

A G E N D A

**NATURAL RESOURCES ITEMS FOR**

**TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD**

Transportation and Natural Resources - October 27, 2004 - 3:30 P.M.  
State Administrative Board Meeting - November 2, 2004 - 11:00 A.M.

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MINERAL LEASES

1. DIRECT UNDERGROUND GAS STORAGE LEASE - NONDEVELOPMENT: ANR Pipeline Company, of Houston, Texas, 280 acres, more or less, of State-owned minerals, located in Sections 14 and 22, T14N, R11W, Goodwell Township, Newaygo County.

Terms: An initial seven (7) year term, or so long as gas is stored and facilities are maintained, \$3,640.00 bonus consideration (280 acres at \$13.00 per acre), and \$1,400.00 initial annual rental (280 acres at \$5.00 per acre), with the rental payment adjusted on each 7-year anniversary date, determined by the percent of change of the Detroit Consumers Price Index for the previous seven-year period.

2. DIRECT OIL AND GAS LEASE - NONDEVELOPMENT: Jordan Development Company, L.L.C., of Traverse City, Michigan, 3.00 acres, more or less, of Department of Natural Resources minerals located in Section 24, T25N, R13W, Colfax Township, Benzie County.

Terms: Two-month initial primary term, option to extend twice (one year each), 3/16 royalty, \$300.00 bonus consideration (\$100.00 per acre), and \$6.00 annual rental (\$2.00 per acre).

These items were approved by the Acting Chief of Forest, Mineral and Fire Management of the Department of Natural Resources on October 5, 2004. The form of legal documents involved in these transactions has previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:

Department of Natural Resources

By: \_\_\_\_\_  
Mary Uptigrove, Acting 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: October 27, 2004 – North Central Conference Room,  
4<sup>th</sup> Floor, Treasury Building, 3:30 PM

State Administrative Board Meeting: November 2, 2004 - 1921 Department of Conservation Room,  
7<sup>th</sup> Floor, Mason Building, 11:00 AM

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**SUBCONTRACTS**

- |    |   |                               |                  |
|----|---|-------------------------------|------------------|
| 1. | <b>Jon Berry<br/>622 Grant<br/>Germfask, MI 49836</b> | <b>Janitorial Maintenance</b> | <b>\$124,360</b> |
|----|---|-------------------------------|------------------|

Approval is requested to authorize the Schoolcraft County Road Commission to award a subcontract for the provision of janitorial services, grounds maintenance, lawn maintenance, and spring clean up at the Seney Rest Area in Schoolcraft County. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through November 25, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** This contract provides for janitorial services, grounds maintenance, lawn maintenance, and spring clean up at the Seney Rest Area.

**Benefit:** Will provide for a safe, clean, sanitary, and properly supplied tourist facility for traveling motorists.

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

**Commitment Level:** A three-year contract with a fixed amount.

**Risk Assessment:** The MDOT Business Plan is compromised if all components of the transportation system are not maintained according to our standards.

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

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

**Zip Code:** 49836.

## CONTRACTS

2. HIGHWAYS (Real Estate) – Resolution “A ” (Sale to Abutting Owner)  
Tract 694, Control Section 11057, Parcel 231, Part A

The subject tract is located in the township of Oronoko, Berrien County, Michigan, and contains approximately 8.22 acres. The tract is landlocked, and there is only one abutting owner. The tract was appraised at \$12,300 by John Humpsch, an independent fee appraiser, on April 8, 2004. It was reviewed by David Normand, Property Analyst, Southwest Region, on April 21, 2004, for the amount of \$12,300. The tract was approved for sale by Patrick Scarlett, Excess Property Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on May 11, 2004, for the amount of \$12,300. The sole abutting owner, Andrews University, has submitted an “Application to Purchase and Agreement of Sale” and a check in the amount of \$2,460, which represents a 20 percent bid deposit. The property was offered to the local municipalities prior to being offered to the public. The property has been declared excess by the Bureau of Highways – Development.

\$12,300

**Purpose/Business Case:** The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties. The sale or exchange of excess property for other state-needed real estate interests, returns revenue to the state or minimizes capital outlay.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

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

**Cost Reduction:** The state does not accept less than appraised value.

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

**Zip Code:** 49103.

3. HIGHWAYS (Real Estate) – Resolution “B ” (Sale to Abutting Owner)  
Tract 695, Control Section 11057, Parcel 232, Part A

The subject tract is located in the township of Oronoko, Berrien County, Michigan, and contains approximately 23.75 acres. The tract is landlocked, and there is only one abutting owner. The tract was appraised at \$35,600 by John Humpsch, an independent fee appraiser, on April 8, 2004. It was reviewed by David Normand, Property Analyst, Southwest Region, on April 21, 2004, for the amount of \$35,600. The tract was approved for sale by Patrick Scarlett, Excess Property Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on May 11, 2004, for the amount of \$35,600. The sole abutting owner, Andrews University, has submitted an “Application to Purchase and Agreement of Sale” and a check in the amount of \$7,120, which represents a 20 percent bid deposit. The property was offered to the local municipalities prior to being offered to the public. The property has been declared excess by the Bureau of Highways – Development.

\$35,600

\* Denotes a non-standard contract/amendment

**Purpose/Business Case:** The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties. The sale or exchange of excess property for other state-needed real estate interests, returns revenue to the state or minimizes capital outlay.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

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

**Cost Reduction:** The state does not accept less than appraised value.

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

**Zip Code:** 49103.

4. HIGHWAYS - Time Extension

Amendatory Contract (2001-0185/A9) between MDOT and URS Corporation Great Lakes will extend the contract term by one year to provide sufficient time for the consultant to complete the project. The additional time is needed because survey work was delayed by construction activities by General Motors within the project area. The original contract provides for the design of I-375 from Gratiot Avenue to Jefferson Avenue and the design of Jefferson Avenue from Beaubien Street to east of I-375 in Wayne County. The revised contract term will be May 10, 2001, through December 31, 2005. The contract amount remains unchanged at \$7,020,586.59. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To allow the contract term to be extended by one year. The additional time is needed because survey work was delayed by construction activities by General Motors within the project area. The original contract provides for the design of I-375 from Gratiot Avenue to Jefferson Avenue and the design of Jefferson Avenue from Beaubien Street to east of I-375 in Wayne County.

**Benefit:** The additional time will allow the consultant to finish the survey and design work.

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

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

**Risk Assessment:** The risk of not allowing the additional time is that the design plans will have misinformation caused by rushing through the survey, or that the consultant will not be able to complete the design plans at all.

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

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

**Zip Code:** 48207.

5. HIGHWAYS – IDS Time Extension

Amendatory Contract (2001-0661/A1) between MDOT and Parsons Brinckerhoff Michigan, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete ongoing services for multiple authorizations, including project finaling and reviewing work. The additional time is needed because of construction delays. The original contract provides for prequalified engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be November 29, 2001, through November 29, 2005. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

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

**Benefit:** Authorizations written under this IDS contract can be extended, pending State Administrative Board approval, and authorized work can be completed.

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

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

**Risk Assessment:** The risk of not approving this time extension is that the consultant will not be able to complete work on any projects authorized separately under this IDS contract that may be in need of additional time.

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

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

**Zip Code:** 48909.

## 6. HIGHWAYS – IDS Construction Engineering Services

Authorization Revision (Z23/R2) under Contract (2001-0661) between MDOT and Parsons Brinckerhoff Michigan, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to final out all project items, review project files, correct deficiencies, and submit the final estimate package for processing. The additional time is needed because of construction delays. The original authorization provides for full construction engineering inspection, testing, and preliminary staking services for the oversight of construction work on M-1, Oakland County (CS 63051 – JN 45719A). The revised authorization term will be September 17, 2003, through November 29, 2005. The authorization amount remains unchanged at \$363,856.06. The contract term will be November 29, 2001, through November 29, 2005, pending State Administrative Board approval of the IDS contract time extension. (See previous item.) Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** Additional time is needed to final out all project items, review project files, correct deficiencies, and submit final estimate package for processing.

**Benefit:** This contract will provide for the inspection and oversight of all contract work on the construction contract to ensure that all materials and workmanship are in accordance with MDOT specifications and guidelines and for the measurement, documentation, and processing of payments for all construction contract work. It will also ensure that all FHWA rules and regulations are followed as necessary to provide for federal funding.

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

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

**Risk Assessment:** Failure to provide the services outlined would result in the loss of federal funds and be contrary to state policy and regulations.

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

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

**Zip Code:** 48073.

7. HIGHWAYS - IDS Research Services

Authorization (Z10) under Contract (2003-0063) between MDOT and Michigan Technological University will provide for research services for Phase II of the Log Truck Study, as set forth in Section 363 of MDOT's Fiscal Year 2004 Appropriations Act. The authorization will be in effect from date of award through one year. The authorization amount will be \$98,876.82. The contract term is from September 12, 2003, through September 12, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** Section 363 of MDOT's FY 2004 Appropriations Act directs MDOT to contract again with Michigan Technological University (MTU) to "complete a study of the distribution and nature of log truck accidents and the characteristics of log trucks and log loads. The study shall consider alternative designs for log trucks and trailers, including crib vehicles on which logs are loaded lengthwise. The findings of this study shall be forwarded to the house and senate appropriations committees, the house and senate fiscal agencies, and the state budget director."

**Benefit:** The study will help MDOT and the industry determine how to best improve hauling safety for log truck drivers and the motoring public.

**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:** Should the project not be completed, MDOT would be in violation of its appropriations act.

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

**New Project Identification:** Not a new project. Continuation of a prior study.

**Zip Code:** 49931.

8. HIGHWAYS - IDS Research Services

Authorization (Z11) under Contract (2003-0063) between MDOT and Michigan Technological University will provide for research services to compare several solid deicers in a dry state to pre-wetted samples to determine if there is any benefit in using pre-wet solid deicers. The authorization will be in effect from date of award through three months. The authorization amount will be \$31,942. The contract term is from September 12, 2003, through September 12, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** The purpose of this project is to conduct a study to compare the ice melting capabilities of sodium chloride (rock salt) in a dry state to pre-wetted rock salt with four different pre-wetting chemicals at various application rates.

**Benefit:** The results of this project will give MDOT a better idea of what the optimum chemical and application rate is for pre-wetting salt. These results will be incorporated into the enhanced salt specification. The project will allow for MDOT to better specify the type of liquid and application rate that will result in the best final product. This work, in conjunction with proposed future work, will help MDOT to create a performance-based specification.

**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:** MDOT has been charged with providing responsive and cost-effective ice and snow removal. MDOT has also been challenged to evaluate methods and materials for reducing the amount of salt used annually. One method to reduce salt usage is to pre-wet the salt with liquid chemicals. If MDOT does not perform this research, it might not realize the full potential of pre-wetted salt.

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

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

**Zip Code:** 49931.

9. HIGHWAYS - IDS Design Consultant Services

Authorization (Z1) under Contract (2003-0177) between MDOT and Mead & Hunt, Inc., will provide for design services to be performed on M-106 from Elliot Street to Bunker Hill Road, Jackson County (CS 38051 - JN 50525C). The authorization will be in effect from the date of award through April 17, 2006. The authorization amount will be \$220,953.09. The contract term is April 17, 2003, through April 17, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** Design services for hot mix asphalt (HMA) base crushing and shaping, HMA resurfacing, reconstruction of bridge approaches for B01 of 38051 (bridge over Portage River), intersection improvements, guardrail upgrading, minor ditching and drainage improvements, pavement marking, and permanent non-freeway sign upgrading in Blackman and Henrietta Townships, Jackson County.

**Benefit:** This project will contribute to the preservation of the M-106 corridor in accordance with the University Region's strategy for improving the existing system. By managing our portion of the network, as well as the specific preservation strategies, the Region will strive to meet the statewide condition goal.

**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:** At the current time, MDOT resources are not available for the proposed design services. It is critical to the University Region's corridor preservation program that this portion of the M-106 corridor be rehabilitated according to the current Five-Year Plan. If this project is deferred to a later date, the Region's strategy to improve the existing system and meet the statewide condition goals will be in jeopardy.

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

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

**Zip Code:** 49201.

10. HIGHWAYS – IDS Design Consultant Services

Authorization Revision (Z11/R1) under Contract (2003-0191) between MDOT and Alfred Benesch & Company will provide for additional design assistance during construction for two bridges on I-94 over US-24 and will increase the authorization amount by \$191,657.65. The original authorization provides for the design of a complex twin steel structure in Wayne County (CS 82022 – JN 51516A) for a cost of \$220,032.55. The authorization term remains unchanged, March 4, 2004, through April 10, 2006. The total revised authorization amount will be \$411,690.20. The contract term is April 10, 2003, through April 10, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for additional design assistance during construction for two bridges on I-94, S13 and S14 of 82022. The costs are high because of the complexity of the structures. The contractor has proposed some options that would make the structures easier and faster to construct; however, these options need to be checked by the designer, Alfred Benesch & Company, to make sure that the loads would be acceptable. Also because of the complexity of the structures, Alfred Benesch & Company can't put journeyman-level engineers on this project, but must use its more experienced and higher-paid people.

**Benefit:** Having the designer on hand will ensure that the field revisions are adequately reviewed with the best design intent to assure the quality and durability of the project. Also, because of Alfred Benesch & Company's experience and intimate knowledge of the design, the overall cost is less than would be the case if the authorization were with a different vendor.

**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:** Not authorizing this work could result in the loss of experts to determine needed changes to the design and to resolve issues that arise during construction.

\* Denotes a non-standard contract/amendment

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

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

**Zip Code:** 48180.

11. HIGHWAYS – IDS Design Consultant Services

Authorization Revision (Z2/R1) under Contract (2003-0343) between MDOT and Parsons Brinckerhoff Michigan, Inc., will remove bridge widening from the project, will provide for additional design services for the redesign of the bridge to match the existing approaches, and will increase the authorization amount by \$59,156.80. The original authorization provides for design services for bridge replacement on US-24 over Silver Creek, city of Flat Rock, Wayne County (CS 82051 - JN 48539D). The authorization term remains unchanged, November 6, 2003, through August 22, 2006. The revised authorization amount will be \$203,941.48. The contract term is August 22, 2003, through August 22, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** This project is part of a future road project that includes the widening of US-24. The amendment of design services is to re-design the bridge to match the existing approaches. The original contract included plans for bridge widening, but the Region decided to include this work in a future project.

**Benefit:** The bridge is being replaced to bring it up to standards and to provide for public safety.

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

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

**Risk Assessment:** The poor bridge condition could become a safety liability to MDOT. The future US-24 road project can not proceed if the bridge is not improved.

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

**New Project Identification:** This is a bridge replacement project.

**Zip Code:** 48134.

12. HIGHWAYS - IDS Design Consultant Services

Authorization (Z12) under Contract (2003-0343) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for design services for eight miles of milling and resurfacing on M-1 from Big Beaver Road through the Widetrack Loop, Oakland County (CSs 63051, 63151, 63201 - JN 55659C). The authorization will be in effect from the date of award through August 22, 2006. The authorization amount will be \$799,801.84. The contract term is August 22, 2003, through August 22, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** The purpose of this project is to reconstruct and resurface M-1 so it will gain additional life (another 10 to 20 years).

**Benefit:** By reconstructing and resurfacing M-1, we can avoid incurring maintenance costs for the aging road. A safer and more aesthetically-appealing environment will also be provided for the corridor.

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

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

**Risk Assessment:** If M-1 is not reconstructed, high maintenance costs for the road will continue to be incurred. Further deterioration of the road will also occur, decreasing safety and aesthetics.

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

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

**Zip Code:** 48304 and 48341.

13. HIGHWAYS - IDS Design Consultant Services

Authorization (Z22) under Contract (2004-0214) between MDOT and Wilcox Professional Services, LLC, will provide for design assistance during construction on I-94 from Rouge River to Wyoming Avenue, Wayne County (CS 82022 - JN 55848A). The work items include design assistance for problems that may arise during construction, attending the preconstruction and postconstruction meetings, and attending any other meetings as required. This authorization will be in effect from the date of award through April 20, 2007. The authorization amount will be \$132,344.08. The contract term is April 20, 2004, through April 20, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for design assistance during the reconstruction of I-94 from Rouge River to Wyoming Avenue.

**Benefit:** Added expertise to help resolve issues that may arise due to unforeseen circumstances.

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

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

**Risk Assessment:** Not retaining this design vendor for design assistance during construction could result in MDOT not having a consultant with the background and experience needed to ensure a successful and efficient project.

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

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

**Zip Code:** 48126.

14. HIGHWAYS - IDS Freeway Signing Modernization

Authorization (Z6) under Contract (2004-0226) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will provide for design services to be performed for the upgrade and rehabilitation of 78 miles of freeway signing on US-127 in Clare, Gratiot and Isabella Counties (CSs Various - JN 80454C). The work items include producing computerized alignment and plan sheets, signing plans, quantity and cost estimates, and physical and updated computer inventories. The authorization will be in effect from the date of award through May 4, 2007. The authorization amount will be \$381,285.98. The contract term is May 4, 2004, through May 4, 2007. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** This authorization will provide for design services for the upgrade and rehabilitation of 78 miles of freeway signing on US-127 in Clare, Gratiot and Isabella Counties (CSs Various - JN 80454C). The work items include producing computerized alignment and plan sheets, signing plans, quantity and cost estimates, and physical and updated computer inventories.

**Benefit:** The benefit of this authorization will be to upgrade freeway signing that is losing reflectivity.

**Funding Source:** 100% Federal Highway Administration Funds.

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

**Risk Assessment:** This rehabilitation and upgrade of freeway signing will provide for improved driver safety.

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

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

**Zip Code:** 48617.

15. HIGHWAYS – IDS Design Consultant Services

Authorization (Z7) under Contract (2004-0283) between MDOT and URS Corporation Great Lakes will provide for the design of a noise wall to be located along eastbound I-94 from Coleman Street to Harris Road and along westbound I-94 from Emerick Street to Gill Avenue in Ypsilanti Charter Township, Washtenaw County (CS 81063 – JN 80842C). The work items include surveying, noise analysis, and geotechnical investigation. The authorization will be in effect from the date of award through June 3, 2007. The authorization amount will be \$281,087.89. The contract term is June 3, 2004, through June 3, 2007. Source of Funds: 90% State Restricted Trunkline Funds and 10% Ypsilanti Charter Township Funds.

**Purpose/Business Case:** This authorization will provide for the design of a noise wall to be located along eastbound I-94 for 0.507 miles from Coleman Street to Harris Road and along westbound I-94 for 1.065 miles from Emerick Street to Gill Avenue in Ypsilanti Charter Township, Washtenaw County. Ypsilanti Charter Township submitted a grant application for Type II Noise walls along I-94 to reduce the traffic noise levels in the surrounding area. They were awarded the grant and are required to pay 10 percent of total costs.

**Benefit:** A reduction in traffic noise levels for residents of Ypsilanti Charter Township who live near I-94.

**Funding Source:** 90% State Restricted Trunkline Funds and 10% Ypsilanti Charter Township Funds.

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

**Risk Assessment:** Not approving this project could result in no noise mitigation being provided.

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

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

**Zip Code:** 48197.

16. HIGHWAYS - Design Consultant Services

Contract (2004-0358) between MDOT and HNTB Michigan, Inc., will provide for the design of the reconstruction of M-10 between M-102 and M-39 within the city of Southfield, Oakland County. The work items include all work related to designing the reconstruction of the road and ramps, as per the MDOT pavement design requirements, and performing grading and earthwork, shoulder upgrades, and geometric upgrades. The length of this project is 1.75 miles. This contract will be in effect from the date of award through December 1, 2006. The total contract amount will be \$2,343,107.03. Source of Funds: 81.85% Federal Highway Administration Funds, 15.89% State Restricted Trunkline Funds, and 2.26% City of Southfield Act 51 Funds.

**Purpose/Business Case:** This contract is for the design of M-10 between M-102 and M-39 within the city of Southfield, Oakland County. The work items include all work related to designing the reconstruction of the road and ramps, as per the MDOT pavement design requirements, and performing grading and earthwork, shoulder upgrades, and geometric upgrades. The length of this project is 1.75 miles.

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

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

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

**Risk Assessment:** Based on the current condition of the roadway, the reconstruction is the preferred repair. Should the reconstruction not be approved, the cost to perform a combination of repairs and maintenance would be greater than the cost of reconstruction over the same 20-year period. Additionally, the combination of alternate repairs and additional maintenance, when compared to the reconstruction, would require additional disruptions to traffic. The additional disruptions would result in an increase cost to users in the form of user delays.

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

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

**Zip Code:** 48237.

17. HIGHWAYS - Design Engineering Services

Contract (2004-0368) between MDOT and URS Corporation Great Lakes will provide for the design of the reconstruction of M-10 for 2.8 miles from north of M-39 to Lahser Road in the City of Southfield, Oakland County (CS 63081 - JN 72402C). This contract will be in effect from the date of award through December 1, 2006. The contract amount will be \$2,137,518.37. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** This authorization is for the design of the reconstruction of M-10 for 2.8 miles from north of M-39 to Lahser Road in the city of Southfield, Oakland County. The expressway consists of three lanes in each direction. The existing pavement is in extremely poor condition. This project is included in MDOT's Five-Year Plan and is currently planned to be constructed during the summer of 2007. The project is for a complex urban freeway design that does not include a capacity increase.

**Benefit:** This project will improve the pavement ride, the condition of the expressway, and safety. The project is planned to reduce the overall long-term maintenance costs for this area.

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

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

**Risk Assessment:** Based on the current poor condition of this expressway, reconstruction is the preferred repair. The risk of not approving this project is that the cost to perform a combination of alternate repairs and additional maintenance will be greater because the pavement is in such extremely poor condition. Reconstruction is the most cost effective treatment in this situation.

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

**New Project Identification:** This is a new reconstruction project.

**Zip Code:** 48075.

18. HIGHWAYS - IDS Engineering Services

Contract (2004-0796) between MDOT and G2 Consulting Group, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

19. HIGHWAYS - IDS Engineering Services

Contract (2004-0797) between MDOT and Mannik & Smith Group, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

20. HIGHWAYS - IDS Engineering Services  
 Contract (2004-0801) between MDOT and Eagle Consultant Engineering 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.
21. HIGHWAYS - IDS Engineering Services  
 Contract (2004-0803) between MDOT and Timberland Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$50,000, and the maximum amount of any authorization will be \$50,000. Authorizations over \$50,000 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.
22. HIGHWAYS - Cost Participation for Construction Contract  
 Contract (2004-5158) between MDOT and the City of Detroit will provide for funding participation in the following improvements:

Milling and resurfacing work on 0.23 miles of Michigan Avenue (Old Highway US-12) from Griswold Avenue to Cass Street.

Estimated Funds:

Federal Highway Administration Funds	\$1,081,200
State Restricted Trunkline Funds	\$ 209,800
City of Detroit Funds	<u>\$ 30,000</u>
Total Funds	<u>\$1,321,000</u>

ST 82062 - 45690; Wayne County  
 Local Letting

**Purpose/Business Case:** To provide for resurfacing improvements on Highway US-12 in preparation for turnback to local jurisdiction.

**Benefit:** Removal from trunkline system of a portion of roadway that no longer functions as a state trunkline.

**Funding Source:** Federal Surface Transportation Funds, State Trunkline and Bridge Construction Funds, and City of Detroit Funds.

**Commitment Level:** 81.85% federal; 15.88% state; 2.27% city.

**Risk Assessment:** Road improvements required before City will accept transfer of jurisdiction of roadway.

**Cost Reduction:** Low bid by City of Detroit and concurrence by MDOT Metro Region.

**New Project Identification:** Resurfacing of existing roadway.

**Zip Code:** 48226.

23. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Amendatory Contract (2004-5406) between MDOT and Watervliet Township will provide for funding participation in the following Transportation Enhancement improvements:

Shoulder trenching and paving for a bikepath along Paw Paw Avenue from Huntoon Avenue to Douglas Terrace and along Blatchford Road from Highway M-140 to Paw Paw Lake Road.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$ 70,400	\$ 7,060	\$ 77,460
State Restricted Trunkline Funds	\$ 0	\$ 0	\$ 0
Watervliet Township Funds	<u>\$ 30,200</u>	<u>\$ (7,060)</u>	<u>\$ 23,140</u>
Total Funds	<u>\$100,600</u>	<u>\$ 0</u>	<u>\$100,600</u>

The purpose of this amendment is to reflect the revised percentages of federal (from 70 percent to 77 percent) and local (from 30 percent to 23 percent) participation for the project. The total estimated project cost remains unchanged.

STE 11072 - 59963; Berrien County  
 Amendment

**Purpose/Business Case:** To amend original contract to change the percentage of the federal funding involved with the project from 70% to 77% and to change the percentage of the local match from 30% to 23%.

**Benefit:** To correct an error in the federal percentage ratio of the original contract.

**Funding Source:** Federal Transportation Enhancement Activities Funds, State and Watervliet Township Funds.

**Commitment Level:** 77% federal; and 23% Watervliet Township; based on estimate.

**Risk Assessment:** With amendment, the project can be funded with the correct percentage of federal funds.

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

**New Project Identification:** N/A. (Original contract was for new beautification of existing roadway.)

**Zip Code:** 49098.

24. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Amendatory Contract (2004-5457) between MDOT and the Emmet County Road Commission will provide for funding participation in the following improvements utilizing Transportation Economic Development Category D Funds and Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

Asphalt pavement resurfacing work along Horton Bay Road from the Charlevoix county line (Stolt Road) to Highway US-31, base crushing and shaping, aggregate base, hot mix asphalt paving, hot mix asphalt curb, concrete curb and gutter, culvert, pavement marking, and turf establishment work.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds being used in lieu of State Restricted Economic Development Funds	\$144,900	\$ 0	\$144,000
Federal Highway Administration Funds	\$229,000	\$ 0	\$229,000
State Restricted Economic Development Funds	\$ 93,500	\$(6,000)	\$ 87,500
Emmet County Road Commission Funds	<u>\$ 0</u>	<u>\$ 6,000</u>	<u>\$ 6,000</u>
Total Funds	<u>\$467,400</u>	<u>\$ 0</u>	<u>\$467,400</u>

The purpose of this amendment is to correct the funding sources being used to reimburse the construction engineering costs. Costs for construction engineering are not reimbursable with Transportation Economic Development Category D Funds or Federal Highway Administration Funds being used in lieu of Transportation Economic Development Category D Funds. Therefore, these funds will not be applied to that portion of the work. Costs for construction engineering will be paid with Federal Surface Transportation Funds (Federal Highway Administration Funds) and Emmet County Road Commission Funds. There is no change in the amount of federal funds since the federal pro rata for the overall project does not change (i.e., the increase in one type of federal funding to reimburse construction engineering costs will be offset by a decrease in the same federal funding to reimburse the contracted construction costs and vice versa).

EDDF 24555 - 72775  
 Amendment

**Purpose/Business Case:** Amend the original contract to properly fund the construction engineering costs with Federal Surface Transportation Funds and Emmet County Road Commission Funds.

**Benefit:** Costs for construction engineering will be funded by the appropriate sources.

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

**Commitment Level:** 80% federal, 20% state for contracted construction work; 80% federal, 20% Emmet County Road Commission for the construction engineering work; based on estimate.

**Risk Assessment:** With amendment, the appropriate funding sources will be used for the construction engineering work.

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

**New Project Identification:** N/A. (Original contract was to improve existing roadway.)

**Zip Code:** 49770.

25. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Amendatory Contract (2004-5458) between MDOT and the Emmet County Road Commission will provide for funding participation in the following improvements utilizing Transportation Economic Development Category D Funds and Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

Resurfacing work along Mitchell Road from approximately 3,100 feet east of the Springvale west township line to approximately 875 feet east of Berger Road, including base crushing and shaping, hot mix asphalt paving, culvert, pavement marking, and turf establishment work.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds being used in lieu of State Restricted Economic Development Funds	\$ 37,800	\$ 0	\$ 37,800
Federal Highway Administration Funds	\$ 88,200	\$ 0	\$ 88,200
State Restricted Economic Development Funds	\$ 39,600	\$(3,300)	\$ 36,300
Emmet County Road Commission Funds	<u>\$ 14,400</u>	<u>\$ 3,300</u>	<u>\$ 17,700</u>
Total Funds	<u>\$180,000</u>	<u>\$ 0</u>	<u>\$180,000</u>

The purpose of this amendment is to correct the funding sources being used to reimburse the construction engineering costs. Costs for construction engineering are not reimbursable with Transportation Economic Development Category D Funds or Federal Highway Administration Funds being used in lieu of Transportation Economic Development Category D Funds. Therefore, these funds will not be applied to that portion of the work. Costs for construction engineering will be paid with Federal Surface Transportation Funds (Federal Highway Administration Funds) and Emmet County Road Commission Funds. There is no change in the amount of federal funds since the federal pro rata for the overall project does not change (i.e., the increase in one type of federal funding to reimburse construction engineering costs will be offset by a decrease in the same federal funding to reimburse the contracted construction costs and vice versa).

EDDF 24555 - 72772  
 Amendment

**Purpose/Business Case:** Amend the original contract to properly fund the construction engineering costs with Federal Surface Transportation Funds and Emmet County Road Commission Funds.

**Benefit:** Costs for construction engineering will be funded by the appropriate sources.

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

**Commitment Level:** 70% federal, 22% state, 8% Emmet County Road Commission for contracted construction work; 70% federal, 30% Emmet County Road Commission for the construction engineering work; based on estimate

**Risk Assessment:** With amendment, the appropriate funding sources will be used for the construction engineering work.

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

**New Project Identification:** N/A. (Original contract was to improve existing roadway.)

**Zip Code:** 49770.

26. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Amendatory Contract (2004-5459) between MDOT and the Ingham County Road Commission will provide for funding participation in the following improvements utilizing Transportation Economic Development Category D Funds and Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

Roadway rehabilitation and widening work along Dexter Trail from Ives Road to Meridian Road, including grading, minor drainage improvement, curb and gutter, hot mix asphalt paving, pavement marking, and slope restoration work.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds being used in lieu of State Restricted Economic Development Funds	\$266,400	\$ 0	\$266,400
Federal Highway Administration Funds	\$161,500	\$ 0	\$161,500
State Restricted Economic Development Funds	\$218,000	\$(8,100)	\$209,900
Emmet County Road Commission Funds	<u>\$161,500</u>	<u>\$ 8,100</u>	<u>\$169,600</u>
Total Funds	<u>\$807,400</u>	<u>\$ 0</u>	<u>\$807,400</u>

The purpose of this amendment is to correct the funding sources being used to reimburse the construction engineering costs. Costs for construction engineering are not reimbursable with Transportation Economic Development Category D Funds or Federal Highway Administration Funds being used in lieu of Transportation Economic Development Category D Funds. Therefore, these funds will not be applied to that portion of the work. Costs for construction engineering will be paid with Federal Surface Transportation Funds (Federal Highway Administration Funds) and Ingham County Road Commission Funds. There is no change in the amount of federal funds since the federal pro rata for the overall project does not change (i.e., the increase in one type of federal funding to reimburse construction engineering costs will be offset by a decrease in the same federal funding to reimburse the contracted construction costs and vice versa).

EDDF 33555 - 55937  
 Amendment

**Purpose/Business Case:** To amend the original contract to properly fund the construction engineering costs with Federal Surface Transportation Funds and Ingham County Road Commission Funds.

**Benefit:** Costs for construction engineering will be funded by the appropriate sources.

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

**Commitment Level:** 53% federal, 27% state, 20% Ingham County Road Commission for contracted construction work; 53% federal, 47% Emmet County Road Commission for the construction engineering work; based on estimate.

**Risk Assessment:** With amendment, the appropriate funding sources will be used for the construction engineering work.

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

**New Project Identification:** N/A. (Original contract was to improve existing roadway.)

**Zip Code:** 48854.

27. HIGHWAYS - Cost Participation for Local Agency Construction Contract Contract (2004-5463) between MDOT and the City of Niles will provide for funding participation in the following improvements:

Relocation of City-owned electrical power transmission lines along the west side of Highway M-51 from the Highway US-12 business route to the north city limits.

Estimated Funds:

Federal Highway Administration Funds	\$327,400
State Restricted Trunkline Funds	\$ 72,600
City of Niles Funds	\$ 0
Total Funds	<u>\$400,000</u>

ST 11091 – 50755Z; Berrien County  
Force Account

**Purpose/Business Case:** Electrical utility relocation project due to road construction.

**Benefit:** Will provide for the continuation of electrical power to the City.

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

**Commitment Level:** 81.85% Federal; 18.15% State; estimated at \$400,000.

**Risk Assessment:** Possible loss of electrical power due to construction work at present location of utility lines.

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

**New Project Identification:** Relocation of existing utilities.

**Zip Code:** 49120.

28. HIGHWAYS - Cost Participation for Local Agency Construction Contract Contract (2004-5466) between MDOT and Gogebic County Road Commission will provide for participation in the following improvements:

Emergency repair of embankments and culvert washouts at East Shore Road over Speckled Creek approximately two miles north of Stage Coach Road.

Estimated Funds:

Federal Highway Administration Funds	\$109,800
Gogebic County Road Commission Funds	\$ 0
Total Funds	<u>\$109,800</u>

ER 27057 - 73505  
Local Force Account

**Purpose/Business Case:** To provide for participation in emergency repair roadway and roadside work.

**Benefit:** Restoration of roadway facilities damaged by a natural disaster.

**Funding Source:** Federal Emergency Relief Funds.

**Commitment Level:** 100% federal funds.

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

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

**New Project Identification:** Repair of existing roadway facilities.

**Zip Code:** 49947.

29. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2004-5470) between MDOT and Marquette County Road Commission will provide for participation in the following improvements:

Emergency repair of embankments, roadway, and culvert washouts along County Road 510 from the Dead River northerly to the Marquette county line, at County Road 573 approximately 0.8 miles south of County Road GR, and at four locations along County Road 607 from Highway US-41 to the Baraga county line.

Estimated Funds:

Federal Highway Administration Funds	\$18,550
Marquette County Road Commission Funds	<u>\$ 0</u>
Total Funds	<u>\$18,550</u>

ER 52000 - 72941

Local Force Account

**Purpose/Business Case:** To provide for participation in emergency repair roadway and roadside work.

**Benefit:** Restoration of roadway facilities damaged by a natural disaster.

**Funding Source:** Federal Emergency Relief Funds.

**Commitment Level:** 100% federal funds.

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

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

**New Project Identification:** Repair of existing roadway facilities.

**Zip Code:** 49855.

30. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2004-5472) between MDOT and the Marquette County Road Commission will provide for participation in the following improvements:

Permanent restoration work for the emergency replacement of culverts and embankment at four locations along County Road 607 from Highway US-41 to the Baraga/Marquette county line.

Estimated Funds:

Federal Highway Administration Funds	\$ 9,000
Marquette County Road Commission Funds	<u>\$ 2,200</u>
Total Funds	<u>\$11,200</u>

ER 52015 - 72942

Local Force Account

\* Denotes a non-standard contract/amendment

**Purpose/Business Case:** To permanently restore roadway facilities for which emergency repairs were performed.  
**Benefit:** To provide increased life expectancy and safety of roadway facilities.  
**Funding Source:** Federal Emergency Relief Funds and Marquette County Road Commission Funds.  
**Commitment Level:** 80% federal, 20% Marquette County Road Commission .  
**Risk Assessment:** Possible failure of roadway facilities resulting in closure to traffic.  
**Cost Reduction:** Local agency to perform work with own forces at a cost determined to be at least 6 percent less than if it were contracted.  
**New Project Identification:** Restoration of existing roadway facilities.  
**Zip Code:** 49855.

31. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2004-5473) between MDOT and Houghton County Road Commission will provide for participation in the following improvements:

Emergency roadway repair work along Sturgeon River Road from the Sturgeon River southerly approximately three miles and along Tapiola Road from approximately 1.5 miles south of County Road 540 southerly to County Road 615F (Old Road), including roadway and river stabilization, riprap installation, aggregate shoulder, culvert replacement, and restoration work.

Estimated Funds:

Federal Highway Administration Funds	\$53,550
Houghton County Road Commission Funds	\$ 0
Total Funds	<u>\$53,550</u>

ER 31000 - 73432  
 Local Force Account

**Purpose/Business Case:** To provide for participation in emergency repair roadway and roadside work.  
**Benefit:** Restoration of roadway facilities damaged by a natural disaster.  
**Funding Source:** Federal Emergency Relief Funds.  
**Commitment Level:** 100% federal funds.  
**Risk Assessment:** Contract required in order for County to receive these federal funds.  
**Cost Reduction:** Emergency repair work performed by local agency as approved by Federal Highway Administration.  
**New Project Identification:** Repair of existing roadway facilities.  
**Zip Code:** 49916.

32. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Amendatory Contract (2004-5477) between MDOT and the Manistee County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category F Funds:

Hot mix asphalt paving work along 28<sup>th</sup> Street from Highway US-31 to Nelson Street, including base crushing and shaping, sidewalk, sidewalk ramp, drainage structure, and restoration work.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
State Restricted Economic Development Funds	\$ 91,100	\$( 7,300)	\$ 83,800
Manistee County Road Commission Funds	<u>\$ 40,900</u>	<u>\$( 3,200)</u>	<u>\$ 37,700</u>
Total Funds	<u>\$132,000</u>	<u>\$(10,500)</u>	<u>\$121,500</u>

The purpose of this amendment is to provide for the project work to be performed by the Manistee County Road Commission on a force account basis rather than performed by a contractor. The bids received for the project were in excess of 10 percent of the final engineer's estimate, and the Manistee County Road Commission will perform the project work at a cost that is at least 6 percent less than the final engineer's estimate. The estimate was revised to reflect the cost of the project on a force account basis.

EDF 51566 - 77736  
 Amendment

**Purpose/Business Case:** Amend original contract so that the project work can be performed by the County on a force account basis rather than performed by a contractor.

**Benefit:** Allowing the work to be done on a force account basis will reduce both the state's and the county's cost participation compared to the bids received and the final engineer's estimate.

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

**Commitment Level:** 69% state up to \$125,000 and the balance by Manistee County Road Commission; based on estimate.

**Risk Assessment:** With amendment, project can be built due to a cost savings realized when the County is allowed to perform the project work.

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

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 49660.

33. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2004-5480) between MDOT and City of Stevensville will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Streetscaping work along St. Joseph Avenue from John Beers Road northerly approximately 400 feet and along John Beers Road from St. Joseph Avenue to approximately 200 feet east of Red Arrow Highway, including brick sidewalks, shade trees, and street lighting work

Estimated Funds:

Federal Highway Administration Funds	\$108,120
City of Stevensville Funds	<u>\$ 72,080</u>
Total Funds	<u>\$180,200</u>

STE 11042 – 76844; Berrien County  
 Local Letting

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

**Benefit:** Beautification of transportation system.

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

**Commitment Level:** 60% federal up to \$108,120 and the balance by City of Stevensville; based on estimate.

**Risk Assessment:** Contract required in order for City to receive these federal funds.

**Cost Reduction:** Low bid.

**New Project Identification:** New beautification of existing roadway.

**Zip Code:** 49127.

34. MULTI-MODAL - Railroad Force Account Work  
 Authorization Revision (41067-78332/R1) issued under the provisions of Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide for additional funding necessary to adequately fund the project. The original authorization amount of \$85,000 was based on a field estimate for the installation of a new walkout cantilever designed to accommodate flashers and traffic signal heads at the CSX grade crossing of Wilson Avenue in Grandville, Michigan. CSX has now provided MDOT with a detailed estimate that documents site conditions requiring extensive additional circuitry to enable the ordered devices to properly function, resulting in a proposed authorization increase in the amount of \$166,007. The revised authorization amount will be \$251,007. Source of Funds: Federal Highway Administration Funds - \$125,503.50; FY 2005 State Restricted Trunkline Funds - \$125,503.50.

**Purpose/Business Case:** The revised authorization will provide adequate funding for the actual costs required for the installation of a walkout cantilever and circuitry at the CSX grade crossing of Wilson Avenue in Grandville, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The amended authorization amount will allow the railroad to proceed with this important project to enhance motorist safety.

**Funding Source:** Federal dedicated grade crossing safety funds, appropriated under the provisions of U.S. Code Title 23, Section 130. Federal Highway Administration Funds - \$125,503.50; FY2005 State Restricted Trunkline Funds - \$125,503.50.

**Commitment Level:** The amended authorization amount is based on CSX's detailed estimate and will be paid on a force account basis.

\* Denotes a non-standard contract/amendment

**Risk Assessment:** CSX will not likely undertake MDOT safety improvement projects without assurance that project estimate amounts have been fully reviewed and authorized.

**Cost Reduction:** The work will be performed by CSX on a force account basis. MDOT will inspect final installation and reimburse only the actual costs incurred.

**New Project Identification:** Amendment to an existing project.

**Zip Code:** 49418.

35. MULTI-MODAL - Section 5309

Project Authorization Revision (Z2/R1) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), which provides transit service in the city of Detroit and in portions of Wayne and Oakland Counties, will extend the authorization term by two years to allow the agency sufficient time to complete the project. The extension is requested because DDOT is doing more extensive repairs to its facilities than originally anticipated, which is causing a delay in the completion of the Clean Fuels Facility. The original authorization provides state matching funds for DDOT's FY 2001 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be December 19, 2001, through December 18, 2006. The authorization amount remains unchanged at \$3,713,680. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$2,970,944; FY 2002 State Restricted Comprehensive Transportation Funds - \$742,736.

**Purpose/Business Case:** To provide for a two year time extension to permit completion of the construction of a clean fuels facility.

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

**Funding Source:** Federal Transit Administration Funds- \$2,970,944; FY 2002 State Restricted Comprehensive Transportation Funds - \$742,736.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not providing the extension is the loss of federal funds.

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

**New Project Identification:** This is a time extension to an existing project.

**Zip Code:** 48226.

36. MULTI-MODAL - Section 5309

Project Authorization (Z19) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership (ITP), Grand Rapids, will provide state matching funds for ITP's FY 2004 Federal Section 5309 Capital Discretionary Program grant for construction of an intermodal bus facility. The authorization will be in effect from September 7, 2004, through September 6, 2007. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$1,881,068. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$1,504,854; FY 2004 State Restricted Comprehensive Transportation Funds - \$376,214.

**Purpose/Business Case:** To provide state matching funds for ITP's FY 2004 Section 5309 Program grant for construction of an intermodal bus facility.

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

**Funding Source:** Federal Transit Administration Funds - \$1,504,854; FY 2004 State Restricted Comprehensive Transportation Funds - \$376,214.

**Commitment Level:** Authorization amount is based on cost estimates.

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

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

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

**Zip Code:** 49503.

37. MULTI-MODAL - Section 5307 Program

Project Authorization Revision (Z2/R2) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will increase state matching funds by \$91, reduce federal matching funds by \$1, reduce local matching funds by \$90, and adjust funding between line items. The changes to the amounts of matching funds are due to the agency's request to move funds from the office equipment and furnishings line item to the associated capital maintenance bus parts line item. This revision will allow the city to transfer unexpended funding to line items where it can be utilized, thereby maximizing the use of its funding for the efficient maintenance of its fleet of transit vehicles. The original authorization provides state matching funds for the city's FY 2002 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Planning Program grant. The authorization term remains unchanged, April 25, 2002, through April 24, 2005. The authorization amount remains unchanged at \$1,397,251. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$1,117,800; FY 2002 and 2005 State Restricted Comprehensive Transportation Funds - \$275,072; City of Kalamazoo Funds - \$4,379.

**Purpose/Business Case:** To provide for an increase of \$91 in the state matching amount, a decrease of \$90 in the City's matching amount, a decrease of \$1 in the federal matching amount, and an adjustment of funding between line items.

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

**Funding Source:** Federal Transit Administration Funds - \$1,117,800; FY 2002 and 2005 State Restricted Comprehensive Transportation Funds - \$275,072; City of Kalamazoo Funds - \$4,379.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this authorization is that federal funding will not be utilized as fully as possible.

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

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

**Zip Code:** 49007.

38. MULTI-MODAL - Section 5307 Program

Project Authorization (Z11) under Master Agreement (2002-0072) between MDOT and the Muskegon County Board of Commissioners will provide state matching funds for the county's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of bus station equipment, computer support equipment, operations support equipment, and two bus replacements and for preventive maintenance. The authorization will be in effect from September 8, 2004, through September 7, 2007. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$1,045,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$836,000; FY 2002 and 2005 State Restricted Comprehensive Transportation Funds - \$209,000.

**Purpose/Business Case:** To provide state matching funds for Muskegon County's FY 2004 Section 5307 Program grant.

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

**Funding Source:** Federal Transit Administration Funds - \$836,000; FY 2002 and 2005 State Restricted Comprehensive Transportation Funds - \$209,000.

**Commitment Level:** Authorization amount is based on cost estimates.

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

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

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

**Zip Code:** 49444.

39. \*MULTI-MODAL - Project Completion Extension

Amendatory Contract (2002-0652/A3) between MDOT and Central Michigan Railway Company (CM) will retroactively extend the project completion period by six months, through March 31, 2005, in order to provide sufficient time for the proper disposal of the railroad ties. The project is complete except for tie disposal. CM was unable to dispose of the ties due to a prohibition by the co-generation facility on processing ties during the warm weather months because of air quality concerns to local residents from the odor emitted from chipped creosoted ties. To further complicate the tie disposal, only one tie chipping company is currently working in Michigan; the others are in Florida assisting in hurricane clean up. The original contract provides funding for the rehabilitation of the San Yard, located in Owosso, Michigan. The yard is owned by CM, leased by MDOT, and operated by the Tuscola & Saginaw Bay Railway Company, Inc. The contract term remains unchanged, from September 13, 2002 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 \$750,000. Source of Funds: 100% FY 2002 State Restricted Comprehensive Transportation Funds.

**Purpose:** To extend the project completion date by six months to allow time for the proper disposal of railroad ties.

**Benefit:** This amendment will allow the railroad company sufficient time to properly dispose the railroad ties, which is necessary to be in compliance with solid waste management laws.

**Funding Source:** FY 2002 State Restricted Comprehensive Transportation Funds - \$750,000.

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

**Risk Assessment:** The risk of not awarding this amendment is that the railroad company will not be able to properly dispose of the railroad ties within the term of the contract. Ties that are not properly disposed of may provoke litigation by the Michigan Department of Environmental Quality under the solid waste management laws.

\* Denotes a non-standard contract/amendment

**Cost Reduction:** Low bid is taken for all work that is subcontracted.  
**New Project Identification:** This is not a new project.  
**Zip Code:** 48706-8705.

40. \*MULTI-MODAL - Rail Passenger

**Retroactive Contract (2005-0003)** between MDOT and the National Railroad Passenger Corporation (Amtrak) will provide financial support for the daily operation of intercity rail passenger service between Port Huron, Lapeer, Flint, Durand, Lansing/East Lansing, Battle Creek, Kalamazoo, Dowagiac, Niles, and Chicago and between Grand Rapids, Holland, Bangor, St. Joseph/Benton Harbor, New Buffalo, and Chicago. The contract will allow for the continuation of these existing services from October 1, 2004, through September 30, 2005. The contract amount will be \$7,100,000. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$7,100,000.

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

**Benefit:** This service will provide the people of Michigan with a balanced transportation system.

**Funding Source:** FY 2005 State Restricted Comprehensive Funds- \$7,100,000.

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

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

**Cost Reduction:** Amtrak and MDOT will continue to work together to provide a service that continues to increase ridership and revenues. It is anticipated that these continued increases will decrease the costs of operating the service.

**New Project Identification:** This is not a new project. This contract provides for the continuation of services on the two routes identified above.

**Zip Code:** 48909.

41. \*MULTI-MODAL (Aeronautics) - Increase Services and Amount, Extend Term

Amendatory Contract (2003-0515/A1) between MDOT and the Oscoda-Wurtsmith Airport Authority (OWAA) will add the rehabilitation of hangars 11 and 12 to the project; will reduce the cost of the rehabilitation and expansion of hangar 3, as the actual cost was less than anticipated; will increase the contract amount by \$47,294; and will extend the contract term by seventeen years in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for the construction of the rehabilitation and expansion of hanger 3, fuel farm, t-hangars, and associated site work and for the purchase of snow removal equipment (blower) at the Oscoda-Wurtsmith Airport in Oscoda, Michigan. The revised contract term will be August 6, 2003, through August 5, 2023. The revised total contract amount will be \$4,200,627. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$3,738,000	\$42,565	\$3,780,565
State Restricted Aeronautics Funds	\$ 24,667	\$ 0	\$ 24,667
OWAA Funds	<u>\$ 390,666</u>	<u>\$ 4,729</u>	<u>\$ 395,395</u>
Total	<u>\$4,153,333</u>	<u>\$47,294</u>	<u>\$4,200,627</u>

**Purpose/Business Case:** The amendment will allow for a change in service in order to cover the costs of rehabilitating two additional hangars (11 and 12). The twenty-year term will comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years.

**Benefit:** Will provide for repairs to a large hole and damaged steel in the roofs of hangars 11 and 12. The damage occurred during a storm. Repairs are needed in order to protect the contents of the hangar and to prevent debris from coming down into the airport.

**Funding Source:** FAA Funds - \$3,780,000; State Restricted Aeronautics Funds - \$24,667; OWAA Funds - \$395,395; Contract Total - \$4,200,627.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the amendment is not awarded, the airport could not afford to pay for the repairs, and the work would not be completed. The damaged roofs are a safety concern; it must be repaired before inclement weather causes more of a problem.

**Cost Reduction:** All construction contracts are procured through federal procurement guidelines and awarded to the lowest bidder.

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

**Zip Code:** 48750.

42. \*MULTI-MODAL (Aeronautics) - Increase Services and Amount

Amendatory Contract (2004-0265/A1) between MDOT and the Livingston County Board of Commissioners will add drainage work and tree clearing to the project and increase the contract amount by \$235,000. The original contract provides for site preparation for the relocation of hangars at the Livingston County Airport in Howell, Michigan. The contract term remains unchanged, June 18, 2004, through June 17, 2024. The revised total contract amount will be \$3,537,147. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$3,017,374	\$223,250	\$3,240,624
State Restricted Aeronautics Funds	\$ 142,385	\$ 5,875	\$ 148,260
Livingston County Funds	\$ 142,388	\$ 5,875	\$ 148,263
Total	<u>\$3,302,147</u>	<u>\$235,000</u>	<u>\$3,537,147</u>

**Purpose/Business Case:** The amendment will allow for a change in service in order to cover the costs of tree clearing and drainage work. This work is necessary before the site preparation for the relocation of the hangars can be completed and before the relocation of runway 13/31 can be started.

**Benefit:** The additional work items are necessary to complete the project. Relocating the hangars will make the way for the relocation of runway 13/31, which will benefit the community in that the airport will be able to accommodate larger business aircraft and heavier airport traffic.

**Funding Source:** Federal Aviation Administration Funds - \$3,240,624; State Restricted Aeronautics Funds - \$148,260; Livingston County Funds - \$148,263; Contract Total - \$3,537,147.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the amendment is not awarded, the future runway relocation project cannot be completed.

**Cost Reduction:** All construction projects are procured through federal procurement guidelines and awarded to the lowest bidder.

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

**Zip Code:** 48855.

\* Denotes a non-standard contract/amendment

43. \*MULTI-MODAL (Aeronautics) - Increase Services and Amount  
 Amendatory Contract (2004-0346/A1) between MDOT and the Oceana County Board of Commissioners will add soil work to the project and increase the contract amount by \$1,400. The original contract provides for the construction of taxistreets and the update of the airport layout plan at the Oceana County Airport in Hart, Michigan. The contract term remains unchanged, July 8, 2004, through July 7, 2024. The revised total contract amount will be \$111,400. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
State Restricted Aeronautics Funds	\$ 99,000	\$1,260	\$100,260
Oceana County Funds	<u>\$ 11,000</u>	<u>\$ 140</u>	<u>\$ 11,140</u>
Total	<u>\$110,000</u>	<u>\$1,400</u>	<u>\$111,400</u>

**Purpose/Business Case:** During construction of the taxistreets, areas of excess topsoil depth were encountered within the pavement sub-grade section. These areas had to be under-cut and the soil replaced with suitable foundation soil. The amendment will cover the costs of the additional soil work.

**Benefit:** The additional soil work will allow for the completion of the taxistreet construction project.

**Funding Source:** State Restricted Aeronautics Funds - \$100,260; Oceana County Funds - \$11,140; Contract Total - \$111,400.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the amendment is not awarded, the construction of the taxistreets could not be completed.

**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder.

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

**Zip Code:** 49420.

44. \*MULTI-MODAL (Aeronautics) - Airport Crack Sealing  
 Memorandum of Understanding (MOU) (2004-0765) between MDOT and the Michigan Department of Natural Resources (MDNR) will provide state grant funds for airport crack sealing at the Roscommon Conservation Airport in Roscommon, Michigan. The contract will be in effect from the date of award through eighteen months. The total cost of the project is estimated at \$5,000. Source of Funds: State Restricted Aeronautics Funds - \$2,500; MDNR Funds - \$2,500.

**Purpose/Business Case:** The project includes the routine sealing of cracks in airport pavements.

**Benefit:** Cracks routinely occur in pavement. Periodic sealing of these cracks extends the life of a pavement. A program is in existing that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.

**Funding Source:** State Restricted Aeronautics Funds - \$2,500; MDNR Funds - \$2,500; Contract Total - \$5,000.

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

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

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

**New Project Identification:** This is routine maintenance.

**Zip Code:** 48653.

45. MULTI-MODAL (Aeronautics) - Airport Layout Plan Update  
Contract (2005-0005) between MDOT and the Otsego County Board of Commissioners will provide federal and state grant funds for the update of the airport layout plan (ALP) at the Otsego County Airport in Gaylord, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. The estimated project amount will be \$52,500. Source of Funds: FAA Funds (via block grant) - \$49,875; State Restricted Aeronautics Funds - \$1,312; Otsego County Funds - \$1,313.

**Purpose/Business Case:** The project includes the update of the airport layout plan.

**Benefit:** The updated ALP will meet current FAA standards and requirements.

**Funding Source:** FAA Funds (via block grant) - \$49,875; State Restricted Aeronautics Funds - \$1,312; Otsego County Funds - \$1,313; Contract Total - \$52,500.

**Commitment Level:** The contract is for a fixed cost.

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

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

**New Project Identification:** This is for the update of an existing document.

**Zip Code:** 49734.

46. MULTI-MODAL (Aeronautics) - Installation of Fencing  
Contract (2005-0006) between MDOT and the Tuscola Area Airport Authority will provide state grant funds for the design and construction of the installation of fencing at the Tuscola Area Airport in Caro, Michigan. The contract will be in effect from the date of award through twenty years. The estimated project amount will be \$95,000. Source of Funds: State Restricted Aeronautics Funds - \$85,500; Tuscola Area Airport Authority Funds - \$9,500.

**Purpose/Business Case:** The project includes the installation of security/animal control fencing and gates.

**Benefit:** The security fencing and gates will keep intruders and animals off the airport property, enhancing the safety of airport users.

**Funding Source:** State Restricted Aeronautics Funds - \$85,500; Tuscola Area Airport Authority Funds - \$9,500; Contract Total - \$95,000.

**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 state participation.

**Cost Reduction:** The project was bid locally and reviewed by MDOT personnel for appropriateness and cost reductions. The consultant contract was reviewed by MDOT personnel for appropriateness and cost reductions.

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

**Zip Code:** 48723.

47. MULTI-MODAL (Aeronautics) - Installation of Fencing  
Contract (2005-0007) between MDOT and the Huron County Board of Commissioners will provide state grant funds for the installation of fencing at the Huron County Memorial Airport in Bad Axe, Michigan. The contract will be in effect from the date of award through twenty years. The estimated project amount will be \$344,300. Source of Funds: State Restricted Aeronautics Funds - \$309,870; Huron County Funds - \$34,430.

**Purpose/Business Case:** The project includes the installation of perimeter fencing.

**Benefit:** The fencing will enhance security by keeping unauthorized people off airport property. It will increase safety for the airport and the general public.

**Funding Source:** State Restricted Aeronautics Funds - \$309,870; Huron County Funds - \$34,430; Contract Total - \$344,300.

\* Denotes a non-standard contract/amendment

**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 project was bid locally and reviewed by MDOT personnel for appropriateness and cost reductions.

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

**Zip Code:** 48413.

48. MULTI-MODAL (Aeronautics) - Purchase Equipment and Design Parallel Taxiway

Contract (2005-0008) between MDOT and the Cheboygan County Airport Authority will provide federal and state grant funds for the purchase of snow removal equipment and for the design of a partial parallel taxiway, including medium intensity taxiway lights (MITL) at the Cheboygan County Airport in Cheboygan, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. The estimated project amount will be \$162,222. Source of Funds: FAA Funds (via block grant) - \$146,000; State Restricted Aeronautics Funds - \$8,111; Cheboygan County Airport Authority Funds - \$8,111.

**Purpose/Business Case:** The project includes the purchase of snow removal equipment and the design of a partial parallel taxiway, including MITL.

**Benefit:** Will allow for more effective snow removal and will allow the airport to remain open regardless of season. A partial parallel taxiway from the terminal apron to the runway 16/34 intersection will improve safety by allowing aircraft to taxi off the runway more quickly and prevent back taxiing.

**Funding Source:** FAA Funds (via block grant) - \$146,000; State Restricted Aeronautics Funds - \$8,111; Cheboygan County Airport Authority Funds - \$8,111; Contract Total - \$162,000.

**Commitment Level:** The contract is for a fixed cost for the equipment purchase and design services.

**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 project was bid locally and reviewed by MDOT personnel for appropriateness and cost reductions. The consultant contract was reviewed by MDOT personnel for further cost reductions.

**New Project Identification:** This is the purchase of new equipment to replace existing worn-out equipment. The design services are for new construction.

**Zip Code:** 49721.

49. \*MULTI-MODAL (Aeronautics) - Reimbursement for Airport Inspection and Data Collection

Contract (2005-0013) between MDOT and Southern Illinois University Carbondale (SIUC) will provide for reimbursement for the inspection of Michigan airports and for airport data collection for the Airport Safety Data Collection Program. There are 239 airports in Michigan. The Federal Aviation Administration (FAA) inspects twenty airports and the Multi-Modal Transportation Bureau (Aeronautics) inspects the remaining airports for the FAA Safety Data Program. Approval of this contract will help to recapture a portion of the costs of conducting the inspections and to standardize safety data collection and dissemination. The contract will be in effect from the date of award through September 30, 2005. The estimated revenue will be \$32,100.

**Purpose/Business Case:** To provide for reimbursement to the state for up to 71 airport safety data inspections conducted from October 1, 2004, through September 30, 2005.

**Benefit:** Airports are required by law to be licensed. The FAA requires that public use airports be inspected every three years.

**Funding Source:** This is a revenue contract. Revenue is estimated at \$32,100.

**Commitment Level:** The contract is for a fixed cost.

\* Denotes a non-standard contract/amendment

**Risk Assessment:** Not awarding the contract could result in the loss of federal funds.  
**Cost Reduction:** The amount of reimbursement is determined by the FAA and is not negotiable.  
**New Project Identification:** Airport inspections are conducted on an ongoing basis.  
**Zip Code:** 48909.

50. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z6) issued under Master Planning Agreement (2003-0015) between MDOT and the Eastern Upper Peninsula Regional Planning and Development Commission will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. This project will provide for the collection of information on federal aid roads by road agencies and communities for the preparation of one of the two nonmotorized prototype maps for MDOT's North Region. Information will be collected to match the data fields in MDOT's Transportation Management System program. Bicycle and shared-use trails will be identified, and map information will include the availability of support facilities, major land use data, recreational areas, and major points of interest. This authorization will be in effect from the date of award through September 30, 2005. The authorization amount will be \$36,000. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 100% State Restricted Michigan Transportation Funds.

**Purpose/Business Case:** The fourteen regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.  
**Benefit:** The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide planning projects, such as data collection, project assistance and administration, and organization of MDOT public meetings.  
**Funding Source:** 100% State Restricted Michigan Transportation Funds.  
**Commitment Level:** RPO costs are fixed and limited by line item appropriation.  
**Risk Assessment:** Without assistance from the RPOs, this work would not be completed.  
**Cost Reduction:** The costs of funding the RPO program are fixed by our state legislature. Cost reductions can only occur through legislation.  
**New Project Identification:** This is a continuing project.  
**Zip Code:** 49783.

51. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z11) under Master Planning Agreement (2003-0021) between MDOT and the Southwestern Michigan Commission will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. The project will provide for processes, criteria, recommendations, and a coordination plan for land use and the resolution of transportation issues along US-12. The authorization will be in effect from the date of award through September 30, 2005. The authorization amount will be \$41,250. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** The fourteen regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.  
**Benefit:** The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide planning projects, such as data collection, project assistance and administration, and organization of MDOT public meetings.  
**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.  
**Commitment Level:** RPO costs are fixed and limited by line item appropriation.  
**Risk Assessment:** Without assistance from the RPOs, this work would not be completed.  
**Cost Reduction:** The cost of funding the RPO program is fixed by the state legislature. Cost reductions can only occur through legislation.  
**New Project Identification:** These are continuing projects.  
**Zip Code:** 49022.

52. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z9) under Master Planning Agreement (2003-0025) between MDOT and the Western Upper Peninsula Planning & Development Regional Commission will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. The project will provide for processes, criteria, recommendations, and a coordination plan for land use and the resolution of transportation issues along US-41. The authorization will be in effect from the date of award through September 30, 2005. The authorization amount will be \$41,250. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** The fourteen regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

**Benefit:** The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide planning projects, such as data collection, project assistance and administration, and organization of MDOT public meetings.

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

**Commitment Level:** RPO costs are fixed and limited by line item appropriation.

**Risk Assessment:** Without assistance from the RPOs, this work would not be completed.

**Cost Reduction:** The cost of funding the RPO program is fixed by the state legislature. Cost reductions can only occur through legislation.

**New Project Identification:** These are continuing projects.

**Zip Code:** 49931.

53. \*TRANSPORTATION PLANNING - Jurisdictional Transfer MOU

Memorandum of Understanding (MOU) (2005-0004) between MDOT and the Van Buren County Road Commission will transfer jurisdiction of a portion (1.47 miles total distance) of Old M-43/34th Avenue. Jurisdiction will transfer from MDOT to the County upon the date of award. This is a zero dollar MOU.

**Purpose/Business Case:** To transfer jurisdiction of the roadway segment from MDOT to the Van Buren County Road Commission. Jurisdictional transfers of old, unsigned state trunklines are authorized under P.A. 296 of 1969.

**Benefit:** P.A. 51 of 1951 and other acts provide for MDOT to build new state trunklines or to realign existing ones; when this occurs, the old state trunkline no longer serves a state trunkline purpose. Jurisdictional transfers of old state trunklines to a city (1) place the roadways at the correct levels of responsibility in terms of how the roadways function for the local communities; and (2) free up future MDOT maintenance and improvement resources for signed state trunklines that serve statewide purposes.

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

**Commitment Level:** This is a zero dollar MOU.

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

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

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

**Zip Code:** 49064.









58. LETTING OF OCTOBER 01, 2004  
 PROPOSAL 0410005  
 PROJECT BHT 39102-56956, ETC  
 LOCAL AGRMT.  
 START DATE - JULY 07, 2005  
 COMPLETION DATE - OCTOBER 28, 2005

ENG. EST.  
 \$ 186,704.76

LOW BID  
 \$ 192,994.25

% OVER/UNDER EST.  
 3.37 %

Structural steel repairs and zone painting on M-89 over Gull Lake Road and prestressed concrete beam patching repairs and substructure patching on I-94BL over I-94 in Comstock and Ross Townships, Kalamazoo County.

BIDDER	AS-READ	AS-CHECKED	
<b>J. Slagter &amp; Son Construction Co.</b>	<b>\$ 192,994.25</b>	<b>Same</b>	<b>1 **</b>
Midwest Bridge Company	\$ 236,683.56	Same	2
L. W. Lamb, Inc.	\$ 243,063.60	Same	3
Abhe & Svoboda, Inc.	\$ 293,910.00	Same	4
C.A. Hull Co., Inc.	\$ 305,377.16	Same	5
Anlaan Corporation	\$ 367,718.91	Same	6
J.E. Kloote Contracting, Inc.			
Walter Toebe Construction Co.			
Davis Construction, Inc.			

6 Bidders

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

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

**Funding Source:**

56956A	Federal Highway Administration Funds	80.00 %
	State Restricted Trunkline Funds	20.00 %
74043A	Federal Highway Administration Funds	80.00 %
	State Restricted Trunkline Funds	20.00 %

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

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

**Cost Reduction:** Reduced roadway maintenance costs.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49004.



60. LETTING OF OCTOBER 01, 2004  
 PROPOSAL 0410007  
 PROJECT M 59045-56691  
 LOCAL AGRMT. 04-5225  
 START DATE - MAY 02, 2005  
 COMPLETION DATE - JUNE 17, 2005

ENG. EST.  
 \$ 379,898.54

LOW BID  
 \$ 397,512.01

% OVER/UNDER EST.  
 4.64 %

0.25 mi of pavement reconstruction with new subbase, aggregate base, hot mix asphalt cold milling and hot mix asphalt resurfacing, on M-46 (Main Street) from Second Street easterly to Lewis Street, in the village of Edmore, Home Township, Montcalm County.

BIDDER	AS-READ	AS-CHECKED	
<b>Kamminga &amp; Roodvoets, Inc.</b>	<b>\$ 397,512.01</b>	<b>Same</b>	<b>1 **</b>
Crawford Contracting, Inc.	\$ 428,296.15	Same	2
Milbocker and Sons, Inc.	\$ 438,124.91	Same	3
Nashville Construction Company	\$ 439,565.69	Same	4
L.J. Construction, Inc.	\$ 471,677.09	Same	5
Fisher Contracting Company	\$ 487,389.27	Same	6
C & D Hughes, Inc.	\$ 498,453.94	Same	7
Cadwell Brothers Construction	\$ 517,156.30	Same	8
Eastlund Concrete Construction	\$ 531,096.98	Same	9
Kalin Construction Co., Inc.			
Nagel Construction, Inc.			
Central Asphalt, Inc.			
Rieth-Riley Construction Co., Inc.			
Central Michigan Contracting, Inc.			
Bernie Johnson Trucking, Inc.			
M & M Excavating Co., Inc.			
CRS/Shaw Contracting Co.			

9 Bidders

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

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

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

**Funding Source:**

56691A	
Village of Edmore	4.72 %
State Restricted Trunkline Funds	95.28 %

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

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

**Cost Reduction:** Reduced roadway maintenance costs.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48829.



62. LETTING OF OCTOBER 01, 2004  
 PROPOSAL 0410009  
 PROJECT BRT 16032-51449  
 LOCAL AGRMT.  
 START DATE - APRIL 04, 2005  
 COMPLETION DATE - SEPTEMBER 23, 2005

ENG. EST.  
 \$ 802,640.80

LOW BID  
 \$ 976,571.01

% OVER/UNDER EST.  
 21.67 %

Bridge replacement and approach work on M-27 over Mullett Creek, north of Topinabee in Mullett Township, Cheboygan County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
<b>Walter Toebe Construction Co.</b>	<b>\$ 976,571.01</b>	<b>Same</b>	<b>1 **</b>
J.E. Kloote Contracting, Inc.	\$ 1,047,235.58	Same	2
Hardman Construction, Inc.	\$ 1,048,268.49	Same	3
Davis Construction, Inc.	\$ 1,076,947.58	Same	4
Anlaan Corporation	\$ 1,098,803.06	Same	5
Milbocker and Sons, Inc.	\$ 1,199,956.67	Same	6
Cordes Excavating, Inc.			
J. Slagter & Son Construction Co.			
Midwest Bridge Company			
Zenith Tech, Inc.			
Prince Bridge & Marine, LTD			
C.A. Hull Co., Inc.			
L. W. Lamb, Inc.			
E. C. Korneffel Co.			
Heystek Contracting Inc.			

6 Bidders

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

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

**Funding Source:**

51449A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

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

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

**Cost Reduction:** Reduced roadway maintenance costs.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49791.



64. LETTING OF OCTOBER 01, 2004  
 PROPOSAL 0410014  
 PROJECT M 09032-53352  
 LOCAL AGRMT. 04-5433  
 START DATE - APRIL 18, 2005  
 COMPLETION DATE - JUNE 30, 2005

ENG. EST.  
 \$ 1,712,868.89

LOW BID  
 \$ 1,749,069.45

% OVER/UNDER EST.  
 2.11 %

2.00 mi of hot mix asphalt cold milling, two-course overlay resurfacing, traffic signal modernization, and safety improvements on M-13 (Euclid Avenue) from Fisher Road northerly to Wilder Road in the city of Bay City, Bangor Township, Bay County.

BIDDER	AS-READ	AS-CHECKED	
<b>Saginaw Asphalt Paving Company</b>	<b>\$ 1,749,069.45</b>	<b>Same</b>	<b>1 **</b>
Pyramid Paving & Contracting	\$ 1,957,835.60	Same	2

2 Bidders

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

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

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

**Funding Source:**

53352A  
 City of Bay City 0.60 %  
 State Restricted Trunkline Funds 99.40 %

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

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

**Cost Reduction:** Reduced roadway maintenance costs.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48706.





67. LETTING OF OCTOBER 01, 2004  
 PROPOSAL 0410018  
 PROJECT BHT 57011-53753, ETC  
 LOCAL AGRMT.  
 START DATE - JULY 05, 2005  
 COMPLETION DATE - SEPTEMBER 02, 2005

ENG. EST.  
 \$ 454,605.94

LOW BID  
 \$ 552,017.52

% OVER/UNDER EST.  
 21.43 %

Deep concrete overlay of bridge deck, railing replacement, partial deck replacement, substructure repair, steel beam end repair, painting and maintaining traffic on M-66 over the Clam River and deep concrete overlay of bridge deck, railing replacement, partial deck replacement, substructure repair, diaphragm replacement, and painting on M-66 over the Middle Branch River in Marion and Richmond Townships, Missaukee and Osceola Counties.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
<b>L. W. Lamb, Inc.</b>	<b>\$ 552,017.52</b>	<b>Same</b>	<b>1 **</b>
Walter Toebe Construction Co.	\$ 562,833.93	Same	2
J. Slagter & Son Construction Co.	\$ 584,534.31	Same	3
Midwest Bridge Company	\$ 606,602.77	Same	4
Anlaan Corporation	\$ 613,624.60	Same	5
C.A. Hull Co., Inc.	\$ 689,851.08	Same	6
Miller Development, Inc.			
3-S Construction, Inc.			
Davis Construction, Inc.			

6 Bidders

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

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

**Funding Source:**

53753A		
Federal Highway Administration Funds	80.00 %	
State Restricted Trunkline Funds	20.00 %	
53758A		
Federal Highway Administration Funds	75.77 %	
SBC Communications	5.29 %	
State Restricted Trunkline Funds	18.94 %	

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

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

**Cost Reduction:** Reduced roadway maintenance costs.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49657.



69. LETTING OF OCTOBER 01, 2004  
 PROPOSAL 0410020  
 PROJECT NHG 24012-76321  
 LOCAL AGRMT.  
 START DATE - JUNE 06, 2005  
 COMPLETION DATE - JUNE 24, 2005

ENG. EST.  
 \$ 291,185.51

LOW BID  
 \$ 297,656.54

% OVER/UNDER EST.  
 2.22 %

39.07 mi of non-freeway signing upgrade on US-31 from the Charlevoix County line to I-75 in the villages of Alanson and Pellston, in the city of Petoskey, in the townships of Resort, Bear Creek, Little Traverse, Littlefield, Maple River, McKinley, Carp Lake and Wawatam, Emmet County.

BIDDER	AS-READ	AS-CHECKED	
<b>Nationwide Fence &amp; Supply Company</b>	<b>\$ 297,656.54</b>	<b>Same</b>	<b>1 **</b>
Highway Service Co., Inc.	\$ 328,292.17	Same	2
Enviro Products, Inc.	\$ 335,482.00	Same	3
NES - Worksafe	\$ 340,109.07	Same	4
Action Traffic Maintenance, Inc.	\$ 342,296.81	Same	5
J & J Contracting, Inc.	\$ 343,706.92	Same	6
Trans Tech Electric LP	\$ 454,545.45	Same	7
Midwest Bridge Company			

7 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

76321A

Federal Highway Administration Funds 100 %

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

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

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

**New Project Identification:** Sign upgrading.

**Zip Code:** 49770.

70. LETTING OF OCTOBER 01, 2004  
 PROPOSAL 0410021  
 PROJECT NHG 28013-76318  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - APRIL 29, 2005

ENG. EST.  
 \$ 121,831.78

LOW BID  
 \$ 118,117.68

% OVER/UNDER EST.  
 -3.05 %

15.115 mi of non-freeway signing upgrade on US-31 from M-72 west junction to the Antrim County line in the city of Traverse City, in Acme and East Bay Townships, Grand Traverse County.

BIDDER	AS-READ	AS-CHECKED	
<b>Nationwide Fence &amp; Supply Company</b>	<b>\$ 118,117.68</b>	<b>Same</b>	<b>1 **</b>
Highway Service Co., Inc.	\$ 138,033.50	Same	2
Enviro Products, Inc.	\$ 142,619.25	Same	3
Trans Tech Electric LP	\$ 143,738.20	Same	4
NES - Worksafe	\$ 144,749.05	Same	5
Action Traffic Maintenance, Inc.	\$ 145,775.17	Same	6
J & J Contracting, Inc.	\$ 160,031.96	Same	7
Midwest Bridge Company			

7 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

76318A

Federal Highway Administration Funds 100 %

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

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

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

**New Project Identification:** Sign upgrading.

**Zip Code:** 49684.



72. LETTING OF OCTOBER 01, 2004  
 PROPOSAL 0410023  
 PROJECT STG 19031-76398  
 LOCAL AGRMT.  
 START DATE - MARCH 21, 2005  
 COMPLETION DATE - MAY 25, 2005

ENG. EST.                      LOW BID  
 \$ 141,099.62                \$ 117,755.60

% OVER/UNDER EST.  
 -16.54 %

25.322 mi of non-freeway sign upgrades on Old 27 from Sheridan Road to Price Road and from US-127 BR from Price Road to the north junction of US-127, in the city of St. Johns, in the townships of Bingham, DeWitt, Green Bush and Olive, Clinton County.

BIDDER	AS-READ	AS-CHECKED	
<b>Enviro Products, Inc.</b>	<b>\$ 117,755.60</b>	<b>Same</b>	<b>1 **</b>
Highway Service Co., Inc.	\$ 119,951.79	Same	2
Nationwide Fence & Supply Company	\$ 132,919.00	Same	3
J & J Contracting, Inc.	\$ 135,353.45	Same	4
Trans Tech Electric LP	\$ 138,476.20	Same	5
Action Traffic Maintenance, Inc.	\$ 145,361.88	Same	6
NES - Worksafe	\$ 176,232.58	Same	7
Midwest Bridge Company			

7 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

76398A

Federal Highway Administration Funds                      100 %

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

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

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

**New Project Identification:** Sign upgrading.

**Zip Code:** 48879











78. LETTING OF OCTOBER 01, 2004  
 PROPOSAL 0410031  
 PROJECT BHT 13012-73875, ETC  
 LOCAL AGRMT.  
 START DATE - JUNE 06, 2005  
 COMPLETION DATE - AUGUST 19, 2005

ENG. EST.                      LOW BID  
 \$ 357,059.52                \$ 346,725.52

% OVER/UNDER EST.  
 -2.89 %

Shallow hot mix asphalt deck overlay and joint replacement on M-89 over the Battle Creek River and shallow concrete bridge deck overlay, joint replacement, partial painting, substructure patching, railing replacement on I-94 under 17 1/2 Mile Road with approach work and maintaining traffic in the city of Battle Creek, Marshall Township, Calhoun County.

BIDDER	AS-READ	AS-CHECKED	
<b>J. Slagter &amp; Son Construction Co.</b>	<b>\$ 346,725.52</b>	<b>Same</b>	<b>1 **</b>
Davis Construction, Inc.	\$ 451,288.18	Same	2
Anlaan Corporation	\$ 465,227.08	Same	3
Walter Toebe Construction Co.	\$ 466,133.88	Same	4
C.A. Hull Co., Inc.	\$ 484,915.36	Same	5
Midwest Bridge Company	\$ 524,436.92	Same	6
L. W. Lamb, Inc.			

6 Bidders

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

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

**Funding Source:**

73875A		
Federal Highway Administration Funds	80.00 %	
State Restricted Trunkline Funds	20.00 %	
73877A		
Federal Highway Administration Funds	80.00 %	
State Restricted Trunkline Funds	20.00 %	

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

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

**Cost Reduction:** Reduced roadway maintenance costs.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49017.



80. LETTING OF OCTOBER 01, 2004  
 PROPOSAL 0410035  
 PROJECT STG 16081-76292  
 LOCAL AGRMT.  
 START DATE - JUNE 06, 2005  
 COMPLETION DATE - JUNE 24, 2005

ENG. EST.                      LOW BID  
 \$ 77,966.27                \$ 73,774.30

% OVER/UNDER EST.  
 -5.38 %

14.287 mi of non-freeway signing upgrades on US-23 from the Presque Isle County line to M-27 in the city of Cheboygan in Benton Township, Cheboygan County.

BIDDER	AS-READ	AS-CHECKED	
<b>Nationwide Fence &amp; Supply Company</b>	<b>\$ 73,774.30</b>	<b>Same</b>	<b>1 **</b>
Enviro Products, Inc.	\$ 74,919.00	Same	2
J & J Contracting, Inc.	\$ 83,939.29	Same	3
Highway Service Co., Inc.	\$ 85,814.38	Same	4
NES - Worksafe	\$ 87,157.64	Same	5
Action Traffic Maintenance, Inc.	\$ 87,839.24	Same	6
Trans Tech Electric LP	\$ 98,340.10	Same	7
Midwest Bridge Company			

7 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

76292A

Federal Highway Administration Funds                      100 %

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

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

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

**New Project Identification:** Sign upgrading.

**Zip Code:** 49721.

81. LETTING OF OCTOBER 01, 2004  
 PROPOSAL 0410036 ENG. EST. LOW BID  
 \$ 69,876.73 \$ 57,060.50  
 PROJECT NHG 53031-76340  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - JUNE 06, 2005  
 COMPLETION DATE - JUNE 24, 2005 -18.34 %

5.725 mi of non-freeway signing upgrade on M-116 from William Street to US-10, US-10 from Laura Street to US-31BR, US-31BR from US-31 to US-10 in the city of Ludington, Pere Marquette Township, Mason County.

BIDDER	AS-READ	AS-CHECKED	
<b>J &amp; J Contracting, Inc.</b>	<b>\$ 57,060.50</b>	<b>Same</b>	<b>1 **</b>
Nationwide Fence & Supply Company	\$ 64,869.50	Same	2
Highway Service Co., Inc.	\$ 73,753.98	Same	3
Action Traffic Maintenance, Inc.	\$ 74,167.49	Same	4
Enviro Products, Inc.	\$ 77,498.00	Same	5
NES - Worksafe	\$ 85,697.46	Same	6
Trans Tech Electric LP	\$ 87,820.60	Same	7
Midwest Bridge Company			

7 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

76340A

Federal Highway Administration Funds 100 %

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

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

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

**New Project Identification:** Sign upgrading.

**Zip Code:** 49431.





84. LETTING OF OCTOBER 01, 2004  
 PROPOSAL 0410039  
 PROJECT MG 41122-79318  
 LOCAL AGRMT.  
 START DATE - JULY 11, 2005  
 COMPLETION DATE - SEPTEMBER 02, 2005

ENG. EST.                      LOW BID  
 \$ 1,282,395.20    \$ 1,357,987.71

% OVER/UNDER EST.  
 5.89 %

5.933 mi of cold milling and hot mix asphalt resurfacing and 5.829 mi of hot mix asphalt surface overlay and signal loop replacement on M-57 from east of Northland Drive to east of Montcalm Road (gap out Myers Lake Drive and Wabasis Avenue intersections) in Courtland, Eureka, and Oakfield Townships, Kent and Montcalm Counties.

A 2005 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
<b>Michigan Paving &amp; Materials Co.</b>	<b>\$ 1,357,987.71</b>	<b>Same</b>	<b>1 **</b>
Aggregate Industries-Central Region	\$ 1,403,755.75	Same	2
Rieth-Riley Construction Co., Inc.	\$ 1,545,395.39	Same	3
Central Asphalt, Inc.			

3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

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

**Funding Source:**

79318A  
 Federal Highway Administration Funds                      81.85 %  
 State Restricted Trunkline Funds                              18.15 %

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

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

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Zip Code:** 49341.







88. LETTING OF OCTOBER 01, 2004  
 PROPOSAL 0410043  
 PROJECT STG 53011-76342  
 LOCAL AGRMT.  
 START DATE - JUNE 06, 2005  
 COMPLETION DATE - JUNE 24, 2005

ENG. EST. \$ 41,662.77  
 LOW BID \$ 38,536.95  
 % OVER/UNDER EST. -7.50 %

6.81 mi of non-freeway signing upgrades on M-116 from William Street to Ludington State Park in the city of Ludington in Hamlin and Pere Marquette Townships, Mason County.

BIDDER	AS-READ	AS-CHECKED	
<b>J &amp; J Contracting, Inc.</b>	\$ 38,536.95	Same	1 **
Nationwide Fence & Supply Company	\$ 42,310.05	Same	2
Enviro Products, Inc.	\$ 48,242.00	Same	3
Highway Service Co., Inc.	\$ 52,286.02	Same	4
Action Traffic Maintenance, Inc.	\$ 54,295.98	Same	5
Trans Tech Electric LP	\$ 61,834.30	Same	6
NES - Worksafe	\$ 76,886.46	Same	7
Midwest Bridge Company			

7 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

76342A

Federal Highway Administration Funds 100 %

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

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

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

**New Project Identification:** Sign upgrading.

**Zip Code:** 49431.









93. LETTING OF OCTOBER 01, 2004  
 PROPOSAL 0410048  
 PROJECT ST 84914-79803  
 LOCAL AGRMT.  
 START DATE - AUGUST 15, 2005  
 COMPLETION DATE - 50 working days

	ENG. EST.	LOW BID
	\$ 703,000.00	\$ 571,145.00
		% OVER/UNDER EST.
		-18.76 %

107.0 mi of hot mix asphalt crack treatment on various state trunklines in the counties of Gratiot, Midland, Clare, Isabella, Arenac, Saginaw, Bay, Tuscola and Gladwin.

A 2005 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
<b>Scodeller Construction, Inc.</b>	<b>\$ 571,145.00</b>	<b>Same</b>	<b>1 **</b>
Causie Contracting, Inc.	\$ 715,400.00	Same	2
Fahrner Asphalt Sealers, Inc.	\$ 1,014,647.00	Same	3
Kenneth R. Hartman, Inc.			
Arnt Asphalt Sealing, Inc.			
Michigan Joint Sealing, Inc.			
John Carlo, Inc.			

3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

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

**Funding Source:**

79803A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

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

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

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Zip Code:** 48858.



95. LETTING OF OCTOBER 01, 2004  
 PROPOSAL 0410051  
 PROJECT ST 76062-79739  
 LOCAL AGRMT.  
 START DATE - JUNE 20, 2005  
 COMPLETION DATE - AUGUST 19, 2005

ENG. EST.  
 \$ 559,535.81

LOW BID  
 \$ 688,000.00

% OVER/UNDER EST.  
 22.96 %

8.817 mi of paver placed surface seal and gravel shoulders, on M-21 from Sylvia Lane easterly to M-13, in Caledonia and Venice townships, the city of Corunna, Shiawassee County.

A 2005 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
<b>Michigan Paving &amp; Materials Co.</b>	<b>\$ 688,000.00</b>	<b>Same</b>	<b>1 **</b>
Pyramid Paving & Contracting	\$ 734,623.38	Same	2
Saginaw Asphalt Paving Company	\$ 744,543.76	Same	3

3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

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

**Funding Source:**

79739A  
 Federal Highway Administration Funds 81.85 %  
 State Restricted Trunkline Funds 18.15 %

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

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

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Zip Code:** 48817.

96. LETTING OF OCTOBER 01, 2004  
 PROPOSAL 0410052  
 PROJECT MG 16032-79863  
 LOCAL AGRMT.  
 START DATE - MAY 02, 2005  
 COMPLETION DATE - JUNE 10, 2005

ENG. EST.	LOW BID
\$ 641,596.53	\$ 695,592.09
	% OVER/UNDER EST.
	8.42 %

12.13 mi of crack sealing and microsurfacing on M-27 from east of the I-75 northbound ramps to north of Wing Road and from south of M-33 to north of Tannery Road (south) in the city of Cheboygan in Inverness and Mullett Townships, Cheboygan County.

A 2005 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
<b>Terry Construction, Inc.</b>	<b>\$ 695,592.09</b>	<b>Same</b>	<b>1 **</b>
Strawser Incorporated	\$ 727,776.00	Same	2
Pavement Maintenance Systems, Inc.			
John Carlo, Inc.			
Fahrner Asphalt Sealers, Inc.			

2 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

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

**Funding Source:**

79863A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

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

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

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Zip Code:** 49791.



98. LETTING OF OCTOBER 01, 2004  
 PROPOSAL 0410054 ENG. EST. LOW BID  
 \$ 733,128.49 \$ 819,034.86  
 PROJECT IMG 63101-76065  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - JULY 01, 2005 11.72 %

8.679 mi freeway signing upgrades on I-696 from I-96 to  
 US-24 in the cities of Farmington Hills, Novi and  
 Southfield, Oakland County.

BIDDER	AS-READ	AS-CHECKED	
<b>Action Traffic Maintenance, Inc.</b>	<b>\$ 819,034.86</b>	<b>Same</b>	<b>1 **</b>
Midwest Bridge Company	\$ 878,799.67	Same	2
Trans Tech Electric LP			
Highway Service Co., Inc.			

2 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

76065A

Federal Highway Administration Funds 100 %

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

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

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

**New Project Identification:** Sign upgrading.

**Zip Code:** 48363.











104. LETTING OF OCTOBER 01, 2004  
 PROPOSAL 0410060  
 PROJECT M 84914-79829  
 LOCAL AGRMT.  
 START DATE - MAY 16, 2005  
 COMPLETION DATE - 45 working days

ENG. EST.	LOW BID
\$ 421,683.86	\$ 329,727.78
	% OVER/UNDER EST.
	-21.81 %

61.88 mi of hot mix asphalt crack treatment on M-15, M-24, M-25, M-46, M-53, M-54, M-57, M-138, M-142, US-23BR and Frank Street at various locations in the Bay Region in Huron, Sanilac, Tuscola, Genesee and Lapeer Counties.

A 2005 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
<b>Scodeller Construction, Inc.</b>	<b>\$ 329,727.78</b>	<b>Same</b>	<b>1 **</b>
Causie Contracting, Inc.	\$ 426,044.00	Same	2
Arnt Asphalt Sealing, Inc.	\$ 437,026.50	Same	3
John Carlo, Inc.	\$ 544,036.10	Same	4
Fahrner Asphalt Sealers, Inc.	\$ 685,283.19	Same	5
Kenneth R. Hartman, Inc.			

5 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

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

**Funding Source:**

79829A

State Restricted Trunkline Funds 100 %

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

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

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Zip Code:** 48446 Region-wide.

105. LETTING OF OCTOBER 01, 2004  
 PROPOSAL 0410061  
 PROJECT IM 82025-79114  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - JULY 01, 2005

ENG. EST.  
 \$ 190,116.79

LOW BID  
 \$ 168,884.80

% OVER/UNDER EST.  
 -11.17 %

11.422 mi of hot mix asphalt crack treatment on I-94 from Conner Avenue easterly to M-102 (Eight Mile Road) in the cities of Detroit, Harper Woods and Grosse Pointe Woods, Wayne County.

A 2005 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
<b>Michigan Joint Sealing, Inc.</b>	<b>\$ 168,884.80</b>	<b>Same</b>	<b>1 **</b>
Scodeller Construction, Inc.	\$ 175,204.00	Same	2
Kenneth R. Hartman, Inc.			
John Carlo, Inc.			
Fahrner Asphalt Sealers, Inc.			
Causie Contracting, Inc.			

2 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

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

**Funding Source:**

79114A  
 Federal Highway Administration Funds 90.00 %  
 State Restricted Trunkline Funds 10.00 %

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

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

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Zip Code:** 48224.





108. LETTING OF OCTOBER 01, 2004  
 PROPOSAL 0410065  
 PROJECT M 68012-78938  
 LOCAL AGRMT.  
 START DATE - MAY 16, 2005  
 COMPLETION DATE - JUNE 30, 2005

ENG. EST.  
 \$ 339,861.56

LOW BID  
 \$ 256,182.00

% OVER/UNDER EST.  
 -24.62 %

6.15 mi of crack sealing and hot mix asphalt, ultra thin surfacing on M-33 from M-72 to north of Island Lake Drive in the villages of Comins and Fairview, in Big Creek and Mentor Townships, Oscoda County.

A 2005 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 256,182.00</b>	<b>Same</b>	<b>1 **</b>
Bolen Asphalt Paving, Inc.	\$ 284,607.40	Same	2
Pyramid Paving & Contracting	\$ 319,951.05	Same	3
H & D, Inc.			

3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

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

**Funding Source:**

78938A

State Restricted Trunkline Funds 100 %

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

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

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Zip Code:** 48619.



## LOCAL PROJECTS

110. LETTING OF OCTOBER 01, 2004  
 PROPOSAL 0410011  
 PROJECT STH 35609-78230  
 LOCAL AGRMT. 04-5428  
 START DATE - 10 days after award  
 COMPLETION DATE - MAY 13, 2005

ENG. EST. \$ 55,771.00  
 LOW BID \$ 46,684.40  
 % OVER/UNDER EST. -16.29 %

Bridge railing upgrades, approach guardrail on Towerline Road over Johnson Creek and Towerline Road over Hale Creek, in Burleigh and Plainfield Townships, Iosco County.

BIDDER	AS-READ	AS-CHECKED	
<b>Rite Way Fence, Inc.</b>	<b>\$ 46,684.40</b>	<b>Same</b>	<b>1 **</b>
Nationwide Fence & Supply Company	\$ 54,537.48	Same	2
Snowden, Inc.	\$ 58,853.00	Same	3
J. Slagter & Son Construction Co.	\$ 62,847.21	Same	4
J & J Contracting, Inc.	\$ 65,028.92	Same	5
Tri-Valley Landscaping, Inc.	\$ 87,337.50	Same	6

6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

**Source of Funds:**

78230A  
 Iosco County 20.00 %  
 Federal Highway Administration Funds 80.00 %

**Zip Code:** 48739.

111. LETTING OF OCTOBER 01, 2004  
 PROPOSAL 0410012  
 PROJECT ASTU 63459-56252  
 LOCAL AGRMT. 04-5379  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 30, 2006

ENG. EST.                      LOW BID  
 \$ 3,354,154.10    \$ 2,907,577.88

% OVER/UNDER EST.  
 -13.31 %

0.7 km of concrete pavement construction, storm sewers,  
 traffic signals and wetland creation on Wixom Road/Johanna  
 Ware Extension at Pontiac Trail, in the city of Wixom,  
 Oakland County.

15.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
<b>Six-S, Inc.</b>	<b>\$ 2,907,577.88</b>	<b>Same</b>	<b>1 **</b>
Waterland Trucking Service, Inc.	\$ 3,081,667.94	Same	2
V.I.L. Construction, Inc.	\$ 3,206,872.10	Same	3
Fisher Contracting Company	\$ 3,215,854.03	Same	4
Dan's Excavating, Inc.	\$ 3,287,844.33	Same	5
South Hill Construction Company	\$ 3,344,502.78	Same	6
Angelo Iafrate Construction Company	\$ 3,364,949.75	Same	7
John Carlo, Inc.	\$ 3,682,176.52	Same	8
Peter A. Basile Sons, Inc.			
Florence Cement Company			
L.J. Construction, Inc.			
Ajax Paving Industries, Inc.			

8 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

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

**Source of Funds:**

56252A  
 Federal Highway Administration Funds                      80.63 %  
 City of Wixom    19.37 %

**Zip Code:** 48393.

112. LETTING OF OCTOBER 01, 2004  
 PROPOSAL 0410013  
 PROJECT RP 63459-80648  
 LOCAL AGRMT. 04-5403  
 START DATE - MARCH 15, 2005  
 COMPLETION DATE - AUGUST 15, 2005

ENG. EST.                      LOW BID  
 \$ 1,214,648.75    \$ 1,231,152.75

% OVER/UNDER EST.  
 1.36 %

0.82 mi of hot mix asphalt reconstruction, earthwork, enclosed drainage, curb and gutter, and tree removal on White Lake Road, from Harvey Lake Road/Miller Road easterly to Highland Hills Road in Highland Township, Oakland County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
<b>Genoak Construction Company</b>	<b>\$ 1,231,152.75</b>	<b>Same</b>	<b>1 **</b>
South Hill Construction Company	\$ 1,265,723.75	Same	2
Pamar Enterprises, Inc.	\$ 1,302,840.99	Same	3
The Oakland Excavating Company	\$ 1,328,360.95	Same	4
Cadillac Asphalt, LLC.	\$ 1,400,422.45	Same	5
Fisher Contracting Company	\$ 1,407,483.72	Same	6
V.I.L. Construction, Inc.	\$ 1,433,232.00	Same	7
Zito Construction Co.	\$ 1,439,660.29	Same	8
Six-S, Inc.	\$ 1,462,549.37	Same	9
Angelo Iafrate Construction Company	\$ 1,498,653.41	Same	10
L.J. Construction, Inc.	\$ 1,514,876.50	Same	11
Dan's Excavating, Inc.			
Ron Bretz Excavating, Inc.			
Florence Cement Company			
3-S Construction, Inc.			
Ajax Paving Industries, Inc.			
ABC Paving Company			
Peter A. Basile Sons, Inc.			

11 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

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

**Source of Funds:**

80648A

Federal Highway Administration Funds                      100 %

**Zip Code:** 48356.



114. LETTING OF OCTOBER 01, 2004  
 PROPOSAL 0410033  
 PROJECT EDDF 64555-51798  
 LOCAL AGRMT. 04-5369  
 START DATE - MAY 02, 2005  
 COMPLETION DATE - JULY 01, 2005

ENG. EST.  
 \$ 330,750.00

LOW BID  
 \$ 328,887.85

% OVER/UNDER EST.  
 -0.56 %

1.3 mi of road rehabilitation, including trenching, crushing and shaping, aggregate base, hot mix asphalt paving, aggregate shoulders, drainage, curb and gutter, pavement marking and slope restoration on Main Street from 168th Avenue to Leavitt Avenue, from Hamon Street to Menes Street, and on Hamon Street from Clock Road to Main Street, in the village of Walkerville, Oceana County.

BIDDER	AS-READ	AS-CHECKED	
<b>C &amp; D Hughes, Inc.</b>	<b>\$ 328,887.85</b>	<b>Same</b>	<b>1 **</b>
Bernie Johnson Trucking, Inc.	\$ 331,242.30	Same	2
Wadel Stabilization, Inc.	\$ 334,959.75	Same	3
Rieth-Riley Construction Co., Inc.	\$ 350,479.91	Same	4
Nashville Construction Company	\$ 351,630.05	Same	5
Hallack Contracting, Inc.	\$ 356,171.58	Same	6
Kamminga & Roodvoets, Inc.	\$ 366,222.46	Same	7
Milbocker and Sons, Inc.	\$ 388,990.46	Same	8
McCormick Sand, Inc.	\$ 390,359.42	Same	9
Eastlund Concrete Construction			
Kalin Construction Co., Inc.			
Omans Contracting, Inc.			

9 Bidders

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

**Purpose/Business Case:** The project is for the reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21<sup>st</sup> Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

51798A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

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

**Risk Assessment:** If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

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

**New Project Identification:** Resurfacing.

**Zip Code:** 49459.



**EXTRAS**

116. **Extra 2004 - 63**

Control Section/Job Number: 81406-49353A 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: Dan's Excavating, Inc.  
12955 23 Mile Road  
Shelby Township, MI 48315

Designed By: Consultant  
Engineer's Estimate: \$7,469,923.47

Description of Project:

1.41 km of pavement removal, grading, drainage, watermain installation, and concrete boulevard construction including box culvert bridge structures on Jackson Road from Myrtle Avenue to Jackson Industrial Drive in Washtenaw County.

Administrative Board Approval Date:	November 6, 2001	
Contract Date:	November 30, 2001	
Original Contract Amount:	\$6,387,546.20	
Total of Overruns/Changes (Approved to Date):	155,302.86	+ 2.43%
Total of Extras/Adjustments (Approved to Date):	535,391.47	+ 8.38%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>27,226.49</u></b>	<b><u>+ 0.43%</u></b>
<b>Revised Total</b>	<b><u>\$7,105,467.02</u></b>	<b>11.24%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.81% over the original budget for an **Authorized to Date Amount** of \$7,078,240.53.

Approval of this extra will place the authorized status of the contract 11.24% or \$717,920.82 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2204-34	39 r.4	\$136,260.06	06/01/04

Contract Modification Number(s): 42

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

<b>CM 42</b>		
Concrete Quality Initiative - Adjustment	27,226.490 Dlr @ \$1.00/Dlr	<u>\$27,226.49</u>
Total		<u>\$27,226.49</u>

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

This contract modification adjusts the payment for Concrete Quality Initiative in accordance with the “Special Provision for Furnishing Portland Cement Concrete (Quality Assurance).” The Concrete Quality Initiative established a budgeted amount of \$100,000 in the contract. The Contractor placed a bid of \$0.01 in the unit price. The pay adjustment, per the Special Provision, is not based on the unit price, but a formula. The pay adjustment is based on a Quality Index, described in the Special Provision, multiplied by the quantity of the specific concrete pay item (eligible for incentive), multiplied by the unit price of the specific concrete pay item.

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

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

**Purpose/Business Case:** 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. For a more detailed explanation, please see individual explanations above.

**Funding Source:** FHWA, 69.85%; Washtenaw County, 30.15%

**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.

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

**Zip Code:** 48103.

117. **Extra 2004- 70**

Control Section/Job Number: 33403-50152A 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: Bailey Excavating, Inc.  
P.O. Box 660  
Jackson, MI 49204-0660

Designed By: Consultant

Engineer's Estimate: \$1,870,025.95

Description of Project:

1.0 mi of bituminous and plain concrete road reconstruction with concrete curb and gutter, storm sewer, and watermain on Lake Lansing Road, Lansing city limits to US-127, Ingham County.

Administrative Board Approval Date:	May 07, 2002	
Contract Date:	May 20, 2002	
Original Contract Amount:	\$1,997,228.99	
Total of Overruns/Changes (Approved to Date):	(58,867.96)	-2.95%
Total of Extras/Adjustments (Approved to Date):	424,574.96	+ 21.26%
Total of Negative Adjustments (Approved to Date):	0.00	0.00%
<b>THIS REQUEST</b>	<b><u>12,482.76</u></b>	<b><u>+0.63%</u></b>
<b>Revised Total</b>	<b><u>\$2,375,418.75</u></b>	<b>+ 18.94%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 18.31% over the original budget for an **Authorized to Date Amount** of \$2,362,935.99.

Approval of this extra will place the authorized status of the contract 18.94% or \$378,189.76 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB DATE
2003-37	8	\$207,467.57	09/02/03
2004-25	9, 10 r. 2	\$117,372.43	05/04/04

Contract Modification Number(s): 11 r. 1

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

**CM 11**

Pavt, Marking, Polyurea; 4 inch; White	4,801.000 Ft @ \$1.16/Ft	\$5,569.16
Pavt, Marking, Polyurea; 4 inch; Yellow	5,960.000 Ft @ \$1.16/Ft	<u>6,913.60</u>
Total		<u>\$12,482.76</u>

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

Waterborne pavement markings were set up to use on the project. Waterborne does not stay in place on new hot mix asphalt through the winter. After the project was let, the Ingham County Road Commission was made aware of the benefits of polyurea pavement markings by a supplier. Polyurea has a greater longevity than waterborne. The waterborne pavement markings set up on this project were deleted, at a reduction of \$1,721.76, and replaced with the polyurea, for a total increase of \$10,761.00. The price of the polyurea pavement markings was negotiated and compares favorably to MDOT's average unit prices.

Section 103.4 – 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 October 28, 2004, meeting, and is now recommended for approval by the State Administrative Board on November 2, 2004.

**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. For a more detailed explanation, please see individual explanations above.

**Funding Source:** FHWA, 69.38%; Ingham County Road Commissions 30.62%

**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.

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

**Zip Code:** 48912.

118. **Extra 2004 -71**

Control Section/Job Number:	63003-40023A	Local 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 -	Does not meet criteria.	
Contractor:	Anlaan Corporation P.O. Box 333 Ferrysburg, MI 49409	
Designed By:	Consultant	
Engineer's Estimate:	\$751,540.25	

Description of Project:

Removal of a single span concrete arch bridge, construction of a three-sided precast concrete arch bridge, and related approach work on Kirkway Road over Lower Long Lake Cove in Bloomfield Township, Oakland County.

Administrative Board Approval Date:	May 20, 2003	
Contract Date:	June 5, 2003	
Original Contract Amount:	\$729,844.70	
Total of Overruns/Changes (Approved to Date):	13,185.80	+ 1.81%
Total of Extras/Adjustments (Approved to Date):	26,871.36	+ 3.68%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>29,917.00</u></b>	<b><u>+ 4.10%</u></b>
<b>Revised Total</b>	<b><u>\$799,818.86</u></b>	<b>+ 9.59%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.49% over the original budget for an **Authorized to Date Amount** of \$769,901.86.

Approval of this extra will place the authorized status of the contract 9.59% or \$69,974.16 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 9 r. 3

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

**CM 9**

Sanitary sewer lead and connection 6"	1.000 LS @ \$9,843.00/LS	\$9,843.00
Steel backed timber guardrail design changes	1.000 LS @ \$19,294.00/LS	19,294.00
Misc sprinkler repair	1.000 LS @ \$780.00/LS	<u>780.00</u>
Total		<u>\$29,917.00</u>

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

**CM 9**

During construction of the bridge approach work, a sanitary sewer lead to an adjacent house was encountered. The lead was not shown on the project plans. To avoid conflicts with the work, the sewer lead was relocated and reconnected.

After a portion of timber guardrail was installed (as shown on the plan), the Road Commission for Oakland County determined the rail was too low to be safe. The guardrail was removed, new parts were fabricated, and the guardrail was reinstalled. In addition, a residential sprinkler system was damaged and subsequently repaired during construction.

The prices for these extras are based on actual costs submitted by the contractor, similar to force account records, as described in Section 109.07 of the 2003 Standard Specifications for Construction, and verified by MDOT inspection personnel.

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.

**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. For a more detailed explanation, please see individual explanations above.  
**Funding Source:** FHWA, 70.24%; State Restricted Trunkline, 13.16%; Road Commission for Oakland County, 16.60%  
**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.  
**New Project Identification:** This is an existing project already under contract.  
**Zip Code:** 48303.

119. **Extra 2004 -72**

Control Section/Job Number:	82062-47064A	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras. This project also has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Township, MI 48315	
Designed By:	Consultant	
Engineer's Estimate:	\$10,795,560.81	
Description of Project:	3.1 km of road reconstruction, watermain and storm sewer replacement, streetscape improvements, traffic signal upgrading, and deck patching and joint replacement on bridge structure (S33) on US-12 (Michigan Avenue) from Firestone to I-94 in the city of Dearborn, Wayne County.	

Administrative Board Approval Date:	May 20, 2003	
Contract Date:	June 25, 2003	
Original Contract Amount:	\$10,027,126.66	
Total of Overruns/Changes (Approved to Date):	412,481.35	+ 4.14%
Total of Extras/Adjustments (Approved to Date):	644,477.89	+ 6.43%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<u>\$238,935.24</u>	<u>+2.38%</u>
<b>Revised Total</b>	<u>\$11,323,021.14</u>	+ 12.95%

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.57% over the original budget for an **Authorized to Date Amount** of \$11,084,085.90.

Approval of this extra will place the authorized status of the contract 12.95% or \$1,295,894.48 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-43	20 r. 1	\$286,478.68	07/06/04

Contract Modification Number(s): 22 r. 3, 24 r. 3, 25 r. 3

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

**CM 22**

Staking Ornamental Fence	25.000 hr @ \$100.00/hr	\$2,500.00
Sidewalk, Conc, 300 mm	493.000 m @ \$37.00/m	18,241.00
Ornamental Fence, 1.2 m	493.000 m @ \$420.50/m	<u>\$207,306.50</u>
Total		<u>\$228,047.50</u>

**CM 24**

Conc Barrier, Temp, Furn	23.200 m @ \$90.00/m	\$2,088.00
Conc Barrier, Temp, Oper	23.200 m @ \$5.00/m	<u>116.00</u>
Total		<u>\$2,204.00</u>

**CM 25**

Non Haz Contam Material Disposal Fee	1,700.000 m3 @ \$0.18/m3	\$306.00
Subgrade Manipulation	8,377.74 m2 @ \$1.00/m2	<u>8,377.74</u>
Total		<u>\$8,683.74</u>

Grand Total \$238,935.24

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

**CM 22**

The City of Dearborn added the items of Staking Ornamental Fence, Sidewalk, Concrete, 300 mm, and Ornamental Fence, 1.2 m to the streetscape portion of the contract. The new fence replaced an existing old fence with concrete posts that were removed throughout the project. The new sidewalk was thickened to anchor the fence posts. The City will pay 100% of the additions.

**CM 24**

Additional quantity of Temporary Concrete Barrier was added to the project to protect traffic from deep storm sewer excavations adjacent to the open lanes. The temporary concrete barrier items were originally added to this contract through CM 2.

**CM 25**

The price for a non-hazardous contaminated material disposal fee increased, after the contract was awarded.

In a portion of the roadway, a wet subgrade was manipulated to dry it out. The work involved cultivating the wet clay and allowing it to dry before it was recompact. The Region soils engineer made the recommendation, based on his experience.

The prices for the above extras are based on actual costs submitted by the contractor similar to force account records, as described in Section 109.07 of the 2003 Standard Specifications for Construction, and verified by the consultant inspection personnel.

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

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

**Purpose/Business Case:** 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. For a more detailed explanation, please see individual explanations above.

**Funding Source:** FHWA, 69.88%; State Restricted Trunkline, 14.59%; Detroit Edison, 1.59%; City of Dearborn, 13.73%; Ameritech, 0.21%

**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.

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

**Zip Code:** 48126.

120. **Extra 2004 - 73**

Control Section/Job Number: 33014-45594-2 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: E.T. MacKenzie Company  
4248 W. Saginaw Highway  
Grand Ledge, MI 48837

Designed By: Consultant

Engineer's Estimate: \$9,207,076.81

Description of Project:

2.42 mi of hot mix asphalt reconstruction, combined sewer overflow separation, watermain, and streetscaping on the Capitol Loop (Allegan Street, Ottawa Street, Walnut Street, and Pine Street) from Martin Luther King, Jr., Boulevard to Capitol Avenue, on Larch Street and Cedar Street from I-496 to Michigan Avenue, and on Capitol Avenue from Ottawa Street to Allegan Street in the city of Lansing, Ingham County.

Administrative Board Approval Date:	February 3, 2004	
Contract Date:	February 27, 2004	
Original Contract Amount:	\$8,870,749.60	
Total of Overruns/Changes (Approved to Date):	\$345,687.36	+ 3.90%
Total of Extras/Adjustments (Approved to Date):	1,042,240.05	+ 11.75%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>3,874.25</u></b>	<b><u>+ 0.04%</u></b>
<b>Revised Total</b>	<b><u>\$10,262,551.26</u></b>	<b>+ 15.69%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.65% over the original budget for an **Authorized to Date Amount** of \$10,258,677.01.

Approval of this extra will place the authorized status of the contract 15.69% or \$1,391,801.66 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-39	1 r. 1	\$167,238.00	07/07/04
2004-62	8, 11, 12	\$203,076.00	09/09/04
2004-66	14, 17, 19	\$20,819.81	10/10/04
2004-67	13, 18, 20, 22	\$453,740.44	10/10/04

Contract Modification Number(s): 21

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

**CM 21**

Connection of Steam Vault Drains/Lowering/ Repair of Misc. Sewer Leads	3,874.250 Dlr @ \$1.00/Dlr	<u>\$3,874.25</u>
Total		<u>\$3,874.25</u>

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

**CM 21**

The item Connection of Steam Vault Drains/Lowering/Repair of Misc. Sewer Leads was added to the contract for the following reasons:

- a) The steam vault drain was connected to the sanitary sewer, but was not shown on the original plans.
- b) The lowering and repair of the sewer leads was requested by the Lansing Board and Light, but was not shown on the original plans. This work is required to comply with environmental regulations.

The price was negotiated and when compared to prices on similar items was considered to be reasonable.

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 October 28, 2004, meeting, and is now recommended for approval by the State Administrative Board on November 2, 2004.

- 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. For a more detailed explanation, please see individual explanations above.
- Funding Source:** FHWA, 39.44%; City of Lansing, 50.46%; State Restricted Trunkline, 10.10%
- 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.
- New Project Identification:** This is an existing project already under contract.
- Zip Code:** 48933, 48915.

121. **Extra 2004 -74**

Control Section/Job Number: 63477-56460A Local Project

State Administrative Board - The extras in this project exceed the 6% Ad Board limit for reviewing extras.

State Transportation Commission - The extras in this project exceed the 10% Commission limit for reviewing extras.

Contractor: Todd T. Kneisel Construction Co.  
50384 Dennis Ct.  
Wixom, MI 48393

Designed By: Consultant  
Engineer's Estimate: \$1,301,993.50

Description of Project:

0.74 mi of hot mix asphalt reconstruction, curb and gutter, sidewalk, storm sewer, watermain, and sanitary sewer on Elm Street from Saginaw Street to East Street in the village of Holly, Oakland County.

Administrative Board Approval Date:	May 20, 2003	
Contract Date:	June 20, 2003	
Original Contract Amount:	\$983,084.20	
Total of Overruns/Changes (Approved to Date):	(144,358.71)	- 14.68 %
Total of Extras/Adjustments (Approved to Date):	123,500.13	+ 12.56%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>14,963.27</u></b>	<b><u>+ 1.52%</u></b>
<b>Revised Total</b>	<b><u>\$977,188.89</u></b>	<b>-0.60 %</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.12% under the original budget for an **Authorized to Date Amount** of \$962,225.62.

Approval of this extra will place the authorized status of the contract 0.60% or \$5,895.31 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-29	4	\$115,563.00	05/04/04

Contract Modification Number(s): 5 r.3, 6 r.2

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

**CM 5**

HMA Approach	30.000 Ton @ \$75.00/Ton	<u>\$2,250.00</u>
Total		<u>\$2,250.00</u>

**CM 6**

Culv End Sect, 29" x 45" Conc Ellip	2.000 Ea @ \$3,000.00/Ea	\$6,000.00
Trash Grate and Bar Ring, Galv.	3.000 Ea @ \$565.00/Ea	1,695.00
Sewer, D.I. CI 56, 10"	20.000 Ft @ \$23.00/Ft	460.00
Dr. Structure, Reconstruct	6.000 Ft @ \$300.00/Ft	1,800.00
Rip-Rap Heavy-Adjustment	95.940 Syd @ \$10.77/Syd	1,033.27
Fire Hydrant, Existing, Extension	3.000 Ft @ \$575.000/Ft	<u>1,725.00</u>
Total		<u>\$12,713.27</u>

Grand Total		<u>\$14,963.27</u>
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**Reason(s) for Extra(s)/Adjustment(s):**

**CM 5**

Hot Mix Asphalt Approach was added to the contract in CM 2 and an additional quantity was added for this request. The item was not included in the original plans, but is needed to tie the mainline pavement to the side streets. The price was negotiated and compares favorably to MDOT's average unit prices.

**CM 6**

The Oakland County Drain Commission requested that the proposed head walls be eliminated and culvert end sections be installed where a county drain crossed the project. The head walls were deleted from the contract on CM 2. The price was negotiated and compares favorably to MDOT's average unit prices.

The Oakland County Drain Commission requires trash grates and bar rings to be placed on end sections that are under their jurisdiction. Three grates were necessary to meet this requirement. The price was obtained from the contractor. A review of the material costs from the supplier indicates this price to be reasonable.

An existing sanitary sewer conflicted with a new drainage structure. This conflict was resolved by placing ductile iron (D.I.) pipe through the structure in order to maintain the integrity of the sewer. The price was negotiated and compares favorably to MDOT's average unit prices. This item has 100% participation by the Village of Holly which approved this method.

Several drainage structures were found to be in poor condition. This item is needed to repair those structures. The price was determined by comparing prices from other projects in the area and appears to be reasonable.

The Oakland County Drain Commission requires stone bedding under riprap placed at their facilities. This was not shown on the plans. The item of Rip-Rap Heavy-Adjustment compensates the contractor for placing the extra stone bedding. The price was negotiated and compares favorably to MDOT's average unit prices.

The Village of Holly requested that three fire hydrants be raised to conform to the new grade. The price was negotiated and compares favorably to MDOT's average unit prices. This item has 100% participation by the Village of Holly.

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 October 28, 2004, meeting, and are now recommended for approval by the State Administrative Board on November 2, 2004.

**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. For a more detailed explanation, please see individual explanations above.  
**Funding Source:** FHWA, 59.62%; Village of Holly, 40.38%  
**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.  
**New Project Identification:** This is an existing project already under contract.  
**Zip Code:** 49442.

122. **Extra 2004 -75**

Control Section/Job Number: 63082-35773-2 MDOT Project

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

State Transportation Commission - Does not meet criteria.

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

Designed By: MDOT  
 Engineer's Estimate: \$22,519,685.51

Description of Project:

5.633 km of bituminous widening, resurfacing, curb and gutter, enclosed drainage, intersection improvements, watermain alterations, and traffic signal installation work on M-10 from 12 Mile Road northwesterly to 14 Mile Road in the cities of Southfield and Farmington Hills, the village of Franklin, and West Bloomfield Township, Oakland County.

Administrative Board Approval Date:	December 5, 2000	
Contract Date:	December 20, 2000	
Original Contract Amount:	\$22,864,449.77	
Total of Overruns/Changes (Approved to Date):	(1,331,714.26)	-5.82%
Total of Extras/Adjustments (Approved to Date):	308,703.15	+ 1.35%
<b>THIS REQUEST</b>	<b><u>170,901.40</u></b>	<b><u>+0.75%</u></b>
<b>Revised Total</b>	<b><u>\$22,012,340.06</u></b>	<b>- 3.72%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.47% under the original budget for an **Authorized to Date Amount** of \$21,841,438.66.

Approval of this extra will place the authorized status of the contract 3.72% or \$852,109.71 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2002-04	9 r. 2	\$354,254.00	02/05/02
2004-38	71 r. 4	\$289,000.00	06/01/04

Contract Modification Number(s): 78 r.4

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

**CM 78**

Misc. Topsoil Surface 75mm	17,090.140 m2 @ \$10.00/m2	<u>\$170,901.40</u>
Total		<u>\$170,901.40</u>

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

The contract quantity of topsoil was underestimated due to a design error. The original contract bid price for the topsoil was \$14.00/m2. The engineer negotiated with the contractor to lower the price of the topsoil to \$10.00/m2. When compared to prices on similar items, this price was considered reasonable.

This is the final field measured quantity, balancing CM's 3, 9, 36, and 56.

Section 103.04 – EXTRA WORK – of the 1996 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.

**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. For a more detailed explanation, please see individual explanations above.

**Funding Source:** FHWA, 81.85%; State Restricted Trunkline, 15.88%; City of Farmington Hills, 2.27%

**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:** 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.

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

**Zip Code:** 48026, 48034, 48322, 48334.

123. **Extra 2004 - 76**

Control Section/Job Number: 82111-47085A MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: John Carlo, Inc.  
Riverridge Corporate Centre  
45000 River Ridge Drive, Suite 200  
Clinton Township, MI 48038

Designed By: MDOT

Engineer's Estimate: \$12,045,866.66

Description of Project:

2.06 km of bituminous freeway reconstruction and lighting on M-10 from I-75 easterly to Griswold Street, and structure replacement, superstructure replacement, substructure repair and concrete deck overlay on M-10 under Porter Street and Elizabeth Street, under the Larned Street and the Bagley Street ramps, and under Howard Street (five structures) in the city of Detroit, Wayne County.

Administrative Board Approval Date:	November 20, 2001	
Contract Date:	January 24, 2002	
Original Contract Amount:	\$10,755,589.95	
Total of Overruns/Changes (Approved to Date):	2,297,494.19	21.36.%
Total of Extras/Adjustments (Approved to Date):	362,798.27	+ 3.37%
<b>THIS REQUEST</b>	<b><u>280,354.37</u></b>	<b><u>+2.61%</u></b>
<b>Revised Total</b>	<b><u>\$13,696,236.78</u></b>	<b>+ 27.34%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 24.73% over the original budget for an **Authorized to Date Amount** of \$13,415,882.41.

Approval of this extra will place the authorized status of the contract 27.34% or \$2,940,646.83 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 48 r.16, 55 r.1, 56 r.8, 58 r.5

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

**CM 48**

COATING-STEEL FASCIA BEAMS (S12) Lafayette Street	16,695.000 dlr @ \$1.00/dlr	\$16,695.00
COATING STEEL FASCIA BEAM WCCC- Pedestrian Bridge	10,500.000 dlr @ \$1.00/dlr	10,500.00
COATING PARAPET RAILING (S12) Lafayette Street	11,970.000 dlr @ \$1.00/dlr	11,970.00
COATING PARAPET RAILING (S11) Fort Street	11,340.000 dlr @ \$1.00/dlr	11,340.00
CONCRETE SURFACE SEALERS (S13) Howard Street	19,320.000 dlr @ \$1.00/dlr	19,320.00
CONCRETE SURFACE SEALER-TWO TONE (PO2) Porter Street Pedestrian Bridge	5,670.000 dlr @ \$1.00/dlr	5,670.00
CONCRETE SURFACE SEALER (S12) Lafayette Street	18,480.000 dlr @ \$1.00/dlr	18,480.00
CONCRETE SURFACE SEALER (S14-1) NB Michigan Ave	20,370.000 dlr @ \$1.00/dlr	20,370.00
CONCRETE SURFACE SEALER (S14-2) SB Michigan Ave.	22,050.000 dlr @ \$1.00/dlr	22,050.00
CONCRETE SURFACE SEALER (P02) Porter Street Pedestrian Bridge	6,720.000 dlr @ \$1.00/dlr	6,720.00
CONCRETE SURFACE SEALER (S11) Fort Street	16,485.000 dlr @ \$1.00/dlr	16,485.00
CONCRETE SURFACE SEALER-TWO TONE (S13) Howard Street	5,040.000 dlr @ \$1.00/dlr	<u>5,040.00</u>
Total		<u>\$164,640.00</u>

**CM 55**

3" FRE CONDUIT	1,890.000 dlr @ \$1.00/dlr	\$1,890.00
ELECTRICAL PULL BOXES	18.000 ea @ \$246.00/ea	4,428.00
MITSC FIBER CONNECT	19,479.740 dlr @ \$1.00/dlr	<u>19,479.74</u>
Total		<u>\$25,797.74</u>

**CM 56**

DET. EDISON'S TEMP SUPPORTS	62,296.670 dlr @ \$1.00/dlr	<u>\$62,296.67</u>
Total		<u>\$62,296.67</u>

**CM 58**

EXTRA-10-4' DUCTBANK @ HOWARD STREET BRIDGE	38.500 m @ \$632.23/m	\$24,340.86
REMOVE CONDUIT @ HOWARD STREET BRIDGE	38.500 m @ \$48.60/m	1,871.10
EXTRA-RELOCATE DETROIT BUILDING AUTHORITY ELECTRICAL BOX (PO2)	1,408 dlr @ \$1.00/dlr	<u>1,408.00</u>
Total		<u>\$27,619.96</u>

**Grand Total**

**\$280,354.37**

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

**CM 48**

MDOT Commission Policy (Identifier 10099, effective 9/28/00) regarding aesthetics, encourages the use of concrete surface sealers and structural steel cleaning and coating to improve the appearance of projects. The Commission policy was overlooked during the design phase of the project. The items listed above were added to this project which is located in downtown Detroit, to help improve the aesthetics of the bridges. The unit price of Concrete Surface Sealers, Cleaning and Coating of Structural Steel fascia beams and Parapet Railings were negotiated and when compared to prices on similar projects were considered to be reasonable.

**CM 55**

The original design included conduit in the shoulder area; however, site conditions did not allow adequate space to install the conduit in the shoulder area. The 3" FRE Conduit was installed between the electrical pull boxes on top of the retaining wall. The contractor agreed to be paid for material costs only and was verified by MDOT inspection personnel.

Electrical pull boxes were installed on retaining walls for the Michigan Intelligent Transportation Systems Center (MITSC) use, as described above. The contractor agreed to be paid for material costs only and was verified by MDOT inspection personnel

The original plans called for the MITSC conduits to be installed along the northbound Lodge, but did not provide for a path for the conduits to be connected to the MITSC building. Conduit was added along the southbound Service Drive and Howard Street, back to the MITSC building. The price for this extra is based on actual costs submitted by the contractor similar to force account records, as described in Section 109.07 of the 1996 Standard Specifications for Construction and was verified by MDOT inspection personnel.

**CM 56**

The contract included a design for temporary support for the utilities from over-head. It was determined in the field that this design was inadequate and unfeasible. Subsequently, the contractor was directed to provide a design to temporarily support the utilities from below. The contractor used the services of a designer to develop a design to support the utilities from below. The price for this extra is based on actual costs submitted by the contractor similar to force account records, as described in Section 109.07 of the 1996 Standard Specifications for Construction, and was verified by MDOT inspection personnel. The full cost of this force account will be passed on to Detroit Edison.

**CM 58**

The plans show maintaining the Public Lighting Department conduits in the bridge deck, which was to be removed. In order to maintain the street lighting service as shown on the plans, it was necessary to remove and replace the conduits. No pay items were provided to do this work. The unit prices that were negotiated with the contractor appear to be reasonable when compared to similar contract work in the area.

An electrical box was located adjacent to abutment B of the Porter Street pedestrian bridge (P02). It was necessary to temporarily relocate the electrical box in order to build the new structure walls and sidewalk. The price was negotiated and when compared to prices on similar items, were considered reasonable.

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

These Extras are recommended for approval by the State Administrative Board on November 2, 2004.

**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. For a more detailed explanation, please see individual explanations above.

**Funding Source:** FHWA, 81.70%; State Restricted Trunkline, 16.34; City of Detroit, 1.96%

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

**Risk Assessment:** 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.

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

**Zip Code:** 48216, 48226.

124. **Extra 2004 - 77**

Control Section/Job Number: 82252-56106A MDOT Project

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

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

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

Designed By: Consultant  
 Engineer's Estimate: \$31,639,038.00

Description of Project:

Superstructure replacement, deck replacement, substructure repair, abutment repair, joint replacement, painting, pin and hanger, and approach work on 26 bridges on I-75 from Carpenter to 8 Mile Road in the cities of Hamtramck, Highland Park, and Detroit, Wayne County.

Administrative Board Approval Date:	February 4, 2003	
Contract Date:	April 1, 2003	
Original Contract Amount:	\$35,206,631.21	
Total of Overruns/Changes (Approved to Date):	783,976.66	+ 2.23%
Total of Extras/Adjustments (Approved to Date):	113,370.77	+ 0.32%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>400,000.00</u></b>	<b><u>+ 1.14%</u></b>
<b>Revised Total</b>	<b><u>\$36,503,978.64</u></b>	<b>+ 3.69%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.55% over the original budget for an **Authorized to Date Amount** of \$36,103,978.64.

Approval of this extra will place the authorized status of the contract 3.69% or \$1,297,347.43 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 17 r. 1

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

**CM 17**

FORCE ACCOUNT BUDGET FOR		
NEVADA BRIDGE REPAIRS	400,000.000 Dlr @ \$1.00/Dlr	<u>\$400,000.00</u>
Total		<u>\$400,000.00</u>

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

While the Nevada overpass was under repair, a mobile crane traveling on southbound I-75 lost control and knocked down six temporary supports in the median holding up the bridge beams. The beams fell three feet, causing the immediate closure of southbound I-75. The contractor was directed to remove the pan decking and the affected bridge beams to permit opening of southbound I-75. After examination of the beams, diaphragms, and the pan decking, it was determined that the diaphragms were damaged and not usable. The contractor was directed to obtain new diaphragms and reinstall the bridge beams and pan decking. This budget was established to reimburse the contractor for expenses incurred to bring the bridge back to the condition it was prior to the accident. The Attorney General’s Office is pursuing the crane company in order to recover all the costs of the repairs caused by the accident.

The price for this extra is based on actual costs submitted by the contractor’s force account records, as described in Section 109.07 of the 2003 Standard Specifications for Construction, and was verified by MDOT inspection personnel.

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 October 28, 2004, meeting, and is now recommended for approval by the State Administrative Board on November 2, 2004.

**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. For a more detailed explanation, please see individual explanations above.

**Funding Source:** FHWA, 79.99%; State Restricted Trunkline, 18.57%; City of Detroit, 1.43%; Detroit Edison, 0.01%

**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.

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

**Zip Code:** 48212.

125. **Extra 2004 - 78**

Control Section/Job Number: 82400-44392A Local 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 Township, MI 48315

Designed By: Local

Engineer's Estimate: \$3,634,008.00

Description of Project:

0.98 mi of construction of new roadway (Dequindre), widening of an existing one-way roadway into a boulevard with median islands (Warren), and reconfiguration of an existing roadway (Russell) on Dequindre Road from Canfield to Warren Avenue, on Warren Avenue from Dequindre to Rivard, and on Russell Avenue from Forrest to Warren in the city of Detroit, Wayne County.

Administrative Board Approval Date:	February 5, 2002	
Contract Date:	February 15, 2002	
Original Contract Amount:	\$3,836,164.43	
Total of Overruns/Changes (Approved to Date):	2,636,632.80	+ 68.73%
Total of Extras/Adjustments (Approved to Date):	634,005.33	+ 16.53%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>501,363.93</u></b>	<b><u>+ 13.07%</u></b>
<b>Revised Total</b>	<b><u>\$7,608,166.49</u></b>	<b>+ 98.33%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 85.26% over the original budget for an **Authorized to Date Amount** of \$7,106,802.56.

Approval of this extra will place the authorized status of the contract 98.33% or \$3,772,002.06 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2002-48	3, 5	\$301,533.68	10/01/02
2003-03	7	\$298,448.40	02/04/03

Contract Modification Number(s): 15 r.7, 16 r.3

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

**CM 15**

**MISC. ADDITIONAL CONTRACTION**

PAVEMENT JOINTS	1,366.000 LFT @ \$10.61/LFT	\$14,493.26
MISC. PLD Str Repair by MCE	1.000 LS @ \$4,596.08/LS	4,596.08
MISC. Idle Time – WG by MCE	1.000 LS @ \$2,699.88/LS	2,699.88
MISC. Brick 3-Way MH	1.000 LS @ \$51,608.82/LS	51,608.82
MISC. Replace 3-PLD Covers	1.000 LS @ \$1,284.28/LS	1,284.28
MISC. Conduit Repair by MCE	1.000 LS @ \$5,875.77/LS	5,875.77
MISC. Per W.O. # 19	1.000 LS @ \$4,373.19/LS	4,373.19
MISC. # 8 Twin Wire	1.000 LS @ \$1,826.25/LS	1,826.25
MISC. TS Wood Cable Pole	1.000 LS @ \$1,400.00/LS	1,400.00
MISC. Electrical Work	1.000 LS @ \$24,216.74/LS	24,216.74
MISC. Delay – Exist MCE Cable	1.000 LS @ \$1,473.00/LS	1,473.00
MISC. Delay PLD Obstru.	1.000 LS @ \$751.29/LS	751.29
MISC. Clean Conc. Debris	1.000 LS @ \$3,285.83/LS	3,285.83
MISC. Seed/Mulch	1.000 LS @ \$9,988.77/LS	9,988.77
MISC. Small Pour Ready Mix	1.000 LS @ \$4,166.40/LS	4,166.40
MISC. Trailer Disconnect/Reconn.	1.000 LS @ \$2,699.09/LS	2,699.09
MISC. Motor City Claim	1.000 LS @ \$8,568.00/LS	8,568.00
MISC. Delay PLD Cutover MCE	1.000 LS @ \$4,111.24/LS	4,111.24
MISC. Trolley Track Removal	1.000 LS @ \$2,804.66/LS	2,804.66
MISC. Conduit Repair MCE	1.000 LS @ \$8,512.88/LS	8,512.88
Total		<u>\$158,735.43</u>

**CM 16**

MISC. Flag Control (Claim)	1.000 LS @ \$45,600.00/LS	\$45,600.00
MISC. Minor Traffic Device (Claim)	1.000 LS @ \$145,200.00/LS	145,200.00
MISC. 2003 Claim	1.000 LS @ \$151,828.50/LS	151,828.50
Total		<u>\$342,628.50</u>

Grand Total

\$501,363.93

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

**CM 15**

(Misc. additional contraction pavement joints)

The project was designed using the 1990 Standard Specifications for Construction. The 1996 Standard Specifications changed the number of contraction pavement joints required for a given length of pavement. The contractor was required to build the contraction joints to the 1996 standard.

(MISC. PLD Str Repair by MCE)

City of Detroit Public Lighting Department (PLD) structures were found to be deteriorated and in need of repair. The Contractor was instructed to repair the structures.

(MISC. Idle Time – WG by MCE)

The contractor had to wait for PLD to complete their work before the contractor could complete his work. There was no other place for the contractor to use his equipment during the waiting period. Payment for idle time was determined by the method outlined in Section 1.09.06 of the 1996 Standard Specifications for Construction.

(MISC. Brick 3-Way MH)

The new roadway was moved 15 feet without a provision to place a manhole in the intersection, as there was in the original roadway. A three-way brick manhole was added to the contract to be placed in the new intersection.

(MISC. Replace 3-PLD Covers)

Existing PLD structure covers were unsafe and were replaced.

(MISC. Conduit Repair by MCE)

PLD conduit was found to be damaged and was in need of repair.

(MISC. Per W.O. # 19)

In order to avoid digging under a railroad to place ground wire, two poles were added to the project and installed.

(MISC. # 8 Twin Wire)

Twin wire was also added to hang on poles over the railroad track.

(MISC. TS Wood Cable Pole)

In order to avoid other obstructions in the ground, two wood posts were added to the contract to complete the required work.

(MISC. Electrical Work)

The contractor was directed to tie the existing PLD power grid to a permanent circuit, creating an extra of Electrical Work, to provide temporary lighting during construction.

(MISC. Delay – Exist MCE Cable)

(MISC. Delay PLD Obstru)

The contractor experienced two more delays, when existing unidentified cables were found in a duct and an underground PLD obstruction was found. The contractor waited for PLD to identify the cables and the obstruction before moving forward. Payment for idle time was determined by the method outlined in Section 1.09.06 of the 1990 Standard Specifications for Construction.

(MISC. Clean Conc. Debris)

Broken concrete was found in hand holes, which the contractor was directed to remove.

(MISC. Seed/Mulch)

Seed and mulch were not included on the original plans, but were required to cover numerous disturbed areas on the project.

(MISC. Small Pour Ready Mix)

Due to piece-meal areas available for work at any one time, small quantities of concrete were used, rather than full redi-mix truckloads. This practice is at an extra cost and was not the fault of the contractor.

(MISC. Trailer Disconnect/Reconn)

The contractor moved the trailer and reconnected the utilities to it as the road configuration was shifted by design changes.

(MISC. Motor City Claim)

The contractor was directed to install an additional 15-inch storm sewer to avoid the utilities and complete the work.

(MISC. Delay PLD Cutover MCE)

PLD cancelled the intersection transfer of power from old to new cable at Dequindre/Forest and at Dequindre/Canfield. The cancellation caused lost time for the contractor. Payment for idle time was determined by the method outlined in Section 1.09.06 of the 1990 Standard Specifications for Construction.

(MISC. Trolley Track Removal)

Trolley track was encountered in the line of work and not shown on the project plans. The contractor was directed to remove the tracks, including the wood ties.

(MISC. Conduit Repair MCE)

Contractor was also directed to replace a damaged 3 inch steel lighting conduit to facilitate the installation of new street lighting as specified in the contract.

Prices for all of the above extras, except idle time, were determined by actual costs submitted by the contractor similar to force account records, as described in Section 1.09.05 of the 1990 Standard Specifications for Construction, and was verified by City of Detroit inspection personnel.

## **CM 16**

(MISC. Flag Control (Claim))

(MISC. Minor Traffic Device (Claim))

The project was completed over a year beyond the original completion date due to delays caused by utility conflicts, design changes, and suspension of work by the City. Per Section 6.31.13 of the 1990 Standard Specifications for Construction, the contractor is entitled to an adjustment for flag control and minor traffic control during the approved time extension. The prices were determined by the method shown in section 6.31.13.

(MISC. 2003 Claim)

Due to many design errors and additional work required, per Section 1.09.03 of the 1990 Standard Specifications for Construction, the contractor is entitled to payment for increased labor, material, and idle equipment. Also, per Section 1.04.02, the contractor encountered altered character of work on the job site and is due additional compensation. The price for this extra is based on costs submitted by the contractor similar to force account records, as described in Section 1.09.05 of the 1990 Standard Specifications for Construction, and was verified by City of Detroit personnel.

Section 1.04.03 – EXTRA WORK – of the 1990 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 October 28, 2004, meeting, and are now recommended for approval by the State Administrative Board on November 2, 2004.

**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. For a more detailed explanation, please see individual explanations above.  
**Funding Source:** FHWA, 81.77; City of Detroit, 18.23%  
**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.  
**Risk Assessment:** 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.  
**New Project Identification:** This is an existing project already under contract.  
**Zip Code:** 48207.

126. **Extra 2004-79**

Control Section/Job Number: 82400-74859A Local Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Ajax Paving Industries, Inc.  
P.O. Box 7058  
Troy, MI 48007

Designed By: Consultant  
Engineer's Estimate: \$1,796,400.00

Description of Project:

7.45 km of cold milling bituminous surface, bituminous resurfacing, concrete curb, sidewalk and driveway approaches, drainage structures, and miscellaneous construction at various locations in the city of Detroit, Wayne County.

Administrative Board Approval Date:	July 1, 2003	
Contract Date:	July 14, 2003	
Original Contract Amount:	\$1,810,333.94	
Total of Overruns/Changes (Approved to Date):	333,759.08	+ 18.44%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>152,688.47</u></b>	<b><u>+ 8.43%</u></b>
<b>Revised Total</b>	<b><u>\$2,296,781.49</u></b>	<b>+ 26.87%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 18.44% over the original budget for an **Authorized to Date Amount** of \$2,144,093.02.

Approval of this extra will place the authorized status of the contract 26.87% or \$486,447.55 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): CM 3

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

**CM 3**

Bituminous (5.00E+03) – Leveling	1,788.720 t @ \$40.00/t	\$71,548.80
Bituminous (5.00E+03) – Topping	1,952.820 t @ \$41.55/t	<u>81,139.67</u>
Total		<u>\$152,688.47</u>

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

Conner Street has unusual longitudinal grooves and depression throughout the length of the project. A superpave mixture of hot mix asphalt was added to the contract, to help prevent further depressions in the street. The mixture that was originally called for is considered inadequate for the volume of traffic that occurs on this street. The prices were negotiated and when compared to prices on similar projects in the city of Detroit, were considered to be reasonable.

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.

**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. For a more detailed explanation, please see individual explanations above.

**Funding Source:** FHWA, 81.85%; City of Detroit, 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.

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

**Zip Code:** 48228.

**OVERRUNS**

127. **Overrun 2004 - 38**

Control Section/Job Number: 13427-56074A Local Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Northern Construction Services, Corp.  
P. O. Box 1299  
Niles, MI 49120-1299

Designed By: Consultant  
Engineer's Estimate: \$344,180.25

Description of Project:

0.51 mi of roadway reconstruction including pavement removal, aggregate base, earthwork, bituminous pavement, concrete curb and gutter, pavement markings, and restoration on E. Erie Street from Superior Street to Mingo Street in the city of Albion, Calhoun County.

Administrative Board Approval Date:	July 02, 2002	
Contract Date:	July 12, 2002	
Original Contract Amount:	\$273,510.25	
Total of Overruns/Changes (Approved to Date):	27,351.03	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	12,571.20	+ 4.60%
<b>THIS REQUEST</b>	<b><u>12,108.60</u></b>	<b>+ 4.43%</b>
<b>Revised Total</b>	<b><u>\$325,541.08</u></b>	<b>+ 19.03%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.60% over the original budget for an **Authorized to Date Amount** of \$313,432.48.

Approval of this overrun will place the authorized status of the contract 19.03% or \$52,030.83 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:

Pavement, Remove, Modified	2,018.100 Syd @ \$6.00/Syd	<u>\$12,108.60</u>
Total		<u>\$12,108.60</u>

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

When removal of the bituminous surface was performed, badly deteriorated concrete pavement was found underneath. The concrete was not discovered when soil borings were taken during the design phase. The concrete was removed to avoid early deterioration of the new pavement.

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

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

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

**Funding Source:** FHWA, 79.18%; Albion, 20.82%

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

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

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

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

**Zip Codes:** 49224.

128. **Overrun 2004 - 39**

Control Section/Job Number: 82400-53781A Local 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: Motor City Electric Utilities Co.  
9440 Grinnell  
Detroit, MI 48213

Designed By: Consultant  
Engineer's Estimate: \$1,528,000.00

Description of Project:

Traffic signal modernization and pavement markings at 16 locations on Livernois from the Jeffries Freeway to Fort Street in the city of Detroit, Wayne County.

Administrative Board Approval Date:	March 19, 2002	
Contract Date:	April 16, 2002	
Original Contract Amount:	\$1,034,086.20	
Total of Overruns/Changes (Approved to Date):	103,408.62	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	4,081.92	+ 0.39%
<b>THIS REQUEST</b>	<b><u>106,799.17</u></b>	<b>+ <u>10.33%</u></b>
<b>Revised Total</b>	<b><u>\$1,248,375.91</u></b>	<b>+ 20.72%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.39% over the original budget for an **Authorized to Date Amount** of \$1,141,576.74.

Approval of this overrun will place the authorized status of the contract 20.72% or \$214,289.71 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:

Fdn, Rem	24.596 ea @ \$995.50/ea	\$24,485.32
Pedestal, Fdn	16.500 ea @ \$1,321.22/ea	21,800.13
Pedestal, Rem	16.251 ea @ \$518.22/ea	8,421.59
Strain Pole, Steel, Anchor Fdn	16.154 ea @ \$3,224.72/ea	<u>52,092.13</u>
Total		<u>\$106,799.17</u>

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

The items of Foundation, Removal; Pedestal, Foundation; Pedestal, Removal; and Strain Pole, Anchor Foundation were all shown on the project plans, but a large quantity of the items did not get transferred to the bid item list. Once the items were added to the project, the contract was placed into overrun status. The prices used to supply the additional quantities of the items listed above are the prices bid in the contract.

This Overrun was recommended for approval by the State Transportation Commission at its October 28, 2004, meeting, and is now recommended for approval by the State Administrative Board on November 2, 2004.

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

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

**Funding Source:** FHWA, 100%

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

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

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

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

**Zip Codes:** 48228.

129. **Overrun 2004 - 40**

Control Section/Job Number: 82457-56209A Local Project

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

State Transportation Commission - Does not meet criteria.

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

Designed By: Local Agency  
Engineer's Estimate: \$810,604.50

Description of Project:

Approximately 1.26 km of milling bituminous surface, bituminous resurfacing, concrete pavement overlay, concrete pavement repair, guardrail replacement, and adjustment of drainage structures on Merriman Road from Michigan Avenue to Palmer, Wayne County.

Administrative Board Approval Date:	February 4, 2003	
Contract Date:	February 18, 2003	
Original Contract Amount:	\$739,757.96	
Total of Overruns/Changes (Approved to Date):	73,975.80	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	20,256.40	+ 2.74%
<b>THIS REQUEST</b>	<b><u>11,861.90</u></b>	<b>+ <u>1.60%</u></b>
<b>Revised Total</b>	<b><u>\$845,852.06</u></b>	<b>+ 14.34%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.74% over the original budget for an **Authorized to Date Amount** of \$833,990.16.

Approval of this overrun will place the authorized status of the contract 14.34% or \$106,094.10 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:

Misc Concrete Overlay, Nonreinforced, Furnish Only	111.758 m3 @ \$66.71/m3	\$7,455.38
Misc Concrete Pavement, Reinforced, with ISC-3, 240 mm	0.040 m2 @ \$60.92/m2	2.44
Misc Concrete Pavement, Nonreinforced, 200 mm	125.831 m2 @ \$35.00/m2	<u>4,404.08</u>
Total		<u>\$11,861.90</u>

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

The contract quantities for Concrete Overlay, Non-Reinforced, Furnish Only was insufficient to construct a curb, as shown on the plans, and correct the cross-slope and longitudinal grade of the new pavement needed to provide a smooth ride. Also, the plans called for the removal of 1.5 meters of pavement (driveways and street approaches) behind the curb, to allow room for the paving machine track system.

Once the concrete overlay was completed, it was discovered that the design did not take into account the change in grade of the adjacent pavement, which would not permit positive drainage of the 1.5 meter width. Additional pavement was removed and replaced with Misc Concrete Pavement, Reinforced, with ISC-3, 240 mm and Misc Concrete Pavement, Nonreinforced, 200 mm, permitting positive drainage. The price used to supply the additional materials was the bid price in the contract.

This Overrun was recommended for approval by the State Transportation Commission at its October 28, 2004, meeting, and is now recommended for approval by the State Administrative Board on November 2, 2004.

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

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

**Funding Source:** FHWA, 81.85%; Wayne County, 18.15%

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

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

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

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

**Zip Codes:** 48184, 48185.

130. **Overrun 2004 - 41**

Control Section/Job Number: 63174-55700A 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: E. C. Korneffel Co.  
2691 Veterans Parkway  
Trenton, MI 48183

Designed By: Consultant  
Engineer's Estimate: \$570,809.27

Description of Project:

New pedestrian bridge on I-75, 0.8 mi south of M-59 in the city of Auburn Hills, Oakland County.

Administrative Board Approval Date:	November 5, 2002	
Contract Date:	November 7, 2002	
Original Contract Amount:	\$546,565.74	
Total of Overruns/Changes (Approved to Date):	57,080.93	+ 10.44%
Total of Extras/Adjustments (Approved to Date):	74,220.68	+ 13.58%
<b>THIS REQUEST</b>	<b><u>25,000.00</u></b>	<b>+ <u>4.57%</u></b>
<b>Revised Total</b>	<b><u>\$702,867.35</u></b>	<b>+ 28.59%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 24.02% over the original budget for an **Authorized to Date Amount** of \$677,867.35 .

Approval of this overrun will place the authorized status of the contract 28.59% or \$156,301.61 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:

Lighted Arrow, Type C, Furn	2.000 Ea @ \$5,000.00/Ea	\$10,000.00
Truck Mtd Attenuator, Furn	1.000 Ea @ \$15,000.00/Ea	<u>15,000.00</u>
Total		<u>\$25,000.00</u>

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

In the original plans, two lighted arrow boards and two truck-mounted attenuators were specified for use. In order to protect the workers while erecting bridge beams and placing false decking, additional lighted arrow boards and a truck-mounted attenuator was added to the contract. The price used to supply the traffic control items was the price bid in the contract.

This Overrun was recommended for approval by the State Transportation Commission at its October 28, 2004, meeting, and is now recommended for approval by the State Administrative Board on November 2, 2004.

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

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

**Funding Source:** FHWA, 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:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

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

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

**Zip Codes:** 48326.

131. **Overrun 2004 - 42**

Control Section/Job Number: 11013-51197A MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Anlaan Corporation  
P.O. Box 333  
Ferrysburg, MI 49409

Designed By: Consultant  
Engineer's Estimate: \$2,452,669.45

Description of Project:

Bascule bridge structural rehabilitation on I-94BL over St. Joseph River in the cities of Benton Harbor and St. Joseph, Berrien County.

Administrative Board Approval Date:	February 5, 2002	
Contract Date:	April 4, 2002	
Original Contract Amount:	\$2,406,816.65	
Total of Overruns/Changes (Approved to Date):	240,681.65	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	4,363.93	+ 0.18%
<b>THIS REQUEST</b>	<b><u>63,303.87</u></b>	<b>+ <u>2.63%</u></b>
<b>Revised Total</b>	<b><u>\$2,715,166.10</u></b>	<b>+ 12.81%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.18% over the original budget for an **Authorized to Date Amount** of \$2,651,862.23.

Approval of this overrun will place the authorized status of the contract 12.81% or \$308,349.45 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:

Steel Balance Blocks, Furn and Erect	12,660.774 kg @ \$5.00/kg	<u>\$63,303.87</u>
Total		<u>\$63,303.87</u>

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

In the contract, the contractor was given one of three options to place counterweights to balance the bascule bridge. The contractor chose the option of using steel balance blocks. The contract does not contain a large enough quantity of steel balance blocks, furnished and operated, to complete the work. If the bridge was not balanced, increased power consumption by the hydraulic system would result.

This, in turn, would shorten the life of the mechanical system and add maintenance costs to the bridge. The price used to supply the additional steel balance blocks was the price bid in the contract.

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

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

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

**Zip Codes:** 49085.

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 July 14, 2003.

Respectfully submitted,

Gloria J. Jeff  
Director