road closure.

Zip Code: 49082.

13. HIGHWAYS - IDS University Research Services

Authorization Revision (Z7/R2) under Contract (2002-0532) between MDOT and Michigan State University will extend the authorization term by six months to provide sufficient time for the university to complete the research services. The additional time is needed because some specimens did not show significant results during the freeze-thaw cycle. The research team has proposed the use of new and effective specimen geometry to test the specimens. The original authorization provides for the performance of research on improvements to patching materials used for and application methods of shallow depth surface patches. The revised authorization term will be October 13, 2004, through October 13, 2007. The authorization amount remains unchanged at \$160,095. The contract term is from September 10, 2003, through September 10, 2006, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization term by six months. The research team has proposed the use of new specimen geometry to test specimens that did not show significant results during the freeze-thaw cycle.

Benefit: Will provide for experimental validation of several repair materials and will provide a solid foundation for determining if certain materials are prone to shrinkage or adhesion loss under typical curing conditions. This information could lead to the use or exclusion of specific patching materials by MDOT for the repair of prestressed concrete beams.

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

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

Risk Assessment: If this revision is not approved, cost effective durable patching materials may not be developed.

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

Selection: N/A for revision and for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48823.

14. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z17/R2) under Contract (2005-0072) between MDOT and HNTB Michigan, Inc., will provide for additional full construction engineering services and will increase the authorization amount by \$20,000.69. The construction contractor's performance resulted in errors and caused delays, necessitating additional construction engineering hours in order to adequately staff the project. The construction contractor has been assessed late fees which will cover the additional engineering services required. The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The original authorization provides for full construction engineering services to be performed on M-97 over the Clinton River in Clinton Township, Macomb County (CS 50031 - JN 77970A). The authorization term is March 2, 2006, through February 16, 2008. The revised authorization amount will be \$250,000.70. The contract term is February 16, 2005, through February 16, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for additional full construction engineering services on M-97 over the Clinton River in Clinton Township, Macomb County. The construction project consists of deck replacement, approach work, steel coating, steel repair, maintaining traffic, and the installation of a deicing system. The construction contractor's performance resulted in errors and caused delays, necessitating additional construction engineering hours in order to adequately staff the project.

Benefit: Will provide 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: 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: 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 based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

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

New Project Identification: This is not a new project.

Zip Code: 48043.

15. *HIGHWAYS – Clarify Payment Language

Amendatory Contract (2005-0175/A3) between MDOT and Tetra Tech of Michigan, P.C., will revise the payment language to clarify the payment provisions for the full construction engineering services and the as-needed construction engineering services. The original contract provided for the performance of full construction engineering services for the reconstruction of I-96 from the I-75 split to Vernor Highway in the city of Detroit. Amendment 2 added as-needed construction engineering services to the project, effective on December 19, 2006. The contract term remains unchanged, April 25, 2005, through December 31, 2008. 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.

Purpose/Business Case: To revise the payment language to clarify the payment provisions for the full construction engineering services and the as-needed construction engineering services.

Benefit: The amendment will revise the payment language to properly distinguish between full construction engineering services and as-needed construction engineering services. The project will provide construction engineering services required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

* Denotes a non-standard contract/amendment

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

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

Risk Assessment: This amendment will allow correct payments to be made to the consultant for the full construction engineering and as-needed construction engineering services performed.

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

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

New Project Identification: This is not a new project.

Zip Code: 48216.

16. HIGHWAYS - IDS Engineering Services

Authorization (Z7) under Contract (2006-0181) between MDOT and Soil and Materials Engineers, Inc., will provide for the performance of Portland cement concrete (PCC) data analysis. The analysis will determine which key variables exert the greatest influence on PCC performance. The authorization will be in effect from the date of award through March 7, 2009. The authorization amount will be \$164,674.56. The contract term is March 8, 2006, through March 7, 2009. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of the PCC data analysis. The analysis will determine which key variables exert the greatest influence on PCC pavement performance.

Benefit: Will allow MDOT to ensure that key variables are controlled to maximize pavement performance.

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

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

Risk Assessment: If this authorization is not approved, it may not be determined which key variables exert the greatest influence on PCC performance so that MDOT can control the key variables to maximize pavement performance.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48170.

17. HIGHWAYS - IDS Engineering Services

Authorization (Z13) under Contract (2006-0183) between MDOT and Spicer Group, Inc., will provide for the performance of full construction engineering services for hot mix asphalt (HMA) resurfacing, shoulder improvements, joint repairs, safety upgrades, drainage improvements, and curb and gutter and sidewalk installation on M-15 from M-46 to the Saginaw County line, Tuscola County (CS 79032 - JN 82606A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through March 7, 2009. The authorization amount will be \$147,118.91. The contract term is March 8, 2006, through March 7, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of full construction engineering services for HMA resurfacing, shoulder improvements, joint repairs, safety upgrades, drainage improvements, and curb and gutter and sidewalk installation on M-15 from M-46 to the Saginaw County line, Tuscola County.

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.

* Denotes a non-standard contract/amendment

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If this authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work. Also, 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 based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48758.

18. HIGHWAYS - IDS University Research Services

Authorization (Z3) under Contract (2006-0413) between MDOT and Wayne State University (WSU) will provide for a critical evaluation of bridge scour for Michigan-specific conditions. The authorization will be in effect from the date of award through three years. The authorization amount will be \$118,514.72. The contract term is from September 12, 2006, through September 11, 2009, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for a critical evaluation of bridge scour for Michigan-specific conditions.

Benefit: Will help to reduce costs and resources needed to monitor and replace bridges and provide scour protection.

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

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

Risk Assessment: If this authorization is not approved, scour calculations may not be calibrated for Michigan-specific conditions, which could result in greater costs for designing bridge foundations, monitoring bridges, and providing protection for scour-critical bridges.

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48201.

19. HIGHWAYS – IDS Engineering Services

Authorization (Z13) under Contract (2006-0466) between MDOT and Wilcox Professional Services, LLC, will provide for the performance of before and after analyses of safety projects in selected locations throughout the state of Michigan that were programmed in fiscal year 2003 (CSs – various, JN 89941C). MDOT is required to perform these analyses by the Highway Safety Improvement Program (HISP) as part of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The work items include review of data collection, cost-benefit analysis of specific countermeasures, and a final report. The authorization will be in effect from the date of award through July 11, 2009. The authorization amount will be \$109,680.51. The contract term is July 12, 2006, through July 11, 2009. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: To provide for the performance of before and after analysis of safety projects in selected locations throughout the state of Michigan that were programmed in fiscal year 2003. MDOT is mandated by HISP to perform these analyses and to prepare an annual report of safety projects.

Benefit: Will provide reporting services to satisfy federal guidelines for safety projects. The report will include a cost-benefit analysis.

* Denotes a non-standard contract/amendment

Funding Source: 100% Federal Highway Administration Funds.

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

Risk Assessment: Failure to provide the report could result in the loss of federal participation on future safety projects, and MDOT would not be able to give an accurate accounting of the costs and effectiveness of the safety projects.

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

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48909.

20. HIGHWAYS - IDS Engineering Services

Authorization (Z10) under Contract (2006-0616) between MDOT and Wade Trim Associates, Inc., will provide for the performance of full construction engineering services for bridge removals and replacements on M-46/M-19 over the Cass River, Sanilac County (CS 74061/74032 - JN 83570A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through September 19, 2009. The authorization amount will be \$235,114.98. The contract term is September 20, 2006, through September 19, 2009. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of full construction engineering services for bridge removals and replacements on M-46 and M-19 over the Cass River, Sanilac County.

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

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

Risk Assessment: If this authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work. Also, 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 based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48472.

21. HIGHWAYS - IDS Engineering Services

Authorization (Z12) under Contract (2006-0616) between MDOT and Wade Trim Associates, Inc., will provide for the performance of full construction engineering services for superstructure replacement, steel beam painting, approach paving, and bridge removal and replacement on M-25 over the Sebewaing River and the Pigeon River, Huron County (CS 32011/32012 - JN 60494A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through September 19, 2009. The authorization amount will be \$333,915.11. The contract term is September 20, 2006, through September 19, 2009. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of full construction engineering services for superstructure replacement, steel beam painting, approach paving, and bridge removal and replacement on M-25 over the Sebawaing River and the Pigeon River, Huron County.

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

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

Risk Assessment: If this authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work. Also, 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 based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48759 and 48725.

22. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2006-5518) between MDOT and the Kalkaska County Road Commission will provide for funding participation in the following activities:

Road improvement and restoration work along the detour route for Highway US-131 on County Road 571 from County Road 612 to the Antrim County line and on County Road 612 from Highway US-131 to County Road 571.

Estimated Funds:

State Restricted Trunkline Funds	<u>\$570,000</u>
Total Funds	<u>\$570,000</u>

BI06 40012 – 60346; Kalkaska County
Local Letting

Purpose/Business Case: Kalkaska County Road Commission will perform construction and construction engineering work along detour route for MDOT's US-131 construction project.

Benefit: Having the County perform detour improvements will allow the US-131 construction project to commence without the construction of more costly temporary roadways, and improvements will allow restoration of detour route to a condition similar to that before use as a detour.

Funding Source: State Trunkline and Bridge Construction Funds.

Commitment Level: 100% state up to an amount not to exceed \$570,000, with the balance to be paid by Kalkaska County.

Risk Assessment: The alternate option of constructing a temporary detour roadway would add time to the US-131 construction project and would have to be removed after completion of US-131 project.

Cost Reduction: Low bid with MDOT share capped at \$570,000.

Selection: Low bid.

New Project Identification: Improvement of existing roadway along detour route.

Zip Code: 49646.

23. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2006-5563) between MDOT and the City of Crystal Falls will provide for funding participation in the following Transportation Enhancement improvements:

Furnishing and installation of decorative streetlighting along Highway M-69 from Highway US-2/141 easterly to River Street.

Estimated Funds:

Federal Highway Administration Funds	\$183,600
State Restricted Trunkline Funds	\$ 61,200
City of Crystal Falls Funds	<u>\$ 61,200</u>
Total Funds	<u>\$306,000</u>

STE 36023 – 72579; Iron County
 Local Force Account

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

Benefit: Beautification of transportation system.

Funding Source: Federal Transportation Enhancement Activities Funds, State Trunkline and Bridge Construction Funds, and City of Crystal Falls Funds.

Commitment Level: 60% federal, 20% state, and 20% city; based on estimate.

Risk Assessment: Contract required in order for the city to receive these federal funds and to enable the state to pay for its share; federal share capped at \$183,600.

Cost Reduction: City-owned utility is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

Selection: NA.

New Project Identification: New beautification of existing roadway.

Zip Code: 49220.

24. HIGHWAYS - Participation for Local Agency Preliminary Engineering
 Contract (2006-5578) between MDOT and the Genesee County Road Commission will provide for funding participation in the following improvements utilizing Local Jobs Today Funds:

The performance of preliminary engineering activities for roadway improvements along Miller Road from Ketzler Drive to Highway I-75.

Estimated Funds:

Federal Highway Administration Funds	\$250,000
State Restricted Local Jobs Today Funds	\$ 50,000
Genesee County Road Commission Funds	<u>\$ 0</u>
Total Funds	<u>\$300,000</u>

HPSL 25402 - 87266
 Local Preliminary Engineering

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

Benefit: Will allow the project to move forward and funds from SAFETEA-LU to be expended.

Funding Source: Federal High Priority Projects Funds and State Local Jobs Today Funds.

Commitment Level: 80% federal, 20% state up to \$50,000; based on estimate.

Risk Assessment: Contract required in order for the County to receive these federal funds.

Cost Reduction: Hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Selection: Qualification-based.

New Project Identification: This is a new project.

Zip Code: 48503.

25. HIGHWAYS - Participation for Local Agency Preliminary Engineering

Contract (2006-5579) between MDOT and the Genesee County Road Commission will provide for funding participation in the following improvements utilizing Local Jobs Today Funds:

The performance of preliminary engineering activities for roadway improvements along Miller Road from Linden Road to Ketzler Drive.

Estimated Funds:

Federal Highway Administration Funds	\$192,000
State Restricted Local Jobs Today Funds	\$ 48,000
Genesee County Road Commission Funds	<u>\$ 0</u>
Total Funds	<u>\$240,000</u>

HPSL 25402 - 87262

Local Preliminary Engineering

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

Benefit: Will allow the project to move forward and funds from SAFETEA-LU to be expended.

Funding Source: Federal High Priority Projects Funds and State Local Jobs Today Funds.

Commitment Level: 80% federal, 20% state up to \$48,000; based on estimate.

Risk Assessment: Contract required in order for the County to receive these federal funds.

Cost Reduction: Hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Selection: Qualification-based.

New Project Identification: This is a new project.

Zip Code: 48503.

26. HIGHWAYS – Memorandum of Understanding for Enhancement Work
 Memorandum of Understanding (2006-5599) between MDOT and the Michigan Department of Management and Budget (DMB) will provide for funding participation in the following Transportation Enhancement improvements:

Installation of informational pedestrian signing at the Capitol Complex Plaza surrounded by Ottawa, Walnut, Allegan, and Sycamore Streets.

Estimated Funds:

Federal Highway Administration Funds	\$40,600
State Restricted Trunkline Funds	\$11,400
Michigan Department of Management and Budget Funds	<u>\$ 0</u>
Total Funds	<u>\$52,000</u>

STE 33014 – 88132; Ingham County
 Letting by DMB

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

Benefit: To provide information for visitors.

Funding Source Federal Transportation Enhancement Activities Funds and State Trunkline and Bridge Construction Funds.

Commitment Level: 78% federal and 22% state, based on estimate.

Risk Assessment: Contract required in order for DMB to receive these federal funds and to enable the state to pay for its share.

Cost Reduction: Low bid.

Selection: Low Bid.

New Project Identification: New signing.

Zip Code: 48933.

27. HIGHWAYS - Participation for Local Agency Preliminary Engineering
 Amendatory Contract (2006-5615) between MDOT and the Grand Traverse County Road Commission will provide for funding participation in the following improvements utilizing State Build Michigan III Funds:

The performance of preliminary engineering activities for the widening from a two-lane roadway to a four-lane boulevard along Hartman Road from Highway US-31 to Cass Road, the constructing of a new four-lane roadway and bridge from Cass Road to east of Keystone Road to connect Hartman Road and Hammond Road, the widening from a four-lane to a five-lane roadway along Hartman-Hammond Road from Cass Road to Lafranier Road, and the widening of Keystone Road from Brimley Road to Premier Street.

The purpose of this amendment is to provide for preliminary engineering services for an additional roadway segment (Keystone Road from Brimley Road to Premier Street) related to the Hartman/Hammond Corridor. Portions of the original project work have been delayed indefinitely due to local concerns, and work on the Keystone Road segment will help address long-standing local transportation issues associated with this corridor. The project cost is the estimated maximum amount for state funding participation. State Build Michigan III Funds are limited to an amount not to exceed \$17,500,000 for work performed under the eligible phases of Grant 359 (Hartman/Hammond Corridor) and Grant 360 (Three Mile Road Improvements), including the work performed under this contract.

Estimated Funds:

State Restricted Trunkline Funds	\$1,600,000
Grand Traverse County Road Commission Funds	\$ 0
Total Funds	<u>\$1,600,000</u>

MBS 28459 – 59337
 Amendment

Purpose/Business Case: To amend the original contract to include preliminary engineering for an additional roadway segment related to the Hartman/Hammond corridor to help improve long-standing local transportation issues associated with this corridor. Portions of the original project work have been delayed indefinitely, and work on Keystone Road will help address the intent for which the earmarked funding has been provided.

Benefit: To allow earmarked funding to be put to use for the original purpose of the earmark, which is to address long-standing transportation issues.

Funding Source: State Build Michigan III Funds.

Commitment Level: 100% state funds up to an amount not to exceed a combined total of \$17,500,000 for all phases, including the phase under this contract, under the Hartman/Hammond corridor and Three Mile Road Improvement projects, and the balance, if any, by Grand Traverse County Road Commission; based on estimate.

Risk Assessment: Without amendment, the transportation issues for which funding was earmarked will persist while funding is available to address them.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49686.

28. HIGHWAYS - Participation for Local Agency Preliminary Engineering
Amendatory Contract (2006-5616) between MDOT and the Grand Traverse County Road Commission will provide for funding participation in the following improvements utilizing State Build Michigan III Funds:

PART A

The widening from a two-lane roadway to a four-lane boulevard along Hartman Road from Highway US-31 to Cass Road, the construction of a new four-lane roadway and bridge from Cass Road to east of Keystone Road to connect Hartman Road and Hammond Road, the widening to a four-lane and a five-lane roadway along Hammond Road from east of Keystone Road to Lafranier Road, and the widening of Keystone Road from Brimley Road to Premier Street.

PART B

Widening work for a four-lane and a five-lane roadway along Three Mile Road from South Airport Road to Parsons Road and along Three Mile Road from Hammond Road to South Airport Road.

PART C

Widening work for a five-lane roadway with curb and gutter along Three Mile Road from Parsons Road to Highway US-31/M-72.

The purpose of this amendment is to provide for right-of-way, construction, and construction engineering work for an additional roadway segment (Keystone Road from Brimley Road to Premier Street) related to the Hartman/Hammond Corridor and the Part A portion of the project; to provide for preliminary engineering, right-of-way, construction, and construction engineering work for an additional roadway segment (Three Mile Road from Hammond Road to South Airport Road) related to the Three Mile Road improvements and the Part B portion of the project; and to shift \$4,500,000 of state funding between the Part A and B portions of the project. Portions of the original project work for Parts A and B have been delayed indefinitely due to local concerns, and work on the additional roadway segments will help address long-standing local transportation issues associated with these areas. State Build Michigan III Funds are limited to an amount not to exceed \$17,500,000 for work performed under the eligible phases of Grant 359 (Hartman/Hammond Corridor) and Grant 360 (Three Mile Road Improvements), including the work performed under this contract. The project cost for Part C remains unchanged.

Estimated Funds:

	<u>PART A</u>	<u>AMEND. PART A</u>
State Restricted Trunkline Funds	\$9,100,000	\$(4,500,000)
Grand Traverse County Road Commission Funds	<u>\$ 0</u>	<u>\$ 0</u>
Total Funds	<u>\$9,100,000</u>	<u>\$(4,500,000)</u>
	<u>PART B</u>	<u>AMEND. PART B</u>
State Restricted Trunkline Funds	\$3,700,000	\$4,500,000
Grand Traverse County Road Commission Funds	<u>\$ 0</u>	<u>\$ 0</u>
Total Funds	<u>\$3,700,000</u>	<u>\$4,500,000</u>
	<u>PART A TOTAL</u>	<u>PART B TOTAL</u>
State Restricted Trunkline Funds	\$4,600,000	\$8,200,000
Grand Traverse County Road Commission Funds	<u>\$ 0</u>	<u>\$ 0</u>
Total Funds	<u>\$4,600,000</u>	<u>\$8,200,000</u>

MBS 28459 – 59337; 59662
Amendment

Purpose/Business Case: To amend the original contract to include work for an additional roadway segments related to the Hartman/Hammond Corridor and Three Mile Road Improvements projects to help improve long-standing local transportation issues associated with these areas. Portions of the original project work have been delayed indefinitely, and additional work on Keystone Road and Three Mile Road will help address the intent for which the earmarked funding has been provided.

Benefit: To allow earmarked funding to be put to use for the original purpose of the earmark, which is to address long-standing transportation issues.

Funding Source: State Build Michigan III Funds.

Commitment Level: 100% state up to an amount not to exceed a combined total of \$17,500,000 for all phases, including the phases under this contract, under the Hartman/Hammond Corridor and Three Mile Road Improvement projects, and the balance, if any, by Grand Traverse County Road Commission; based on estimate.

Risk Assessment: Without amendment, the transportation issues for which funding was earmarked will persist while funding is available to address them.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49686.

29. HIGHWAYS - Participation for Local Agency Contract
 Contract (2006-5622) between MDOT and the Ingham County Road Commission will provide for participation in the following improvements:

Traffic signal optimization and timing work at up to 61 intersections countywide.

Estimated Funds:

Federal Highway Administration Funds	\$175,000
Ingham County Road Commission Funds	<u>\$ 0</u>
Total Funds	<u>\$175,000</u>

CMG 33400 – 87679

Signal Timing Study and Local Force Account

Purpose/Business Case: To provide for traffic signal optimization and timing work to improve intersection operations.

Benefit: Improved operational efficiency, reduced vehicular delay, and improved air quality.

Funding Source: Federal Congestion Mitigation and Air Quality Funds.

Commitment Level: 100% federal up to \$180,000.

Risk Assessment: Contract required in order for the county to receive these federal funds.

Cost Reduction: Consultant to perform the timing determination work with the hourly costs fixed and the number of hours to perform this work estimated. Local agency to perform the timing installation work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: Quality based selection for timing determination work. N/A for timing installation work.

New Project Identification: Improvement of operations at existing intersections.

Zip Code: 48854.

30. HIGHWAYS - Participation for Local Agency Construction Contract
 Amendatory Contract (2006-5651) between MDOT and the City of Detroit will provide for funding participation in the following improvements:

PART A

Deck replacement work on structure S25 of 82195, which carries Highway M-1 over Highway I-75, including approach work and electrical work.

PART B

Hot mix asphalt cold-milling and resurfacing along Highway M-1 from Adams Street to Sibley Street, excluding the brick paver area between Elizabeth and Montcalm Streets and the approach area described in Part A, including all necessary pavement repairs, sidewalk, and curb improvements.

PART C

Additional costs required for the order and installation of specialty electrical cables as requested by the City's Public Lighting Department (PLD), including costs for the delay of project work that are attributable to PLD.

The purpose of this amendment is to provide for the addition of the Part C portion to the project and the change in the project cost to reflect the additional cost of Part C.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>PART C</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$2,868,200	\$ 0	\$ 0	\$2,868,200
State Restricted Trunkline Funds	\$ 627,400	\$315,100	\$ 0	\$ 942,500
City of Detroit Funds	<u>\$ 89,600</u>	<u>\$ 45,000</u>	<u>\$35,000</u>	<u>\$ 169,600</u>
Total Funds	<u>\$3,585,200</u>	<u>\$360,100</u>	<u>\$35,000</u>	<u>\$3,980,300</u>

BHI 82195 & M 82131 – 79177 & 87428; Wayne County
 Amendment

Purpose/Business Case: To amend the original contract to add specialty electrical cable and associated costs as requested by the City of Detroit.

Benefit: To meet the requirements of the Detroit PLD.

Funding Source: City of Detroit Funds for Part C.

Commitment Level: 100% City of Detroit Funds for Part C.

Risk Assessment: With amendment, City lighting facilities can be maintained without additional cost to MDOT.

Cost Reduction: Part A and Part B: Low Bid; Part C: Negotiated with contractor.

Selection: N/A.

New Project Identification: N/A. (Original was for rehabilitation of existing roadway.)

Zip Code: 48201.

* Denotes a non-standard contract/amendment

31.-40. HIGHWAYS – Local Jobs Today Program Loan

The Local Jobs Today (LJT) Program is a state loan program intended to assist county road commissions (CRC), cities, and villages in financing transportation infrastructure improvements through projects approved for LJT matching grant funds. The LJT Program loan amount is equivalent to the estimated federal funding applicable to a project that is not currently available. When such federal funding is converted from “advance construction” to regular federal-aid, this federal funding will be applied to any outstanding principal balance of the LJT loan. The loan will allow local agencies to proceed with the construction of their LJT-approved projects. The interest rate on each loan is 4 percent annually. Each loan contract will be in effect from the date of award through September 30, 2009. The projects listed below were scheduled for a fiscal year during or after the fiscal year beginning October 1, 2007, and are being advanced to the fiscal year that began October 1, 2006.

	<u>Contract</u>	<u>Job #</u>	<u>Agency</u>	<u>Description</u>	<u>LJT Loan</u>
31.	2006-6652	87966	Kent CRC	68 th Street from Division Avenue to Kalamazoo Avenue	\$ 517,275
32.	2006-6657	88839	City of Grand Rapids	Fuller Avenue from Franklin Street to Wealthy Street	\$1,089,726
33.	2006-6660	88352	City of Dowagiac	Main Street from Front Street to Indiana Street Front Street from Jefferson Street to Main Street; High Street from Front Street to Lowe Street; West Railroad Street from Division Street to Telegraph Street; Telegraph Street from West Railroad Street to Fairlawn Drive; Prairie Ronde Street from Fairlawn Drive to Front Street	\$ 276,800
34.	2006-6661	78972	Ionia CRC	Riverside Drive from Kingston Road to Somers Road; Stage Road from Highway M-21 to Nickle Plate Road; Hawley Highway from Highway M-21 to Centerline Road; Johnson Road from Palmer Road to Ostrum Road	\$ 370,000
35.	2006-6661	86420	Ionia CRC	Yeomans Street from Highway M-21 to the west city limits of Ionia	\$ 108,000
36.	2006-6667	89071	City of Birmingham	North Old Woodward Avenue from Hamilton Avenue to Oak Street	\$2,022,500
37.	2007-7007	89175	City of Clawson	14 Mile Road from Crooks Road to Washington Avenue	\$2,475,100
38.	2007-7011	84672	City of Grand Blanc	Bella Vista Drive from Saginaw Street to Via Catherine Drive	\$ 308,660

* Denotes a non-standard contract/amendment
2/27/07

39.	2007-7013	89299	City of Eastpointe	9 Mile Road from Tuscany Avenue to Kelly Road	\$ 467,712
40.	2007-7035	87263	City of Flint	3 rd Avenue from Saginaw Street to the Flint River	\$1,252,800

Purpose/Business Case: To financially assist in roadway improvements under the Local Jobs Today Program.

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

Funding Source: State LJT loan funds

Commitment Level: Draws from each loan are limited to a maximum amount based on the estimated amount of federal funding applicable to the project which is not currently available.

Risk Assessment: Projects approved for LJT matching grant funds may not be able to be built without the LJT loan.

Cost Reduction: Each loan will cover only costs for which the current estimated federal funding applicable to the project is not available.

Selection: N/A.

New Project Identification: Improvement of existing roadways.

Zip Code: 48909.

41. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2007-0306) between MDOT and Hubbell, Roth & Clark, Inc., will provide for as-needed final estimate records review services to be performed for the Bay Region. The work items include reviewing force accounts, staking documentation, and quality assurance/quality control (QA/QC) documentation and calculating QA/QC payments. The authorization will be in effect from the date of award through October 17, 2009. The authorization amount will be \$121,986.12. The contract term is October 18, 2006, through October 17, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for as-needed final estimate records review services to be performed for the Bay Region.

Benefit: Will provide for construction technical services to be performed on an as-needed basis that are required to satisfy state and federal guidelines for 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: Failure to provide the services could result in the loss of federal participation on this and subsequent highway construction projects.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48601.

42. HIGHWAYS - IDS Engineering Services

Contract (2007-0424) between MDOT and Surveying Solutions, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

* Denotes a non-standard contract/amendment

43. HIGHWAYS - IDS Engineering Services
 Contract (2007-0425) between MDOT and U.P. Engineers and Architects, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
44. HIGHWAYS - IDS Engineering Services
 Contract (2007-0428) between MDOT and TTL Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
45. HIGHWAYS - Participation for Local Agency Contract
 Contract (2007-5006) between MDOT and the Otsego County Road Commission will provide for funding participation in the following improvements utilizing Local Jobs Today Funds:

The performance of early preliminary engineering and preliminary engineering work for the construction of the Milbocker Road and McCoy Road connector at Highway I-75.

Estimated Funds:

Federal Highway Administration Funds	\$597,100
State Restricted Local Jobs Today Funds	\$149,300
Otsego County Road Commission Funds	<u>\$ 0</u>
Total Funds	<u>\$746,400</u>

HPSL 69013 – 89440

Early Preliminary Engineering and Preliminary Engineering

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

Benefit: Will allow the project to move forward and funds from SAFETEA-LU to be expended.

Funding Source: Federal High Priority Projects Funds and State Local Jobs Today Funds.

Commitment Level: 80% federal, 20% state; based on estimate.

Risk Assessment: Contract required in order for the County to receive these federal funds.

Cost Reduction: Hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Selection: Qualification-based.

New Project Identification: This is a new project.

Zip Code: 49735.

46. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2007-5010) between MDOT and the Washtenaw County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category A Funds:

Reconstruction work along Willis Road from approximately 1800 feet west of Platt Road to approximately 1000 feet east of Highway US-23, along Platt Road from approximately 1100 feet south of Willis Road to approximately 600 feet north of Bemis Road, along Bemis Road from approximately 600 feet west of Platt Road to approximately 1500 feet east of Platt Road, along the southbound Highway US-23 entrance ramp from Willis Road to approximately 900 feet south of Willis Road, and along the southbound Highway US-23 exit ramp from approximately 500 feet north of Willis Road to Willis Road.

Transportation Economic Development Category A projects require a minimum 20 percent local match. The local match on this project is estimated to be \$1,547,000. The match will be met through local agency participation in the following project-related costs: preliminary engineering, right-of-way acquisition, construction, and construction engineering. This contract is for the construction portion only of this Transportation Economic Development project.

Estimated Funds:

State Restricted TED Funds	\$5,424,000
Washtenaw County Road Commission Funds	<u>\$ 0</u>
Total Funds	<u>\$5,424,000</u>

EDA 81522 - 87578

Local Letting

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

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

Funding Source: State Transportation Economic Development Funds.

Commitment Level: 100% state up to \$5,424,000; based on estimate

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 48176.

47. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2007-5027) between MDOT and the City of Belding will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category F Funds:

Reconstruction work along Bridge Street from Flat River to Ellis Avenue, along Bridge Street from Congress Street to the tracks of Mid-Michigan Railroad, Inc., along Bridge Street from Highway M-44 to Washington Street, and along Ellis Avenue from Bridge Street to Highway M-91.

Estimated Funds:

State Restricted TED Funds	\$375,000
City of Belding Funds	<u>\$100,700</u>
Total Funds	<u>\$475,700</u>

EDF 34566 – 89505; Ionia County
 Local Letting

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

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

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

Commitment Level: 79% state up to \$375,000 and the balance by the City of Belding; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 48809.

48. HIGHWAYS - Participation for Local Agency Preliminary Engineering
 Contract (2007-5038) between MDOT and the City of Inkster will provide for funding participation in the following improvements utilizing Local Jobs Today Funds:

The performance of preliminary engineering work for the reconstruction of Carlyle Road from Middlebelt Road to Inkster Road.

Estimated Funds:

Federal Highway Administration Funds	\$73,400
State Restricted Local Jobs Today Funds	\$18,400
City of Inkster Funds	\$ 0
Total Funds	<u>\$91,800</u>

HPSL 82400 – 89434; Wayne County
 Local Preliminary Engineering

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

Benefit: Will allow the project to move forward and funds from SAFETEA-LU to be expended.

* Denotes a non-standard contract/amendment

Funding Source: Federal High Priority Projects Funds and State Local Jobs Today Funds.
Commitment Level: 80% federal, 20% state; based on estimate.
Risk Assessment: Contract required in order for the City to receive these federal funds.
Cost Reduction: Hourly costs are fixed; however, the number of hours to perform this work has been estimated.
Selection: Qualification-based.
New Project Identification: This is a new project.
Zip Code: 48141.

49. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2007-5042) between MDOT, the City of Muskegon, and the City of Muskegon Heights will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category F Funds:

Reconstruction work along Park Street from Hackley Avenue to Young Avenue.

Estimated Funds:

State Restricted TED Funds	\$192,000
City of Muskegon Funds	<u>\$ 48,000</u>
Total Funds	<u>\$240,000</u>

EDF 61566 – 89512; Muskegon County
 Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.
Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.
Funding Source: State Transportation Economic Development Funds and City of Muskegon Funds.
Commitment Level: 80% state up to \$192,000 and the balance by the City of Muskegon; based on estimate.
Risk Assessment: Possible loss of development opportunities.
Cost Reduction: Low bid.
Selection: Low bid.
New Project Identification: Improvement of existing roadway.
Zip Code: 49441.

50. HIGHWAYS (Maintenance) - Construction of Chemical Storage Facility
 Contract (2007-0432) between MDOT and the Branch County Road Commission will provide for the construction of a chemical storage facility on Garfield Avenue in Branch County. The contract will be in effect from the date of award through two years. The contract amount will be \$750,000. Source of Funds: 83% State Restricted Trunkline Funds and 17% Branch County Road Commission Funds.

Purpose/Business Case: To provide for the construction of a chemical storage facility at 23 E. Garfield Avenue, Coldwater, in Branch County. The chemical storage building will be a concrete wall bulk facility with a capacity of approximately 7,500 tons for the storage of bulk chemicals to be used on state trunkline highways and county roads.
Benefit: Will provide for the most cost-effective and efficient way of delivering winter operation activities to the area.
Funding Source: 83% State Restricted Trunkline Funds and 17% Branch County Road Commission Funds.
Commitment Level: The contract is a cost-sharing agreement whereby the respective percent of shared cost is based on an estimated volume of materials to be processed through the facility. MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

Risk Assessment: Construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads within Branch County. Failure to approve this contract and construct the facility will result in a lack of availability of needed chemicals in a timely manner, which could result in unsafe roads.

Cost Reduction: Construction of the chemical storage facility will be closely monitored to prevent the use of trunkline funds for any unnecessary work or expenditures.

Selection: N/A.

New Project Identification: Construction of a new chemical storage facility.

Zip Code: 49036.

51. HIGHWAYS (Real Estate) - Mapping Services

Contract (2007-0427) between MDOT and Geodetic Design, Inc., will provide for the update of the Emmet, Gladwin, and Kalkaska Counties map books for the Real Estate Division. The update will include transferring the original hand-drawn maps into electronic format and incorporating all additional right-of-way takes and sales of excess properties. The contract will be in effect from the date of the award through September 30, 2007. The contract amount will be \$40,000. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Benefit Case: To provide for the updates of the right-of-way maps and the transfer to electronic format.

Benefit: Will provide current information and electronic access.

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

Commitment Level: The costs are fixed.

Risk Assessment: Incorrect information could be provided, which could result in encroachments and project delays.

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

Selection: Low Bid.

New Project Identification: Mapping all counties in the state is an ongoing project.

Zip Code: 49770

52. HIGHWAYS (Real Estate) - Mapping Services

Contract (2007-0431) between MDOT and The Gosselin Group, Inc., will provide for the update of the Berrien, Calhoun, and Saginaw Counties map books for the Real Estate Division. The update will include transferring the original hand-drawn maps into electronic format and incorporating all additional right-of-way takes and sales of excess properties. The contract will be in effect from the date of the award through September 30, 2007. The contract amount will be \$25,600. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Benefit Case: To provide for the updates of the right-of-way maps and the transfer to electronic format.

Benefit: Will provide current information and electronic access.

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

Commitment Level: The costs are fixed.

Risk Assessment: Incorrect information could be provided, which could result in encroachments and project delays.

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

Selection: Low Bid.

New Project Identification: Mapping all counties in the state is an ongoing project.

Zip Code: 49017.

53. PASSENGER TRANSPORTATION - Section 5311 Program

Project Authorization Revision (Z5/R1) under Master Agreement (2002-0065) between MDOT and the City of Marshall will add line items for the purchase of a copy machine and dispatching equipment and will adjust funding between line items. Because the project costs for the maintenance equipment were less than anticipated, the City is requesting approval to use the remaining funds for the purchase of additional equipment. This request has been approved by the Rural Task Force. The original authorization provides state matching funds for the City's FY 2004 Section 5311 Nonurbanized Area Formula Capital Program grant. The authorization amount remains unchanged at \$85,000. The authorization term remains unchanged, September 14, 2004, through September 13, 2007. 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 - \$68,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$17,000.

Purpose/Business Case: To add line items for the purchase of office and communication equipment and to adjust funding between line items.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$68,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$17,000.

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 FTA and is not negotiated.

Selection: N/A

New Project Identification: This is not a new project.

Zip Code: 49068.

54. *PASSENGER TRANSPORTATION - Section 5307 Program

Amendatory Contract (2002-0297/A3) between MDOT and the City of Detroit, Detroit Department of Transportation (DDOT), will extend the contract term by 18 months to provide sufficient time for DDOT to complete the project, will revise the scope of services, and will decrease the contract amount by \$250. DDOT is constructing a transfer point bus stop/shelter at the Eastland Mall. A change in mall ownership and the subsequent redesign of the project have caused delays. Work has been suspended due to a seasonal interruption; construction will resume in spring 2007. The original contract provides \$25,000 in state funding for marketing; DDOT now intends to use the full federal award toward the construction of bus stops and shelters. The \$250 reduction in the contract amount is due to an incorrect calculation of the state matching funds when the original contract was processed in 2001. The original contract provides state matching funds for DDOT's FY 2001 Federal Section 5307 Urbanized Area Formula Capital Program and Federal Congestion Mitigation and Air Quality Improvement Program grant. The revised contract term will be September 26, 2001, through September 25, 2008. The revised contract amount will be \$3,383,750. Source of Funds: Federal Transit Administration (FTA) Funds - \$2,707,000; FY 2002 and FY 2007 State Restricted Comprehensive Transportation Funds - \$676,750.

Purpose/Business Case: To extend the contract term by eight months, change the scope of the project, and decrease the contract amount by \$250.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$2,707,000; FY 2002 and FY 2007 State Restricted Comprehensive Transportation Funds - \$676,750.

Commitment Level: Contract amount is based on cost estimates.

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

* Denotes a non-standard contract/amendment

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48207.

55. *PASSENGER TRANSPORTATION - Section 5311 Capital Revenue Grant

Amendatory Contract (2005-0451/A1) between MDOT and the Federal Transit Administration (FTA) will revise projects in the FY 2005 Federal Section 5311 Nonurbanized Area Formula Capital Program for the City of Alma, Antrim County, Bay Area Transportation Authority, Clinton Area Transit System, Huron County, Isabella County, Mecosta Osceola Transit Authority, and St. Joseph County; will allocate intercity contingency funds to the City of Kalamazoo, Greyhound Lines, and Indian Trails; and will add \$20,800 in federal funds to fund a project for the Eastern Upper Peninsula Transportation Authority. This amendment will also add \$17,520 of toll revenue credits and reduce the amount of the state Comprehensive Transportation Fund match by \$16,997, for a revised total grant amount of \$5,128,212. The contract term remains unchanged, February 24, 2006, through February 23, 2009. Source of Funds: FTA Funds - \$3,349,242; FY 2002 State Restricted Comprehensive Transportation Funds - \$1,778,970.

Purpose/Business Case: To adjust federal and state funding and toll credit match for vehicle and equipment purchases, facility projects, and intercity bus activities under the FY 2005 Federal Section 5311 Nonurbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$3,349,242; FY 2002 State Restricted Comprehensive Transportation Funds - \$1,778,970.

Commitment Level: Contract amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

56. *PASSENGER TRANSPORTATION - Rail Passenger

Contract (2007-0407) between MDOT and Grand Trunk Western Railroad Incorporated (GTW) will provide funding for the dismantling of the existing signal and for the purchase and installation of train control wayside signals at a new location near Capital Avenue (NI 283-539-G) in the city of Battle Creek in order to ease congestion between passenger and freight traffic and improve vehicle traffic movements at adjacent at-grade rail crossings. The replacement and relocation of the existing signal will also provide expanded track room for the unloading/loading of passengers at the Battle Creek Rail Station. This contract is part of the continued effort to eliminate grade crossings, improve the infrastructure, increase safety, and decrease travel times on the federally designated Detroit-Chicago High Speed Rail Corridor. The contract will be in effect from the date of award through 18 months. The contract amount will be \$146,440. Source of Funds: FY 2002 State Restricted Comprehensive Transportation Funds - \$146,440.

Purpose/Business Case: To provide state funding for the dismantling of the old GTW signal and the purchase and installation of train control wayside signals at a new location in the city of Battle Creek.

Benefit: The project will provide expanded track room for the unloading/loading of passengers at the Battle Creek station and will allow freight movement to continue with passenger trains (Amtrak) at the station. The project will ease congestion between passenger and freight traffic through the station area and improve vehicle traffic movements at adjacent at-grade rail crossings.

* Denotes a non-standard contract/amendment

Funding Source: FY 2002 State Restricted Comprehensive Transportation Funds - \$146,440.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: If this contract is not approved, an opportunity to improve the infrastructure, mitigate train and vehicle congestion, and reduce passenger train delays will be lost. The project will increase the safety and reliability of the rail passenger and rail freight transportation systems.

Cost Reduction: The costs have been reviewed by MDOT's Intercity Unit (Rail Passenger) and found to be reasonable for the required work.

Selection: N/A

New Project Identification: This is a new project.

Zip Code: 49014.

57. *TRANSPORTATION PLANNING – Creation of MotorCities Wayside Exhibits

Memorandum of Understanding (MOU) (2007-0429) between MDOT and the Michigan Department of History, Arts, and Libraries will provide for the creation and installation of a comprehensive system of 300 outdoor displays/exhibits interpreting automotive history in stewardship communities in the MotorCities National Heritage Area. The MOU will be in effect from the date of award through March 1, 2010. The MOU amount will be \$109,200. Source of Funds: Federal Highway Administration Funds - \$87,360; MotorCities National Heritage Funds - \$21,840.

Purpose/Business Case: To utilize a Michigan Enhancement Program award for the creation and installation of a comprehensive system of 300 outdoor displays/exhibits interpreting automotive history in communities throughout central and southeastern Michigan.

Benefit: Will provide the state with a network of interpretive displays showing Michigan's rich automobile heritage. It is anticipated that the displays will become destinations for tourists and residents.

Funding Source: Federal Highway Administration Funds - \$87,360; MotorCities National Heritage Funds - \$21,840.

Commitment Level: This is on an actual cost basis.

Risk Assessment: If this contract is not approved and the project is not carried out, future MDOT enhancement projects could be jeopardized.

Cost Reduction: Costs are based on an actual cost basis not to exceed the contract maximum amount.

New Project Identification: This is a new enhancement project.

Zip Code: 48909.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49721.

EXTRAS

61. **Extra 2007 - 19**

Control Section/Job Number:	82400-78824	Local Agency Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Ajax Paving Industries, Inc. 830 Kirts Blvd., Suite 100 Troy, MI 48084	
Designed By:	Local Agency	
Engineer's Estimate:	\$1,271,996.35	

Description of Project:

2.78 miles of cold milling hot mix asphalt surface, hot mix asphalt concrete, resurfacing, concrete curb, sidewalk, driveway approaches, drainage structures, and other related work at nineteen locations from Clifford Street to Park Street, in the City of Detroit, Wayne County.

Administrative Board Approval Date:	June 1, 2004	
Contract Date:	July 1, 2004	
Original Contract Amount:	\$1,431,793.34	
Total of Overruns/Changes (Approved to Date):	(174,287.83)	- 12.17%
Total of Extras/Adjustments (Approved to Date):	170,000.24	+ 11.87%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>251,438.50</u>	<u>+ 17.56%</u>
Revised Total	<u>\$1,678,944.25</u>	+ 17.26%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.30% under the original budget for an **Authorized to Date Amount** of \$1,427,505.75.

Approval of this extra will place the authorized status of the contract 17.26% or \$247,150.91 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-146	3	\$170,000.24	12/06/05

Contract Modification Number(s): 7

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

Curb Removal, Special	2,250.000 Ft @ \$10.50/Ft	\$23,625.00
Curb, Concrete Detail CD, Special	2,250.000 Ft @ \$15.75/Ft	35,437.50
Sidewalk Removal, Special	2,300.000 Syd @ \$26.00/Syd	59,800.00
Sidewalk Concrete 4", Special	15,000.000 Sft @ \$4.73/Sft	70,950.00
Sidewalk Concrete 6", Special	1,600.000 Sft @ \$5.25/Sft	8,400.00
Sidewalk, Concrete Ramp ADA, Special	3,000.000 Sft @ \$10.50/Sft	31,500.00
Sidewalk, Ramp ADA Insert	600.000 Sft @ \$36.21/Sft	<u>21,726.00</u>
Total		<u>\$251,438.50</u>

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

This project consisted of hot mixed asphalt resurfacing and sidewalk replacement on various streets in the downtown Detroit area. This project was let in July 2004, but some of the work was delayed a year due to another project for watermain replacement.

Prior to the acceptance of the project, both MDOT and the City of Detroit's standards for Americans with Disabilities Act (ADA) sidewalk ramps changed. Even though the sidewalk ramps were not previously worked on, due to the high pedestrian traffic in the downtown area, it was determined that the sidewalk ramps needed to meet the most current standards for ADA sidewalk ramps.

The contractor was directed to replace the ADA ramps at sixty locations. The prices for this work reflects cost increases since 2004 and includes mobilization, minor traffic control, barricades, and flag control required to complete the work. In addition, the contractor was required to complete the work on weekends to avoid weekday pedestrian traffic and could not work on weekends with major downtown events. The extra cost for Curb Removal, Special, Curb, Concrete Detail CD, Special, Sidewalk Removal, Special, Sidewalk Concrete 4", Special, Sidewalk Concrete 6", Special, Sidewalk, Concrete Ramp ADA, Special, and Sidewalk, Ramp ADA Insert was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Prices and the work required.

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 February 22, 2007 meeting, and is now recommended for approval by the State Administrative Board on March 6, 2007.

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: FHWA, 71.66%; City of Detroit, 28.34%.

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: 48226.

62. **Extra 2007 - 20**

Control Section/Job Number: 82544-84857 Local Agency Project

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

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

Contractor: Peter A. Basile Sons, Inc.
1300 Newburgh Road
Livonia, MI 48502

Designed By: HNTB Michigan, Inc.
Engineer's Estimate: \$1,339,044.43

Description of Project:

2.13 miles of median improvements on Livernois Avenue from McNichols Road to Eight Mile Road in the City of Detroit, Wayne County.

Administrative Board Approval Date:	March 7, 2006	
Contract Date:	March 16, 2006	
Original Contract Amount:	\$1,454,835.38	
Total of Overruns/Changes (Approved to Date):	70,891.09	+ 4.87 %
Total of Extras/Adjustments (Approved to Date):	70,000.00	+ 4.81%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>117,671.40</u>	<u>+ 8.09%</u>
Revised Total	<u>\$1,713,397.87</u>	+ 17.77%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.68% over the original budget for an **Authorized to Date Amount** of \$1,595,726.47.

Approval of this extra will place the authorized status of the contract 17.77% or \$258,562.49 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4 r.2

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

Trolley Track Removal	2,219.000 Ft @ \$35.000/Ft	\$77,665.00
Trolley Track Pavement Removal	1,250.200 Syd @ \$32.000/Syd	40,006.40
Total		<u>\$117,671.40</u>

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

The contract consisted of building a raised median in the middle of Livernois Avenue. In some locations after the removal of the existing pavement the contractor encountered old trolley (streetcar) lines. To complete the work in the median, some of the lines had to be removed or portions of the lines needed to be removed.

The contractor was directed to remove just what was needed to complete the work. If only the rail needed to be removed to complete the work then the rail was removed and disposed of by the contractor, and paid for by the foot. If the wood ties and concrete foundation needed to be removed, they were paid for by the square yard. The price included the disposal of the wood ties at a Type II landfill due to the preservative used in the wood ties. The extra cost for Trolley Track Removal and Trolley Track Pavement Removal was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with other projects within the Detroit area with similar work items.

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 February 22, 2007, meeting, and are now recommended for approval by the State Administrative Board on March 6, 2007.

- 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:** FHWA, 80%; City of Detroit, 20%.
- Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
- Risk Assessment:** 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:** 48216.

63. **Extra 2007 - 22**

Control Section/Job Number: 80024-53350 MDOT Project

State Administrative Board - This project has at least one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Interstate Highway Construction
P.O. Box 4356
Englewood, CO 80155

Designed By: Fishbeck, Thompson, Carr & Huber, Inc.
Engineer's Estimate: \$16,927,794.76

Description of Project:

9.70 miles of concrete pavement reconstruction, hot mix asphalt ramp resurfacing, culvert replacement, guardrail upgrade, freeway signing, right-of-way fence replacement, hot mix asphalt resurfacing of M-40 car pool lot, and deck overlay or patching at 6 structures on westbound I-94 from west of M-51 (Exit 56) to west of 24th Street (Exit 66) in PawPaw and Antwerp Townships, Van Buren County.

Administrative Board Approval Date:	March 7, 2006	
Contract Date:	March 31, 2006	
Original Contract Amount:	\$15,784,133.40	
Total of Overruns/Changes (Approved to Date):	208,311.92	+ 1.32%
Total of Extras/Adjustments (Approved to Date):	152,165.07	+ 0.96%
Total of Negative Adjustments (Approved to Date):	(63,645.24)	- 0.40%
THIS REQUEST	<u>135,309.78</u>	<u>+ 0.86%</u>
Revised Total	<u>\$16,216,274.93</u>	+ 2.74%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.88% over the original budget for an **Authorized to Date Amount** of \$16,080,965.15.

Approval of this extra will place the authorized status of the contract 2.74% or \$432,141.53 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 8

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

HMA, 3C	2,946.000 Ton @ \$45.93/Ton	<u>\$135,309.78</u>
Total		<u>\$135,309.78</u>

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

Eastbound I-94 will be reconstructed in 2007, with project limits overlapping approximately 3.8 miles (20,000 ft) of this project. To accommodate three lanes of traffic for the 2007 project, the contractor was directed to change the median shoulder to an 8 foot wide HMA shoulder instead of a 4 foot wide HMA with 4 foot wide Class II Shoulders (gravel). The additional width shall consist of 6 inches aggregate base, 4 inches HMA 3C, and 2 inches HMA 4C. The aggregate base and HMA 4C items are original items that will be increased to complete the extra work. The extra cost for HMA 3C was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index and original bid items.

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 March 6, 2007.

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: State Restricted Trunkline, 100%.

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

Risk Assessment: 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: 49079.

64. **Extra 2007 - 24**

Control Section/Job Number: 33001-83830 Local Agency Project

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

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

Contractor: S. L. & H. Contractors, Inc.
P. O. Box 206
Corunna, MI 48817

Designed By: Brechting Bridge & Engineering, Inc.
Engineer's Estimate: \$813,563.35

Description of Project:

Remove existing structure and construct a pre-stressed, post-tensioned concrete box beam bridge and related approach work on Howell Road over Sycamore Creek, in Ingham County.

Administrative Board Approval Date:	June 6, 2006	
Contract Date:	June 13, 2006	
Original Contract Amount:	\$791,838.40	
Total of Overruns/Changes (Approved to Date):	(\$2,663.45)	- 0.34%
Total of Extras/Adjustments (Approved to Date):	40,282.10	+ 5.09%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>39,299.25</u>	<u>+ 4.96%</u>
Revised Total	<u>\$868,756.30</u>	+ 9.71%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.75% over the original budget for an **Authorized to Date Amount** of \$829,457.05.

Approval of this extra will place the authorized status of the contract 9.71% or \$76,917.90 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3

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

21AA Aggregate Envelope, CIP	637.400 Cyd @ \$25.00/Cyd	\$15,935.00
Geotextile, Stabilization	3,594.500 Syd @ \$6.50/Syd	<u>23,364.25</u>
Total		<u>\$39,299.25</u>

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

These items were added to the project, due to the poor soils on the bridge approaches.

The contractor was directed to stabilize the approach soils to the bridge. This was accomplished by placing a geotextile stabilization fabric on the grade, then backfilling with two feet of class II material. They then placed a layer of 21AA aggregate wrapped with geotextile stabilization fabric and proceeded with the rest of the approach work. The extra cost for 21AA Aggregate Envelope, CIP and Geotextile, Stabilization was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

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 February 22, 2007, meeting, and are now recommended for approval by the State Administrative Board on March 6, 2007.

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: FHWA, 95%; Ingham County, 5%.

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: 48854.

65. **Extra 2007 - 25**

Control Section/Job Number: 82125-45752 MDOT Project

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

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

Contractor: John Carlo, Inc.
45000 River Ridge Drive, Suite 200
Clinton Twp., MI 48038

Designed By: Wilcox Professional Services, LLC
Engineer's Estimate: \$62,752,699.01

Description of Project:

Design, construction, and warranty of 8.3 kilometers of concrete pavement reconstruction, ramp reconstruction and resurfacing, and rehabilitation of twelve structures, on I-275/I-96 from Five Mile Road northerly to I-696, in the Cities of Livonia and Farmington Hills, Wayne and Oakland Counties.

Administrative Board Approval Date:	November 17, 1998	
Contract Date:	January 4, 1999	
Original Contract Amount:	\$49,309,324.15	
Total of Overruns/Changes (Approved to Date):	(\$2,869,127.55)	- 5.82%
Total of Extras/Adjustments (Approved to Date):	504,875.38	+ 1.02%
Total of Negative Adjustments (Approved to Date):	(240,000.00)	- 0.49%
THIS REQUEST	<u>6,800,000.00</u>	<u>+ 13.79%</u>
Revised Total	<u>\$53,505,071.98</u>	+ 8.50%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.29% under the original budget for an **Authorized to Date Amount** of \$46,705,071.98.

Approval of this extra will place the authorized status of the contract 8.50% or \$4,195,747.83 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2000-17	6	\$2,001,625.73	05/02/00
2001-23	11 r. 2	\$2,024,281.61	09/04/01

Contract Modification Number(s): 26

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

User Delay Damages	<u>\$6,800,000.00</u>
Total	<u>\$6,800,000.00</u>

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

In accordance with the Central Office Review decision of November 13, 2006, Contract Modification #24 is to be rescinded from the contract. This Contract Modification will undo the -\$6,800,000.00 made previously by Contract Modification #24. The claim was based on liquidated damages and the open to traffic date for north and southbound I-275. The contractor claimed that they should be paid an incentive for having both directions of I-275 open prior to the 180 days. They opened the roadway up in 158 days. The project office believed that the contractor should have completed each direction within 90 days, not 180 days total and on Contract Modification #24 gave the contractor 136 days of liquidated damages at \$50,000 per day for a total of \$6,800,000.00.

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 February 22, 2007 meeting, and is now recommended for approval by the State Administrative Board on March 6, 2007.

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: FHWA, 90%; State Restricted Trunkline, 8.10%; Farmington Hills, 0.54%; Livonia, 0.55%.

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

Risk Assessment: 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: 48154, 48335.

66. **Extra 2007- 26**

Control Section/Job Number: 82021-74150 MDOT Project
 State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.
 State Transportation Commission - Does not meet criteria.
 Contractor: Dan's Excavating, Inc.
 12955 23 Mile Road
 Shelby Twp., MI 48315
 Designed By: MDOT
 Engineer's Estimate: \$2,523,337.16

Description of Project:

Demolish existing rest area building, construct new 4 restroom building, car/truck parking reconfiguration, lighting, sidewalks, curbs, picnic tables, and grills on I-94 westbound near Belleville, Wayne County.

Administrative Board Approval Date:	August 15, 2006	
Contract Date:	September 11, 2006	
Original Contract Amount:	\$2,317,777.16	
Total of Overruns/Changes (Approved to Date):	60,700.54	+ 2.62%
Total of Extras/Adjustments (Approved to Date):	135,350.90	+ 5.84%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>12,462.28</u>	<u>+ 0.54%</u>
Revised Total	<u>\$2,526,290.88</u>	+ 9.00%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.46% over the original budget for an **Authorized to Date Amount** of \$2,513,828.60.

Approval of this extra will place the authorized status of the contract 9.00% or \$208,513.72 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 7 r. 1

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

Longitudinal Lane Tie Joint, D	1,341.490 Ft @ \$3.94/Ft	\$5,285.47
Joint, Contraction, C3p	1,275.700 Ft @ \$5.02/Ft	6,404.01
Joint, Expansion, Erg	32.000 Ft @ \$24.15/Ft	772.80
Total		<u>\$12,462.28</u>

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

When the project was set up, three joints were omitted from the plans that are needed to construct the concrete pavement. The contractor was directed to install the following: longitudinal D joint in the 16 foot wide ramps and truck driving lanes, the transverse C3p joints, and Erg joints to tie in to the existing concrete at both ends of the ramps. The extra costs for Longitudinal Lane Tie Joint, D, Joint, Contraction, C3p and Joint, Expansion, Erg were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index.

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 at the March 6, 2007 meeting.

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: FHWA, 90%; State Restricted Trunkline, 10%.

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: 48111.

67. **Extra 2007- 27**

Control Section/Job Number: 25402-52175 Local Agency Project
 State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.
 State Transportation Commission - Does not meet criteria.
 Contractor: Hardman Construction, Inc.
 242 South Brye Road
 Ludington, MI 49431
 Designed By: Rowe Inc.
 Engineer's Estimate: \$2,582,645.00

Description of Project:

Remove and replace bridge with related approach work on Chevrolet Avenue over the Flint River in the City of Flint, Genesee County.

Administrative Board Approval Date:	July 5, 2006	
Contract Date:	July 7, 2006	
Original Contract Amount:	\$2,973,849.30	
Total of Overruns/Changes (Approved to Date):	383,330.72	+ 12.89%
Total of Extras/Adjustments (Approved to Date):	173,886.59	+ 5.85%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>83,127.67</u>	+ <u>2.80%</u>
Revised Total	<u>\$3,614,194.28</u>	+ 21.54%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 18.74% over the original budget for an **Authorized to Date Amount** of \$3,531,066.61.

Approval of this extra will place the authorized status of the contract 21.54% or \$640,344.98 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 9, 13

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

CM 9	
Electrical Service and Light Fixtures	<u>\$32,900.00</u>
Total	<u>\$32,900.00</u>

CM 13		
Masonry and Conc Structure, Rem	5.310 Cyd @ \$77.18/Cyd	\$409.83
Riprap, Plain	35.900 Syd @ \$47.72/Syd	1,713.15
Environmental Soil Testing		<u>48,104.69</u>
Total		<u>\$50,227.67</u>
Grand Total		<u>\$83,127.67</u>

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

CM 9

The lights on the Chevrolet Avenue Bridge and Interpretive Area, along with the power feeds, were to be a part of this contract; this is included in the Memorandum of Agreement between MDOT, FHWA, State of Michigan Historic Preservation Office, Flint Motor Cities Automobile national Heritage Area, and the City of Flint. The utility design and fixture options were not available at the time of bid. This item includes furnishing and installing six decorative light fixtures, installing approximately 450 lineal feet of conduit and the appropriate wiring, service pedestal and meter, service fit-up and permits. It also includes two new globes for the salvaged lights, which were missing at the time of construction. These lights were removed from the bridge and used as a memorial for the sit down strike, this work was included in the original plans but the light globes were missing once construction started. The amount shown represents all known costs from the contractor and the utility company to perform this work. It is stated in dollars in order to provide adjustment depending on the utility company's final invoiced cost. The extra cost for Electrical Service and Light Fixtures was a negotiated cost as per section 103.04 of the 2003 Standard Specifications for Construction and is reasonable when compared to similar items in MDOT's average unit price index and other work completed in the Genesee County area.

CM 13

During construction numerous old concrete foundations were discovered below grade. The contractor was directed to remove the concrete that conflicted with the proposed work. The cost of Masonry and Conc Structure, Rem was originally established on a previous contract modification. It was a negotiated unit price, per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar work per the MDOT Average Unit Price Index. This increase will adjust the previously authorized quantity to the current as-constructed quantity.

To protect the slopes from soil erosion, the contractor was directed to place plain riprap. The cost of Riprap, Plain was originally established on a previous contract modification. It was a negotiated unit price, per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar work per the MDOT Average Unit Price Index. This increase will adjust the previously authorized quantity to the current as-constructed quantity.

Pursuant to the MDEQ permit for this project, a soil sample test was required. Test results indicated elevated lead levels, which required further environmental testing and a mitigation plan to be developed. This modification is to reimburse the contractor for the test costs, which were performed by an environmental engineering firm. The extra cost for Environmental Soil Testing was negotiated in accordance with Section 103.04 of the 2003 Standard Specifications for Construction. It is based on the invoiced cost of having a specialty subcontractor perform this work.

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 at the March 6, 2007 meeting.

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: FHWA, 79.98%; State Restricted Trunkline, 19.99%; City of Flint, 0.03%.

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

Risk Assessment: 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: 48502.

68. **Extra 2007 - 28**

Control Section/Job Number:	82124-60077	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board 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:	HNTB Michigan Inc.	
Engineer's Estimate:	\$16,032,653.84	

Description of Project:

0.47 miles of reconstruction of existing freeway mainline pavement, shoulders, and construction of a new service drive, deck replacement, pin and hanger replacement, beam end repair, and substructure repair on I-96 under Michigan Avenue, construction of a bridge for the Canadian Pacific Railroad over the west service drive of I-75 and I-96, and construction of retaining walls along the service drive in the City of Detroit, Wayne County.

Administrative Board Approval Date:	April 19, 2005	
Contract Date:	April 21, 2005	
Original Contract Amount:	\$16,797,959.91	
Total of Overruns/Changes (Approved to Date):	464,793.54	+ 2.77%
Total of Extras/Adjustments (Approved to Date):	1,075,052.03	+ 6.40%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>29,958.60</u>	+ <u>0.18%</u>
Revised Total	<u>\$18,367,764.08</u>	+ 9.35%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.17% over the original budget for an **Authorized to Date Amount** of \$18,337,805.48.

Approval of this extra will place the authorized status of the contract 9.35% or \$1,569,804.17 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-71	25	\$557,070.00	06/06/06
2006-155	35 r. 3	\$154,952.08	11/07/06

Contract Modification Number(s): 36, 38

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

CM 36		
Specialized Electric Flash Butt Welding		\$8,958.60
Total		<u>\$8,958.60</u>
CM 38		
Budget Storage Fee/American Bridge Manufacturing		\$21,000.00
Total		<u>\$21,000.00</u>
Grand Total		<u>\$29,958.60</u>

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

CM 36

Canadian Pacific Rail Road (CPRR) recommended Electric Flash Butt Welding during Phase I track placement for the permanent track placement in Phase II. CPRR believes this may have been an oversight in the proposal and contract documents, and should have been included as a prerequisite for the placement of permanent track rail for CPRR. MDOT directed the contractor to complete the welding on the permanent track using electric flash butt welding. The original item Construction of Welded Track included welding the track, however, not using this type of welding. The extra cost for Specialized Electric Flash Butt Welding was negotiated in accordance with section 103.04 of the 2003 Standard Specifications for Construction. It is based on the invoiced cost of having a specialty subcontractor perform the work.

CM 38

This project was scheduled to be completed by March 10, 2006. The project includes the construction of a new railroad bridge (X02) for the CPRR over the new service drive/exit ramp from eastbound I-96. This new bridge is to be completed in two stages to allow the continued movement of rail traffic at all times. The first stage of the X02 bridge has been completed, but delays caused by utility interference, a conflict between the middle girder of the first stage of X02 and the earth retention system, the alignment of the temporary tracks, and other issues have delayed the shipment of stage two steel bridge girders for many months. The project office is reviewing the information to determine if the additional costs can be recovered from the designer or other entity. It has been agreed that storage fees for these girders and related components charged by American Bridge Manufacturing beginning in June of 2005 will be reimbursed, as the delays are not the fault of the contractor or the supplier. These fees are \$3,000 per month and a budget of seven months is being set up on this contract modification. There is no room on the project site to store these large girders, which must be delivered by rail car due to limited access to the site. Documentation and invoices from American Bridge Manufacturing to Walter Toebe for the above charges are in the project file. The extra cost for Budget Storage Fee/American Bridge Manufacturing was negotiated in accordance with section 103.04 of the 2003 Standard Specifications for Construction. It is based on the documented invoiced cost from the subcontractor.

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 at the March 6, 2007 meeting.

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: FHWA, 80.00%; State Restricted Trunkline, 17.79%; City of Detroit, 2.21%.

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

Risk Assessment: 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: 48216.

69. **Extra 2007 - 29**

Control Section/Job Number: 82292-83664 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras. This project also has at least one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

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

Contractor: Ajax Paving Industries, Inc.
830 Kirks Blvd., Suite 100
Troy, MI 48084

Designed By: MDOT
Engineer's Estimate: \$3,212,340.46

Description of Project:

8.38 miles of hot mix asphalt cold milling and resurfacing on I-275 from south of the Ecorse Road interchange northerly to the Old M-14 interchange, excluding all structures in between, in Wayne County. This project includes a 3 year pavement performance warranty. A 2006 highway preventive maintenance project.

Administrative Board Approval Date:	May 2, 2006	
Contract Date:	May 5, 2006	
Original Contract Amount:	\$3,098,370.56	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>469,622.27</u>	<u>+ 15.16%</u>
Revised Total	<u>\$3,567,992.83</u>	+ 15.16%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$3,098,370.56.

Approval of this extra will place the authorized status of the contract 15.16% or \$469,622.27 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1

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

Shoulder, CI II, 4 inch, Adj	2,010.000 Syd @ \$1.00/Syd	\$2,010.00
Cold Milling HMA Surface, Adj	474,327.000 Syd @ \$0.51/Syd	241,906.77
HMA, 5E50, Adj	31,930.000 Ton @ \$5.00/Ton	159,650.00
HMA Approach, Adj.	7,203.000 Ton @ \$6.00/Ton	43,218.00
Pavt Repr, Rem, Adj.	155.000 Syd @ \$42.50/Syd	6,587.50
Sign, Type A, Temp, Prismatic, Furn, Adj	150.000 Sft @ \$1.00/Sft	150.00
Sign, Type B, Temp, Prismatic, Furn, Adj	2,400.000 Sft @ \$1.00/Sft	2,400.00
Lighted Arrow, Type C, Furn, Adj	3.000 Ea @ \$100.00/Ea	300.00
Plastic Drum, High Intensity, Lighted, Furn, Adj	800.000 Ea @ \$8.00/Ea	6,400.00
Mobilization, Max.	1.000 LS @ \$7,000.00/LS	7,000.00
Total		<u>\$469,622.27</u>

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

All of the items listed above and included on contract modification 1 are related. During the first few days of construction, the project office received numerous complaints about the backups and other delays due to the construction. During discussions with the Metro Region Traffic and Safety Engineer, it was determined that modifying the traffic control requirements would be the best alternative to reduce the backups and minimize the interference to traffic. The engineer directed the contractor to modify the traffic restrictions in the proposal. In the original bid items, the contractor was allowed to close two lanes of traffic over the entire weekend from Friday at 9:00 p.m. and then reopen the lanes by Monday at 5:00 a.m. This was modified to the following:

- Two lanes in both directions may be closed Monday through Friday from 9:00 p.m. to 5:00 a.m.
- Two lanes in both directions may be closed Friday at 9:00 p.m. to Saturday at 8:00 a.m.
- Two lanes in both directions may be closed Saturday at 8:00 p.m. to Sunday at 9:00 a.m.
- Two lanes in both directions may be closed Sunday at 6:00 p.m. to Monday at 5:00 a.m.

As a result of the significant changes in traffic control, an adjustment is needed to the affected items. This is per Section 103.02 B of the 2003 Standard Specifications for Construction. As a result, the contractor will have to perform many more traffic set ups than were originally anticipated. In addition, a significant reduction in production is expected for both milling and paving as a result of the change.

To allow the contractor to meet the new traffic control restrictions, the concrete patches will be modified. The engineer directed the contractor to remove the concrete and replace it with HMA, in lieu of concrete. This change will allow the areas to be paved and opened to traffic within the new allowed closures requirements.

The contractor has submitted documentation supporting these increases in the unit prices. The extra costs for these items were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's average unit prices and the work now required to complete the items.

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 February 22, 2007, meeting, and are now recommended for approval by the State Administrative Board on March 6, 2007.

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: FHWA, 90%; State Restricted Trunkline, 10%.
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: 48187.

70. **Extra 2007 - 30**

Control Section/Job Number: 33403-54015 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Six-S, Inc.
 2210 Scott Lake Rd.
 Waterford, MI 48328

Designed By: Local Agency
 Engineer's Estimate: \$2,737,804.75

Description of Project:

Construction of a left turn lane, including concrete pavement, aggregate base, concrete curb and gutter, and related items of work on Okemos Road from Sower Boulevard to Mt. Hope Road, road widening from 4 to 5 lanes including concrete curb and gutter, concrete pavement, drainage structures, and related work on Okemos Road from Jolly Road to the Red Cedar River, and sidewalk construction and culvert extension and drainage work on Okemos Road from Heritage Drive to Sower Boulevard, Ingham County.

Administrative Board Approval Date:	June 7, 2005	
Contract Date:	July 15, 2005	
Original Contract Amount:	\$2,725,119.54	
Total of Overruns/Changes (Approved to Date):	175,883.59	+ 6.45%
Total of Extras/Adjustments (Approved to Date):	182,630.70	+ 6.70%
Total of Negative Adjustments (Approved to Date):	(16,790.44)	- 0.62%
THIS REQUEST	<u>6,033.60</u>	<u>+ 0.22%</u>
Revised Total	<u>\$3,072,876.99</u>	+ 12.75%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.53% over the original budget for an **Authorized to Date Amount** of \$3,066,843.39.

Approval of this extra will place the authorized status of the contract 12.75% or \$347,757.45 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 8

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

Pavt Mrkg, Poly Thru & Lt Turn Arrow Sym	1.000 Ea @ \$65.00/Ea	\$65.00
Pavt Mrkg, Polyurea, 18 inch, Stop Bar 2 nd Application	23.000 Ft @ \$3.75/Ft	86.25
Pavt Mrkg, Polyurea, 24 inch, Stop Bar 2 nd Application	12.500 Ft @ \$4.50/Ft	56.25
Pavt Mrkg, Polyurea, 4inch, White	96.000 Ft @ \$1.31/Ft	125.76
Pavt Mrkg, Polyurea, Rt Turn Arrow Sym, 2 nd Application	1.000 Ea @ \$40.00/Ea	40.00
Pavt Mrkg, Regular Dry, 4 inch, White Material Price Adjustment	29,522.000 Ft @ \$0.01/Ft	295.22
Pavt Mrkg, Waterborne, 2 nd Appl, 4" White	7,780.000 Ft @ \$0.07/Ft	544.60
Pavt Mrkg, Waterborne, 2 nd Appl, 4" Yellow	22,074.000 Ft @ \$0.07/Ft	1,545.18
Rem Spec Mrkg	2,073.000 Sft @ \$1.58/Sft	3,275.34
Total		<u>\$6,033.60</u>

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

The project was extended for restoration in the spring and a second application of all pavement markings was required prior to completion of the job. Due to late season pavement marking, regular dry was used instead of waterborne. The extra cost for each of the items--Pavt Mrkg, Poly, Thru & Lt Turn Arrow Sym, Pavt Mrkg, Polyurea, 18 inch, Stop Bar 2nd Application, Pavt Mrkg, Polyurea, 24 inch, Stop Bar 2nd Application, Pavt Mrkg, Polyurea, 4inch, White, Pavt Mrkg, Polyurea, Rt Turn Arrow Sym, 2nd Application, Pavt Mrkg, Regular Dry, 4 inch, White Material Price Adjustment, Pavt Mrkg, Waterborne, 2nd Appl, 4" White and Pavt Mrkg, Waterborne, 2nd Appl, 4" Yellow was negotiated per Section 103.04 of the Standard Specifications for Construction. The costs were deemed reasonable when compared with the original bid items and MDOT's Average Unit Price Index.

The project did not originally have removal of the curing compound set up. The contractor was directed to remove the curing compound for the special markings so they would stick to the new pavement. The extra cost for Rem Spec Mrkg was negotiated per Section 103.04 of the Standard Specifications for Construction. The cost was deemed reasonable when compared with the original bid items and MDOT's Average Unit Price Index.

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

This Extra is now recommended for approval by the State Administrative Board at its March 6, 2007, meeting.

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: FHWA, 80%; Ingham County, 20%.

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

Risk Assessment: 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: 48864.

71. **Extra 2007 - 31**

Control Section/Job Number: 44448-83071 Local Agency Project

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

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

Contractor: Champagne and Marx Excavating, Inc.
1445 Liberty Road
Saginaw, MI 48604

Designed By: Davis Land Surveying & Engineering PC
Engineer's Estimate: \$492,652.75

Description of Project:

0.57 miles of crushing and shaping, widening lanes, adding turn lanes, ditching, and hot mix asphalt paving on Daley Road from M-24 to Farnsworth, Lapeer County.

Administrative Board Approval Date:	September 6, 2005	
Contract Date:	October 19, 2005	
Original Contract Amount:	\$591,507.35	
Total of Overruns/Changes (Approved to Date):	118,387.76	+ 20.01%
Total of Extras/Adjustments (Approved to Date):	45,479.81	+ 7.69%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>47,853.42</u>	<u>+ 8.09%</u>
Revised Total	<u>\$803,228.34</u>	+ 35.79%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 27.70% over the original budget for an **Authorized to Date Amount** of \$755,374.92.

Approval of this extra will place the authorized status of the contract 35.79% or \$211,720.99 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3

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

Aggregate, 21AA	614.910 Ton @ \$16.50/Ton	\$10,146.02
Aggregate, 1x3	868.130 Ton @ \$16.50/Ton	14,324.15
Subgrade Undercutting, Type 1	1,256.800 Cyd @ \$8.50/Cyd	10,682.80
Underdrain, Subgrade, 4 inch	1,939.000 Ft @ \$6.55/Ft	<u>12,700.45</u>
Total		<u>\$47,853.42</u>

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

Due to soft-grade conditions in some areas, several actions were needed to correct them. Some areas needed to be undercut and/or have the water drained from the subgrade. The contractor was directed to undercut some of the areas and backfill the undercuts with either 21AA or a 1x3 inch stone. If the undercut indicated the area might also have some water concerns, it was backfilled with 1x3 stone and an underdrain was added. If water would not be a concern, or the area could not be drained, the area was backfilled with 21AA.

The extra costs for Aggregate, 21AA New Item, Aggregate, 1X3 New Item, Subgrade Undercutting, Type I New Item and Underdrain, Subgrade, 4 inch New Item were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. These costs were deemed reasonable when compared with similar items of work in the area and MDOT's Average Unit Price Index.

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 February 22, 2007, meeting, and is now recommended for approval by the State Administrative Board on March 6, 2007.

- 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:** FHWA, 81.85%; Lapeer County, 18.15%.
- Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
- Risk Assessment:** 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:** 48446.

72. **Extra 2007 - 32**

Control Section/Job Number: 63101-54301 MDOT Project

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

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

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

Designed By: Hubbell, Roth & Clark, Inc.
Engineer's Estimate: \$17,951,174.95

Description of Project:

2,047 meters of interchange construction along with eastbound off-ramp and westbound on-ramp construction, 280 meters of reconstruction of American Drive, 288 meters of reconstruction on Center Road, drainage work along the Peterson and Pernick drains, 623 meters of bridge reconstruction, widening, and approach work on I-696/M-10 at the Franklin Road interchange, on eastbound I-696 to southbound M-10, on Franklin Road over I-696, on American Drive west of Franklin Road, on Center Road north of 11 Mile Road, along with 1,537 meters of road reconstruction and widening on 11 Mile Road west of Franklin Road, in the City of Southfield, Oakland County.

Administrative Board Approval Date:	March 7, 2006	
Contract Date:	March 10, 2006	
Original Contract Amount:	\$14,602,245.67	
Total of Overruns/Changes (Approved to Date):	(1,436,805.02)	- 9.84%
Total of Extras/Adjustments (Approved to Date):	1,432,030.04	+ 9.81%
Total of Negative Adjustments (Approved to Date):	(1,200.00)	- 0.01%
THIS REQUEST	<u>166,490.42</u>	<u>+ 1.14%</u>
Revised Total	<u>\$14,762,761.11</u>	+ 1.10%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.04% under the original budget for an **Authorized to Date Amount** of \$14,596,270.69.

Approval of this extra will place the authorized status of the contract 1.10% or \$160,515.44 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-104	2	\$1,409,780.04	08/01/06

Contract Modification Number(s): 3, 5 r.1, 6 r.1, 7, 8 r.1, 9, 10, 11, 12 r.1, 13, 14

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

CM 3

Drain Permit Reimbursement – I, Pernick & Peterson Drains		<u>\$6,800.00</u>
Total		<u>\$6,800.00</u>

CM 5

Dr Structure, Tap, 150mm	2.000 Ea @ \$215.00/Ea	\$430.00
Pavt Gapping	200.000 m @ \$80.85/m	<u>16,170.00</u>
Total		<u>\$16,600.00</u>

CM 6

Street Lights – Rem & Replacement DTE Energy		\$4,536.46
Guardrail, Type T Additional – For Ramp A Ditchline		<u>5,750.00</u>
Total		<u>\$10,286.46</u>

CM 7

Sanitary Sewer Permit – Reimbursement		\$1,150.00
Dr Structure Cover, Adj, Case 1 – Modified	1.000 Ea @ \$564.00/Ea	<u>564.00</u>
Total		<u>\$1,714.00</u>

CM 8

Dr Structure, Tap, 150mm	3.000 Ea @ \$215.00/Ea	\$645.00
Manhole Riser	4.341 m @ \$648.00/m	2,812.97
Pedestrian Base and Shaft – RCOC	1.000 Ea @ \$1,755.60/Ea	1,755.60
Pedestrian Foundation – RCOC	1.000 Ea @ \$1,310.40/Ea	1,310.40
Suspended Box System – Modified		1,454.25
Dr Str, Add Depth 1200 dia, 2401-4500	3.730 m @ \$491.02/m	1,831.50
Dr Str, Add Depth 1200 dia, 4501 or more	3.000 m @ \$541.40/m	1,624.20
Dr Str, Add Depth 1500 dia, 2401-4500	1.000 m @ \$609.10/m	609.10
Dr Str, Add Depth 1500 dia, 4501 or more	2.000 m @ \$667.81/m	1,335.62
Fen, 1800mm Chain Link, W/3 Barbed Wire – Modified	283.000 m @ \$62.73/m	17,752.59
Geotextile, Stabilization	927.000 m2 @ \$2.81/m2	<u>2,604.87</u>
Total		<u>\$33,736.10</u>

CM 9

Dr Structure Cover – Adj, Case 1 – Modified	2.000 Ea @ \$564.00/Ea	\$1,128.00
Fen, 1800mm Chain Link, W/3 Barbed Wire – Modified	3.000 m @ \$62.73/m	188.19
Fen Gate, 4800mm for 1500mm Chain Link Fen	1.000 Ea @ \$1,417.95/Ea	1,417.95
Fence, Temp	83.000 m @ \$13.12/m	<u>1,088.96</u>
Total		<u>\$3,823.10</u>

CM 10

Manhole Riser	1.620 m @ \$648.00/m	\$1,049.76
Special Struct. No. 1 Tie-in connections		28,100.00
Service Rack, DTE Meter Can	1.000 Ea @ \$1,394.40/Ea	1,394.40
Conduit, Schedule 80 PVC, 50mm, Structure	265.000 m @ \$30.56/m	8,098.40
Total		<u>\$38,642.56</u>

CM 11		
Replacement of Damaged Lights	115.000 Ea @ \$15.00/Ea	<u>\$1,725.00</u>
Total		<u>\$1,725.00</u>
 CM 12		
Conduit, DB, 1, 31mm – PVC Schedule 80	30.170 m @ \$24.15/m	728.61
Pedestal, Alum, Pedestrian Pushbutton	5.000 Ea @ \$1,125.60/Ea	5,628.00
Span Wire – Unlashed	1.000 Ea @ \$2,167.20/Ea	<u>2,167.20</u>
Total		<u>\$8,523.81</u>
 CM 13		
Freight Charges for Re-steel Delivery		<u>\$411.50</u>
Total		<u>\$411.50</u>
 CM 14		
Subgrade Undercutting, Type IV	298.500 m3 @ \$65.95/m3	\$19,686.08
Culv End Sect, Conc 400mm	1.000 Ea @ \$639.58/Ea	639.58
Sewer, CI C76M IV, 400mm, Tr Det B	5.000 m @ \$511.10/m	2,555.50
Dr Structure, 1500mm dia	1.000 Ea @ \$1,983.01/Ea	1,983.01
RPM Lenses, Remove	116.000 Ea @ \$15.67/Ea	1,817.72
Culv End Sect, 375mm, Conc	2.000 Ea @ \$584.35/Ea	1,168.70
Culv End Sect, Metal 300mm	4.000 Ea @ \$520.00/Ea	2,080.00
Dr Marker Post	18.000 Ea @ \$25.00/Ea	450.00
Gate Well, 1.5m	1.000 Ea @ \$3,235.74/Ea	3,235.74
Geotextile, Stabilization – Modified	2,220.530 m2 @ \$2.81/m2	6,239.69
Mulch Blanket High Velocity 100% City Portion	1,160.660 m2 @ \$2.01/m2	2,332.93
Sewer Bulkhead, 450mm	1.000 Ea @ \$249.07/Ea	249.07
Sewer, Rem, Over 1200mm	9.950 m @ \$104.63 m	1,041.07
Water Shutoff, Adj	3.000 Ea @ \$249.60/Ea	<u>748.80</u>
Total		<u>\$44,227.89</u>
 Grand Total		 <u>\$166,490.42</u>

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

CM 3

Section 107.02 of the 1996 Standard Specifications for Construction requires MDOT to reimburse the contractor for permits and licenses. The extra, Drain Permit Reimbursement – I Pernick & Peterson Drains, will reimburse the contractor for the cost of the permits.

CM 5

The project was set up with 150mm underdrain; however, it did not have the outlet for the drains set up. The contractor was directed to tap the underdrain into an existing structure. The extra cost for Dr Structure, Tap, 150mm was negotiated per Section 103.04 of the Standard Specifications for Construction. The cost was deemed reasonable when compared with the original bid items and MDOT's Average Unit Price Index.

The contractor was directed to gap areas of the pavement to allow access to commercial and industrial driveways. The extra cost for Pavt Gapping was negotiated per Section 103.04 of the Standard Specifications for Construction, and included drilling and installing pavement ties. The cost was deemed reasonable when compared with the original bid items and MDOT's Average Unit Price Index for similar work.

CM 6

DTE Energy had several street light poles in the middle of the American Drive roadway that had to be relocated to complete the work. The contractor was directed to compensate DTE Energy for the relocation work. The extra cost for Street Lights - Rem & Replacement DTE Energy was negotiated per Section 103.04 of the Standard Specifications for Construction and is based on invoices submitted by DTE Energy.

The newly constructed Pernick Drain is a very deep ditch. Although the slopes meet the current standards, the significant depth of this drain justifies placing guardrail along the area. The item Guardrail, Type T Additional – For Ramp A Ditchline, is based on an original item that was inadvertently set up as an extra. The cost was deemed reasonable because it matches the original bid cost.

CM 7

Section 107.02 of the 1996 Standard Specifications for Construction requires MDOT to reimburse the contractor for permits and licenses. The extra, Sanitary Sewer Permit – Reimbursement, will reimburse the contractor for the cost of the permits for the 375mm sewer at Franklin Road and westbound I-696.

An existing SBC vault was encountered on southbound Franklin Road, north of I-696, that conflicted with proposed construction. The contractor was directed to lower the vault cover, which had to be lowered by hand methods due to being a precast concrete unit. The extra cost for Dr Structure Cover, Adj, Case 1 - Modified, is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction. This item was also increased on contract modification number 9.

CM 8

The contract was set up for the item MH, Precast Tee, Cl IV, 1800mm, but it did not provide for the extension to bring the manhole up to grade. The contractor was directed to extend the manhole up to the proper grade. The extra cost for Manhole Riser was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index.

The pedestrian signal for the intersection of Franklin Road and American Drive was originally set up to be mounted on a new strain pole. Due to numerous existing utilities at the proposed strain pole location, the strain pole was moved back until a location was found without a utility conflict. Due to this change, the pedestrian signal would not have been seen if attached to the strain pole. The contractor was directed to supply and install a foundation and base for the pedestrian signal. The extra cost for Pedestrian Base and Shaft – RCOC and Pedestrian Foundation – RCOC was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index.

At the intersection of Franklin and Beck Roads (southeast quadrant) numerous utilities were located at the proposed foundation. The contractor was directed to use an existing wood pole located in the area. Due to the location of the existing wood pole, a suspended box system was needed to place the traffic signal at the correct location. The extra cost for Suspended Box System – Modified was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to the work required and similar types of work in MDOT's Average Unit Price Index.

The contract was set up for new drainage structures sized at 1200mm and 1500mm. On the ramp from Franklin Road to westbound I-696 the depth was greater than the standard items cover. The contractor was directed to install the drainage structures at the proper depth, which required the use of the following additional pay items; Dr Str, Add Depth 1200 dia, 2401-4500, Dr Str, Add Depth 1200 dia, 4501 or more, Dr Str, Add Depth 1500 dia, 2401-4500 and Dr Str, Add Depth 1500 dia, 4501 or more. The extra cost for Dr Str, Add Depth 1200 dia, 2401-4500, Dr Str, Add Depth 1200 dia, 4501 or more, Dr Str, Add Depth 1500 dia, 2401-4500 and Dr Str, Add Depth 1500 dia, 4501 or more was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index.

The chain link fence that separates the right-of-way and the property owned by the Road Commission of Oakland County was set up to be replaced. The original fence was 1800mm chain link with a 3 strand barb wire; the proposed fence was 1500mm chain link without barbed wire. The county requested that the fence be replaced in kind. The contractor was directed to install 1800mm chain link fencing with 3 strand barb wire. The extra cost for Fen, 1800mm Chain Link,W/3 Barbed Wire - Modified was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index. This item was also increased on contract modification number 9. At the completion of the project, there will be an offsetting amount based on the actual amount of 1500mm chain link fence installed.

To provide additional stabilization, MDOT recommended that a geotextile stabilization blanket be placed at the bottom of the undercut areas. The engineer directed the contractor to complete this work. The extra cost for Geotextile, Stabilization was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index.

CM 9

MDOT maintenance requested a fence gate to be placed for future clean-out of the Pernick Drain. This will provide access to the site for maintenance equipment. The extra cost for Fen Gate, 4800mm, for 1500mm Chain Link Fen was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index.

MDOT directed the contractor to install a temporary fence around the Franklin Road bridge to protect pedestrian traffic from the construction area. The extra cost for Fence, Temp was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index.

CM 10

The 3000mm X 1500mm box culvert that replaced a portion of the ditch and existing drainage of the Pernick Drain crossed the roadway at a skewed angle, as per plan. To tie into a newly constructed 1800mm storm sewer and an existing 1525mm storm sewer on the northeast quadrant of I-696 and Franklin Road, a Special Structure #1 was set up per plan. However, due to existing conditions of the 1525mm storm sewer, a second special structure was needed to align and connect this 1525mm sewer, 1800mm sewer, and then connect into the Special Structure #1. The contractor was directed by the engineer to construct a special tie in structure. The extra cost for Special Struct. No. 1 Tie-in connections is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

To increase the electrical current for freeway lighting and add a new DTE meter the contractor was directed to install a new service rack. This was discussed with MDOT electrical/lighting staff and is necessary at the entrance ramp to westbound I-696 from Franklin Road. It will correct the voltage drop that would have negatively impacted freeway lighting. The extra cost for Service Rack, DTE Meter Can was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to the work required and similar types of work in MDOT's Average Unit Price Index, and on other projects.

At the request of DTE, the engineer directed the contractor to install schedule 80, 50mm PVC conduit in the bridge structure in lieu of the 75 mm per plans. This will provide additional concrete cover for the conduit, without any impact to the electrical supply. The extra cost for Conduit, Schedule 80 PVC, 50mm, Structure was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to the work required and similar types of work in MDOT's Average Unit Price Index and on other projects. This contract modification also includes a reduction in the original item totaling (\$8,745).

CM 11

Section 812.04 of the 1996 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15.00 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device that the light is mounted to, and does not exceed \$15.00 per light. Lights on plastic drums are used to direct and control traffic in the work zone, and are sometimes damaged by passing motorists. The extra work item Replacement of Damaged Lights will reimburse the contractor for damaged lights at the maximum rate of \$15.00 per light, as the traffic control device unit cost was over \$15.00.

CM 12

To keep the pedestrian signal push button within the required 18 inches or less from the sidewalk, the contractor was directed to install an aluminum pedestal and associated conduit to relocate the push buttons. The extra cost for Conduit, DB, 1, 31mm – PVC Schedule 80 and Pedestal, Alum, Pedestrian Pushbutton was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to the work required and similar types of work in MDOT's Average Unit Price Index, and on other projects.

To complete the wiring for the new pedestrian signals, the span wire that was previously lashed had to be unlash to add the pedestrian signal from the new location back to the controller cabinet. The contractor was directed to unlash the span wire to complete this extra work. The extra cost for Span Wire – Unlashed is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

CM 13

The plans correctly detailed the spacing and reinforcement bar sizes, but the number of bars was miscalculated. Due to this error in the quantity of reinforcement steel required for the project, additional reinforcement steel needed to be ordered and delivered to the project. This required the reinforcement steel supplier to make another trip to deliver the additional reinforcement steel to keep the project going. The extra cost for Freight Charges for Re-steel Delivery was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is based on the invoice from the steel supplier.

CM 14

While reconstructing Franklin Point from station 10+219 to 10+016, the contractor was directed to complete an undercut due to unstable wet subgrade material. This was completed and backfilled, with 1.5" x 3" aggregate; and geotextile stabilization material was also used for the undercut areas. The extra cost for Subgrade Undercutting, Type IV and Geotextile, Stabilization – Modified was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to similar types of work in MDOT's Average Unit Price Index.

An existing storm sewer had to be extended for the project; however, the plans indicated the wrong size for the pipe. The contractor was directed to match the existing size of the pipe 400mm with the new pipe and end section. The extra cost for Culv End Sect, Conc 400mm and Sewer, Cl C76M IV, 400mm, Tr Det B was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to similar types of work in MDOT's Average Unit Price Index.

The contractor was directed to install a drainage structure to connect the existing 1500mm sewer to the new sewer system at station 12+400 westbound I-696 entrance ramp. The extra cost for Dr Structure, 1500mm dia was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to similar types of work in MDOT's Average Unit Price Index.

The contractor was directed to remove the raised pavement marker lenses to prevent damage during diamond grinding the pavement. The extra cost for RPM Lenses, Remove was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to similar types of work in MDOT's Average Unit Price Index.

The contractor was directed to provide an area for the surface water to drain from the ditch over the Pernick Drain. This required the contractor to install two 375mm end sections. The extra cost for Culv End Sect, 375mm, Conc was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to similar types of work in MDOT's Average Unit Price Index.

The ditches under the Franklin Road bridge were too close to I-696 traffic. The contractor was directed to install four culvert end sections on the 300mm pipe to move the ditch further out and eliminate a traffic hazard. The extra cost for Culv End Sect, Metal 300mm was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to similar types of work in MDOT's Average Unit Price Index.

The contract was not set up with the drainage marker post. The contractor was directed to supply and install the drainage markers for the underdrain and outlet end sections. The extra cost for Dr Marker Post was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to similar types of work in MDOT's Average Unit Price Index.

The contractor was directed to install a gate well to connect the existing waterline to the new replaced waterline at station 8+462 on westbound I-696. The extra cost for Gate Well, 1.5m was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to similar types of work in MDOT's Average Unit Price Index.

To control soil erosion in the area behind the curb to the sidewalk, the contractor was directed to place high velocity mulch blanket on eastbound American Drive. This extra work is 100 percent funded by the City of Southfield. The extra cost for Mulch Blanket High Velocity 100% City Portion was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to similar types of work in MDOT's Average Unit Price Index.

At station 8+550 westbound I-696 the sewer was abandoned and needed to be bulkheaded. The contractor was directed to bulkhead the sewer at this location. The extra cost for Sewer Bulkhead, 450mm was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to similar types of work in MDOT's Average Unit Price Index.

The existing 1500mm sewer was in conflict with drainage structure 5B. The contractor was directed to remove the 1500mm sewer and tie it into the structure at station 12+439 westbound I-696 entrance ramp from Franklin Road. The extra cost for Sewer, Rem, Over 1200mm was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to similar types of work in MDOT's Average Unit Price Index.

The contractor was directed to adjust the water shutoffs at three locations to the westbound I-696 ramp grades as stations 8+520, 8+650, and 8+600. The extra cost for Water Shutoff, Adj was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to similar types of work in MDOT's Average Unit Price Index.

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 February 22, 2007, meeting, and are now recommended for approval by the State Administrative Board on March 6, 2007.

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: FHWA, 75.32%; State Restricted Trunkline, 16.57%; City of Southfield, 8.01%; SBC Communications, 0.10%.

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: 48037.

73. **Extra 2007 - 33**

Control Section/Job Number: 82051-48539 MDOT Project

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

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

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

Designed By: Parsons Brinckerhoff, Inc.
Engineer's Estimate: \$871,660.33

Description of Project:

Superstructure replacement and approach work on US-24, over Silver Creek in the city of Flat Rock, Monroe County.

Administrative Board Approval Date:	December 20, 2005	
Contract Date:	January 19, 2006	
Original Contract Amount:	\$774,880.74	
Total of Overruns/Changes (Approved to Date):	(11,040.00)	- 1.42%
Total of Extras/Adjustments (Approved to Date):	86,670.00	+ 11.18%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>1,050.00</u>	<u>+ 0.14%</u>
Revised Total	<u>\$851,560.74</u>	+ 9.90%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.76% over the original budget for an **Authorized to Date Amount** of \$850,510.74.

Approval of this extra will place the authorized status of the contract 9.90% or \$76,680.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-138	3 r. 1	\$40,940.00	10/03/06
2006-158	4 r. 1	\$5,730.00	11/07/06

Contract Modification Number(s): 6

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

Tree Rem and Clearing	1.000 LS @ \$1,050.00/LS	<u>\$1,050.00</u>
Total		<u>\$1,050.00</u>

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

To properly install the permanent steel sheet pile wing walls and box culvert, the area had to be cleared. The contractor was directed to perform tree removal, including the stump, and clearing on the west end of the proposed box culvert. The extra cost for Tree Rem and Clearing was negotiated in accordance with section 103.04 of the 2003 Standard Specifications for Construction. It is based on the invoiced cost of having a subcontractor perform this work.

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 February 22, 2007, meeting, and is now recommended for approval by the State Administrative Board on March 6, 2007.

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: FHWA, 80%; State Restricted Trunkline, 20%.

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

Risk Assessment: 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: 48134.

74. **Extra 2007 - 34**

Control Section/Job Number: 82123-52803 MDOT Project

State Administrative Board: This project exceeds the 6% Ad Board limit for reviewing extras. This project also has at least one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission: This project has at least one extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.

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

Designed By: MDOT
Engineer's Estimate: \$87,017,186.71

Description of Project:

7.04 miles of pavement reconstruction, cold milling and resurfacing, and 35 structure rehabilitations on I-96 from west of M-39 to Roosevelt Street in the city of Detroit, Wayne County.

Administrative Board Approval Date:	February 15, 2005	
Contract Date:	February 15, 2005	
Original Contract Amount:	\$80,526,088.08	
Total of Overruns/Changes (Approved to Date):	(4,133,361.05)	- 5.13%
Total of Extras/Adjustments (Approved to Date):	5,415,472.55	+ 6.73%
Total of Negative Adjustments (Approved to Date):	(31,767.50)	- 0.04%
THIS REQUEST	<u>627,185.75</u>	<u>+ 0.78%</u>
Revised Total	<u>\$82,403,617.83</u>	+ 2.34%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.56% over the original budget for an **Authorized to Date Amount** of \$81,776,432.08.

Approval of this extra will place the authorized status of the contract 2.34% or \$1,877,529.75 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-73	1 r.1	\$380,033.85	07/05/05
2005-87	10	\$178,928.00	08/02/05
2005-97	11 r.1, 12	\$336,851.70	09/06/05
2005-98	6 r.3, 9	\$1,014,054.30	09/06/05
2005-126	16 r.1	\$455,972.00	11/01/05
2005-148	34 r.3	\$629,562.35	12/06/05
2006-25	46 r.1	\$305,457.15	03/07/06
2006-34	50 r.1	\$189,280.00	03/21/06
2006-60	63 r.1	\$474,626.25	06/06/06
2006-79	69 r.1, 77 r.1	\$190,144.73	06/20/06
2006-96	80	\$122,942.53	07/05/06
2006-135	86 r.2, 92	\$227,022.64	09/19/06
2006-153	93 r.2, 95, 98, 101	\$62,961.60	11/07/06
2006-172	102 r.1, 103	\$118,656.76	12/19/06

Contract Modification Number(s): 100 r.4, 108 r.1

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

CM 100

Install Salvaged Luminaire	12.000 Ea @ \$147.00/Ea	\$1,764.00
Freeway Lighting Force Accounting		95,187.68
Traffic Signal Repair		938.67
Buried Man Hole, Located and Adjust		6,031.44
Davison Underbridge Ltg Repair		<u>5,092.77</u>
Total		<u>\$109,014.56</u>

CM 108

Lighted Arrow, Type C, Furn Adjustment		\$224.75
Within Authorized Extension of Time		
Minor Traffic Device Adjustment Within		517,721.69
Authorized Extension of Time		
Lighted Arrow, Type C, Standby Adjustment		\$224.75
Within Authorized Extension of Time		
Total		<u>\$518,171.19</u>

Grand Total

\$627,185.75

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

CM 100

The extra work item Install Salvaged Luminaire was previously established on a contract modification. This increase will adjust the previously authorized quantity to the current as-constructed quantity. Due to severe deterioration of the existing luminaries, the contractor was directed to install salvaged luminaries. The extra cost for Install Salvaged Luminaire was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

There were many outages of the freeway lighting system during the construction of this project that could not be directly attributed to on going construction activities. Some of the trouble concerned load centers that would malfunction, causing long stretches of freeway lighting to go dark. When these frequent outages occurred, MDOT directed the contractor to troubleshoot, purchase material and repair the existing freeway lighting system for the safety of the traveling public. The extra cost for Freeway Lighting Force Account is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Due to a deteriorated condition, there were occasions when the traffic signal at Grand River Avenue and the I-96 service road would go into flash mode. When these problems occurred, MDOT directed the contractor to troubleshoot and reset the controller to keep traffic moving. The extra cost for Traffic Signal Repair is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

While attempting to install traffic signal wiring at M-5 (Grand River Avenue) and I-96, a buried electric manhole was found. The manhole was not identified to be adjusted on the project drawings and was buried under the existing HMA pavement. MDOT directed the contractor to locate, expose and adjust the manhole cover. The extra cost for Buried Manhole, Locate and Adjust is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Nine light standards were knocked down by vehicular traffic during construction along I-96. MDOT directed the contractor to replace the light poles and associated hardware from MDOT's salvaged inventory, transport this material to the job site, and install these light standards at the knockdown locations. There are no offsetting original line items for this extra work. The extra cost for Freeway Lighting Traffic Damage is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The existing underbridge lighting system at Davison over I-96 was in an extremely deteriorated condition. MDOT directed the contractor to repair the existing underbridge lighting for the safety of the traveling public. The extra cost for Davison Underbridge Ltg Repair is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 108

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 112 days without the assessment of liquidated damages. Traffic control devices were required during the extended time frame. A contract adjustment was calculated per the specification section listed above. Therefore, the costs for Lighted Arrow, Type C, Furn Adjustment Within Authorized Extension Of Time, Lighted Arrow Type C Standby Adjustment Within Authorized Extension Of Time and Minor Traffic Device Adjustment Within Authorized Extension Of Time were each determined as a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

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 February 22, 2007, meeting, and are now recommended for approval by the State Administrative Board on March 6, 2007.

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: FHWA, 87.98%; State Restricted Trunkline, 10.92%; City of Detroit, 1.10%.

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: 48204, 48223, 48227, 48238.

75. **Extra 2007 - 35**

Control Section/Job Number: 82192-51514 MDOT Project

State Administrative Board: This project exceeds the 6% Ad Board limit for reviewing extras. This project also has at least one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission: This project exceeds the 10% Commission limit for reviewing extras. This project also has related extras that exceed the \$250,000 Commission limit for reviewing extras.

Contractor: Posen Construction, Inc.
50500 Design Lane
Shelby Twp., MI 48315

Designed By: Wilcox Professional Services, LLC
Engineer's Estimate: \$9,676,283.55

Description of Project:

Two bridge replacements, two superstructure replacements, and approach work on M-39 under Rotunda Avenue, under Paul Avenue, under Warren Avenue, and under Tireman Avenue in the cities of Detroit and Dearborn, Wayne County.

Administrative Board Approval Date:	September 30, 2005	
Contract Date:	October 20, 2005	
Original Contract Amount:	\$9,038,700.67	
Total of Overruns/Changes (Approved to Date):	457,696.17	+ 5.06%
Total of Extras/Adjustments (Approved to Date):	135,578.72	+ 1.50%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>500,000.00</u>	+ 5.53%
Revised Total	<u>\$10,131,975.56</u>	+ 12.09%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.56% over the original budget for an **Authorized to Date Amount** of \$9,631,975.56.

Approval of this extra will place the authorized status of the contract 12.09% or \$1,093,274.89 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: none

Contract Modification Number(s): 6 r.3

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

Extra-Budget Force Account For Access Shaft	<u>\$500,000.00</u>
Total	<u>\$500,000.00</u>

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

Due to settling of the pavement near the bridges on M-39, the contractor was directed to install an access shaft to determine the cause of the settling. In this area of M-39, a very large (ten foot diameter) sewer system runs along the shoulder of M-39 near the northbound lanes. The large sewer has been relocated, tied into, and had lines abandoned over the years. It is thought that a four foot and five foot abandoned line may be leaking and pulling base material from under the freeway in this area. Once the access shaft is complete and access is gained to the abandoned lines in the area, it will be determined if they are the cause of the settlement and they will be filled with flowable fill to prevent further settlement of the roadway.

Due to the depth of the lines (between 20 and 25 feet deep), normal excavation techniques would not be feasible due to the size of the excavation required to reach this depth. This extra is a budget amount set up to pay the contractor based on force account records. The extra cost for Extra-Budget Force Account For Access Shaft is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

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

This Extras was recommended for approval by the State Transportation Commission at its February 22, 2007, meeting, and are now recommended for approval by the State Administrative Board on March 6, 2007.

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: FHWA, 81.85%; State Restricted Trunkline, 15.98%; City of Detroit, 2.17%.

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

Risk Assessment: 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: 48223.

OVERRUNS

76. **Overrun 2007 - 06**

Control Section/Job Number: 47064-M60507 MDOT Project

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

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

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

Designed By: MDOT
Engineer's Estimate: \$109,460.94

Description of Project:

Hot mix asphalt patch removal, concrete deck patching, hot mix asphalt overlay, and expansion joint replacement on US-23 northbound over I-96 westbound, Livingston County.

Administrative Board Approval Date:	September 6, 2005	
Contract Date:	October 3, 2005	
Original Contract Amount:	\$146,705.87	
Total of Overruns/Changes (Approved to Date):	14,670.58	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	(500.00)	- 0.34%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>19,947.00</u>	+ <u>13.60%</u>
Revised Total	<u>\$180,823.45</u>	+ 23.26%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.66% over the original budget for an **Authorized to Date Amount** of \$160,876.45.

Approval of this overrun will place the authorized status of the contract 23.26% or \$34,117.58 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:

Scarifying	997.350 Syd @ \$20.00/Syd	<u>\$19,947.00</u>
Total		<u>\$19,947.00</u>

Reason(s) for Overrun(s):

The project was designed to have the deck scarified to a depth of 0.5 inches. The pay item for Scarifying is set up for each 0.25 inches. The engineer directed the contractor to scarify the deck to the planned 0.5 inches, which caused an overrun in the original bid item Scarifying.

This work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its February 22, 2007 meeting, and is now recommended for approval by the State Administrative Board on March 6, 2007.

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

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

Funding Source: State Restricted Trunkline, 100%.

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

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

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

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

Zip Codes: 48114.

77. **Overrun 2007 - 07**

Control Section/Job Number: 06609-80543 Local Agency Project

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

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

Contractor: Bilacic Trucking, Inc.
2172 East Huron Road – US Hwy 23
Au Gres, Michigan 48703

Designed By: Shellenbarger Engineering and Surveying, P.C.
Engineer's Estimate: \$158,006.59

Description of Project:

Intersection reconstruction, including hot mix asphalt paving, concrete curb and gutter, sidewalks, and drainage improvements, on Main Street at US-23, in the City of AuGres, Arenac County.

Administrative Board Approval Date:	October 18, 2005	
Contract Date:	October 21, 2005	
Original Contract Amount:	\$180,751.50	
Total of Overruns/Changes (Approved to Date):	18,075.15	+ 10.00 %
Total of Extras/Adjustments (Approved to Date):	9,100.50	+ 5.03 %
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00 %
THIS REQUEST	<u>11,250.00</u>	<u>+ 6.22 %</u>
Revised Total	<u>\$219,177.15</u>	+ 21.25 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.03% over the original budget for an **Authorized to Date Amount** of \$207,927.15.

Approval of this overrun will place the authorized status of the contract 21.25% or \$38,425.65 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:

Dr Structure, 24 inch dia	4.00 Ea @ \$1,500.00/Ea	\$6,000.00
HMA Approach	70.00 ton @ \$75.00/ton	<u>5,250.00</u>
Total		<u>\$11,250.00</u>

Reason(s) for Overrun(s):

The project was originally designed with six 24 inch diameter drainage structures, but only four were included in the bid sheet. This accounts for two of the overrun drainage structures. For the other two, one of the 48 inch diameter drainage structures was changed to a 24 inch diameter, while an additional 24 inch diameter structure was added in the curb line at the spring point to help drainage. This caused an overrun in the original bid item Dr Structure, 24 inch dia.

The project was originally designed to have the paving end 16 feet from the centerline of US-23. To provide a suitable transition and pavement depth, this area was increased to within 8 feet of the centerline of US-23. This required the use of the additional HMA Approach causing an overrun in the original bid item.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its February 22, 2007, meeting, and is now recommended for approval by the State Administrative Board on March 6, 2007.

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

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

Funding Source: FHWA, 80%; City of AuGres, 20%.

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

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

Cost Reduction: The price has been fixed by contract.

Selection: Invitational bid with the low bid being selected.

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

Zip Codes: 48703

78. **Overrun 2007 – 08**

Control Section/Job Number: 09032-85458 MDOT Project

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

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

Contractor: Lois Kay Contracting Co.
3046 Carrollton Road
Saginaw, MI 48604

Designed By: MDOT
Engineer's Estimate: \$64,040.48

Description of Project:

0.02 miles of roadway reconstruction including hot mix asphalt surfacing for railroad approaches on M-13 at the Huron and Eastern railroad crossing from south of the crossing to north of the crossing in the City of Bay City, Bay County.

Administrative Board Approval Date:	August 15, 2006	
Contract Date:	September 11, 2006	
Original Contract Amount:	\$65,566.88	
Total of Overruns/Changes (Approved to Date):	6,556.69	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>13,440.00</u>	+ <u>20.50%</u>
Revised Total	<u>\$85,563.57</u>	+ 30.50%

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 \$72,123.57.

Approval of this overrun will place the authorized status of the contract 30.50% or \$19,996.69 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:

Hand Patching	84.000 Ton @ \$160.00/Ton	<u>\$13,440.00</u>
Total		<u>\$13,440.00</u>

Reason(s) for Overrun(s):

The project was set up with hand patching, however, the area close to and between the railroad tracks was not included in the original quantity of hand patching. This area required the use of the additional Hand Patching causing an overrun in the original bid item.

This Overrun is now recommended for approval by the State Administrative Board on March 6, 2007.

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

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

Funding Source: FHWA, 100%.

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

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

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: 48732.

79. **Overrun 2007 - 09**

Control Section/Job Number: 84912-79997 MDOT Project

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

State Transportation Commission - Does not meet criteria.

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

Designed By: MDOT
Engineer's Estimate: \$807,489.76

Description of Project:

Application of permanent pavement markings including longitudinal and special markings on various state trunkline routes in Antrim, Benzie, Charlevoix, Grand Traverse, Kalkaska, Leelanau, Lake, Manistee, Mason, Missaukee, Osceola, and Wexford Counties.

Administrative Board Approval Date:	March 1, 2005	
Contract Date:	March 31, 2005	
Original Contract Amount:	\$899,233.98	
Total of Overruns/Changes (Approved to Date):	89,923.40	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	3,844.72	+ 0.43%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>21,224.76</u>	+ <u>2.36%</u>
Revised Total	<u>\$1,014,226.86</u>	+ 12.79%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.43% over the original budget for an **Authorized to Date Amount** of \$993,002.10.

Approval of this overrun will place the authorized status of the contract 12.79% or \$114,992.88 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:

Incentive	<u>\$21,224.76</u>
Total	<u>\$21,224.76</u>

Reason(s) for Overrun(s):

The increase in the incentive item is due to the contractor achieving nearly maximum incentive on pavement markings for almost all work items. Incentive calculations are based on retro-reflectivity measurements taken on the pavement markings according to the special provision. If the retro-reflectivity is high enough, the contractor can get a 15 percent incentive. The item was originally set up with a budget of \$25,000; however, due to the measurements an increase in this amount was needed. This caused the increase in quantities of Incentive causing an overrun in the original items.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board on March 6, 2007.

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

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

Funding Source: FHWA, 100%.

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

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

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: 49684, TSC-Wide.

80. **Overrun 2007 -12**

Control Section/Job Number: 82061-45689 MDOT Project

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

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

Contractor: Six-S, Inc.
2210 Scott Lake Rd.
Waterford, MI 48328

Designed By: Parsons Brinckerhoff, Inc.
Engineer's Estimate: \$2,805,718.36

Description of Project:

1.76 miles of concrete pavement repair, diamond grinding, concrete curb and gutter, concrete barrier replacement, drainage structure cleaning, and slope restoration on US-12 (Michigan Avenue) from east of Howe Road to Henry Ruff Road in the cities of Wayne and Westland, Wayne County.

Administrative Board Approval Date:	September 30, 2005	
Contract Date:	October 7, 2005	
Original Contract Amount:	\$2,558,592.35	
Total of Overruns/Changes (Approved to Date):	255,859.24	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	26,503.76	+ 1.04%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>490,518.76</u>	+ <u>19.17%</u>
Revised Total	<u>\$3,331,474.11</u>	+ 30.21%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.04% over the original budget for an **Authorized to Date Amount** of \$2,840,955.35.

Approval of this overrun will place the authorized status of the contract 30.21% or \$772,881.76 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:

Conc Pavt, Misc, Reinf., 10 inch	1,206.000 Syd @ \$49.21/Syd	\$59,347.26
Pavt Repr, Reinf Conc, 10 inch	5,689.000 Syd @ \$42.15/Syd	239,791.35
Concrete Joint Repair, Case A	3,796.000 Ft @ \$24.12/Ft	91,559.52
Concrete Surface Patch, Special	301.000 Syd @ \$331.63/Syd	99,820.63
Total		<u>\$490,518.76</u>

Reason(s) for Overrun(s):

All four of the items that put this contract in overrun status are related. The condition of the concrete pavement at the time of construction warranted additional repairs prior to completing the diamond grinding, to provide a useful life to the project. The concrete pavement on the project deteriorated at a rate greater than expected from the time of the design until the project was under construction. This caused an overrun in the original bid items Conc Pavt, Misc, Reinf 10 inch, Pavt Repr, Reinf Conc, 10 inch, Concrete Joint Repair, Case A and Concrete Surface Patch, Special.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its February 22, 2007, meeting, and is now recommended for approval by the State Administrative Board on March 6, 2007.

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, 81.27%; State Restricted Trunkline, 17.75%; City of Wayne, 0.71%; City of Westland, 0.27%.

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: 48184.

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,

Kirk T. Steudle
Director