

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: December 1, 2004 – North Central Conference Room,
4th Floor, Treasury Building, 3:30 PM

State Administrative Board Meeting: December 7, 2004 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

CONTRACTS

1. HIGHWAYS (Real Estate) – Resolution “A ” (Over the Counter Sale)
Tract 413, Control Section 78061, Parcel 101, Part A

The subject tract is located in the city of Three Rivers, St. Joseph County, Michigan, and contains approximately 1.43 acres. The tract was offered for sale at public auction on October 13, 2004, and did not sell. It was approved to be available on Over the Counter Sale on October 20, 2004. The tract was appraised by David Maturen, an independent fee appraiser, on June 8, 2003, at \$56,000. It was reviewed by David Normand, Property Analyst, Southwest Region, on June 16, 2003, at \$56,000. The tract was approved for sale by Patrick Scarlett, Excess Property Unit Supervisor, Project Development Section, Real Estate Support Area, on June 23, 2003, for the amount of \$56,000. Richard and Jessica Hubble and Al and Theone Ashari have submitted an “Application to Purchase and Agreement of Sale” and a check in the amount of \$11,200, 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.

\$56,000

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: 49093.

* Denotes a non-standard contract/amendment

2. HIGHWAYS (Real Estate) – Resolution “B” (Over the Counter Sale)
Tract 697, Control Section 11057, Parcel 186, Part A

The subject tract is located in the township of Oronoko, Berrien County, Michigan, and contains approximately 27.82 acres. The tract was offered for sale at public auction on October 13, 2004, and did not sell. It was approved to be available on Over the Counter Sale on October 20, 2004. The tract was appraised by John Humpsch, an independent fee appraiser, on April 12, 2004, at \$41,700. It was reviewed by David Normand, Property Analyst, Southwest Region, on April 21, 2004, at \$41,700. The tract was approved for sale by Patrick Scarlett, Excess Property Unit Supervisor, Project Development Section, Real Estate Support Area, on May 11, 2004, for the amount of \$41,700. John E. Weakly has submitted an “Application to Purchase and Agreement of Sale” and a check in the amount of \$8,340, 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.

\$41,700

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 – Time Extension

Amendatory Contract (93-0341/A22) between MDOT and URS Corporation Great Lakes will extend the contract term by one year in order to provide sufficient time for the consultant to complete the services and for the federal agency to review the required environmental documents. The additional time is needed because of delays resulting from modifications made to address federal agency comments, local agency issues, and public comments and because of the need for the federal agency review. The original contract provides for the design and environmental clearance of US-31 from Holland to Grand Haven in Ottawa and Allegan Counties. The revised contract term will be April 1, 1993, through December 31, 2005. The contract amount remains unchanged at \$5,480,346.90. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This project involves completion of the Environmental Impact Statement (EIS) for US-31 between Holland and Grand Haven in Ottawa and Allegan Counties. It has been delayed due to additional public involvement and federal agency review. This time extension is needed for the consultant to complete the work and for federal agency to review the required environmental documents.

Benefit: The time extension will allow for completion of the EIS process, which will help to determine MDOT’s future course of action for the project.

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

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

* Denotes a non-standard contract/amendment

Risk Assessment: If the time extension is not approved, the EIS process will not be properly completed, further problems may arise, and further delays may occur.

Cost Reduction: No additional funds are required.

New Project Identification: This is not a new project.

Zip Code: 49460.

4. *HIGHWAYS – Revise Scope, Extend Term

Amendatory Contract (98-1351/A4) between MDOT and Global Remediation Technologies, Inc., will extend the contract term by three years and revise the project scope to allow for the continuation of groundwater monitoring services. The original contract provides for geotechnical services for a remediation system for the environmental cleanup operation at MDOT's Kalkaska Maintenance Garage in Kalkaska County. The revised contract term will be February 22, 1999, through February 22, 2008. The contract amount remains unchanged at \$513,785.62. Source of Funds: 100% Michigan Department of Environmental Quality (State Sites Cleanup) Funds.

Purpose/Business Case: The groundwater has been contaminated at the Kalkaska Maintenance Garage with a plume of trichloroethylene (TCE). An environmental cleanup operation has been ongoing since 1998. The remediation system successfully reduced the TCE contaminant concentrations to below the Michigan Department of Environmental Quality (MDEQ) cleanup requirement by late 2002. The required year of groundwater monitoring, however, revealed that a small amount of the contamination still remains and will prevent achievement of an unrestricted environmental closure. The contamination will likely decrease over time through natural attenuation processes, but the groundwater will need to be monitored to confirm that levels are decreasing. The project scope is being revised to allow for additional groundwater monitoring. The final task of the original scope, site restoration, is being postponed until the groundwater clean up criteria is achieved. The contract will need to be extended by three years to allow time for contaminant levels to decrease under natural attenuation processes.

Benefit: Completing the cleanup of this site will improve the groundwater quality at the Kalkaska Garage location and keep MDOT in compliance with State of Michigan environmental statutes.

Funding Source: This project is being funded by the State Sites Cleanup Program under Act 380, P.A. 1996, as amended. The Michigan Department of Environmental Quality administers this fund.

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

Risk Assessment: MDOT will be out of compliance with Part 201 of Act 451, P.A. 1994, as amended, if this project is terminated.

Cost Reduction: The original contract was based on a low bid.

New Project Identification: This is not a new project. The environmental remediation project at this site has been ongoing since 1998.

Zip Code: 49646.

5. HIGHWAYS – Time Extension

Amendatory Contract (2001-0073/A3) between MDOT and Automobile Club of Michigan, Inc., will extend the contract term by one month to provide for uninterrupted Freeway Courtesy Patrol services while new costs are being negotiated for future additional services. Extending the existing contract will ensure there is no suspension of roadside assistance services. The original contract provides for the patrol of segments of the freeway system in Wayne, Oakland, and Macomb Counties to assist stranded motorists. The revised contract term will be January 1, 2001, through January 31, 2005. The contract amount remains unchanged at \$4,736,159.57. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The Freeway Courtesy Patrol assists stranded motorists throughout the Southeast Michigan freeway system, providing benefits not only to those assisted but also to other motorists due to lower traffic congestion and safer driving conditions. This contract comprises roughly half of the Freeway Courtesy Patrol fleet and route coverage.

Benefit: Extending the existing contract will ensure continuous services that provide traffic safety improvements.

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 approving the extension will result in a disruption to the Freeway Courtesy Patrol program and suspension of roadside assistance services.

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: 48216.

6. *HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (2001-0646/A4) between MDOT and Emergency Road Response, Inc. (ERR), will retroactively provide for additional services to add Automated Vehicle Locating (AVL) equipment for fleet tracking, will increase the contract by \$1,130,436.20, and will extend the contract term by ten months. This amendment is necessary to ensure uninterrupted Freeway Courtesy Patrol services. The contract will expire on November 30, 2004. The original contract provides for ERR to patrol segments of the freeway system in Wayne, Oakland, and Macomb Counties to assist stranded motorists. The revised contract term will be June 6, 2001, through September 30, 2005. The revised total contract amount will be \$4,787,464.07. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for an additional ten months of Freeway Courtesy Patrol services to assist stranded motorists throughout the Southeast Michigan freeway system and to increase the contract amount by \$1,130,436.20 accordingly. The amendment will also add AVL equipment for fleet tracking. The proposed work for this amendment exercises a portion of the two available one-year extensions provided for in the original contract's Statement of Work.

Benefit: Will extend the current contract to ensure continuous services that improve traffic safety. The services benefit not only those assisted but other motorists as well by reducing traffic congestion and providing for safer driving conditions. At the proposed level of service, nearly 16,000 assists are provided per year. In the 2002 Evaluation Report published by the Southeast Michigan Council of Governments, the benefit cost ratio for the program was 9.2:1.

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 extension of the contract will provide for disruption to the Freeway Courtesy Patrol program and suspension of roadside assistance services.

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

New Project Identification: This is for the extension of an existing program.

Zip Code: 48226.

7. HIGHWAYS – IDS Construction Engineering Services

Retroactive Authorization Revision (Z9/R1) under Contract (2001-0668) between MDOT and Professional Service Industries, Inc. (PSI), will retroactively extend the contract term by approximately sixteen months to allow for reimbursement of costs for concrete paving inspection services and will increase the authorization amount by \$5,541.67. PSI performed necessary coring inspection work for three concrete paving projects that was not originally but should have been authorized by MDOT. The original authorization, which expired on December 31, 2003, provided for statewide concrete coring services. The revised authorization term will be January 8, 2003, through April 17, 2005. The revised authorization amount will be \$101,130.34. The contract term is April 17, 2002, through April 17, 2005. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: To retroactively extend the authorization term and increase the authorization amount in order to reimburse PSI for concrete coring inspection work already performed.

Benefit: Will allow PSI to be reimbursed for work necessary to meet MDOT standard specifications and safety requirements. Concrete coring is a sampling method used to determine if concrete pavement is built to the correct thickness, if any reinforcing steel is correctly placed, and if steel has adequate strength. Each major concrete paving project is cored in accordance with MDOT's standard construction specifications. As a result of an MDOT oversight, PSI undertook \$5,541.67 more work than was authorized. The work resulted in proper coring inspection of three concrete paving projects.

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

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

Risk Assessment: If this authorization revision is not authorized, MDOT will be unable to reimburse PSI for necessary work performed in good faith.

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.

8. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z22/R3) under Contract (2002-0193) between MDOT and Tetra Tech MPS will provide for additional design services to be performed on M-3 from Randolph to I-94, Wayne County (CS 82072 - JN 75185C) will increase the authorization amount by \$96,616.12. This revision provides for the inclusion of landscaping and street lighting enhancements to this route to provide a gateway in the Center Business District of downtown Detroit. The original authorization provides for the design of M-3 from Randolph to I-94, Wayne County. The authorization term remains unchanged, October 3, 2003, through January 9, 2006. The revised authorization amount will be \$743,286.63. The contract term is January 9, 2002, through January 9, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This revision will provide for additional design services to be performed on M-3 from Randolph to I-94, Wayne County. The revision allows for the inclusion of landscaping and street lighting enhancements to this route to provide a more aesthetic gateway in the Center Business District of downtown Detroit. This is part of a Transportation Enhancement grant for this area.

Benefit: Approving this revision will facilitate the use of grant money that can only be used for enhancements. The enhancements to this route, including landscaping and decorative street lighting, will make this gateway area more attractive.

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

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

* Denotes a non-standard contract/amendment

Risk Assessment: The risk of not approving the additional services for these enhancements is the loss of the grant money.

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.

9. *HIGHWAYS – Time Extension

Retroactive Amendatory Contract (2002-0482/A3) between MDOT and Alfred Benesch & Company will retroactively extend the contract term by one year. Additional design steps and review meetings were needed as required by the Federal Highway Administration for the complex design of the unique twin arch structures. The continuation of work after contract expiration was the result of an oversight by the MDOT project manager and the consultant. The original contract, which expired on June 30, 2004, provided for the design of I-94 from US-24 to Pelham Road and for the design of US-12 from Ecorse Road to Van Born Road in Wayne County. The revised contract term will be July 9, 2002, through June 30, 2005. The contract amount remains unchanged at \$4,703,989.10. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To retroactively extend the contract term in order to allow payment for services required by the Federal Highway Administration that were performed after contract expiration.

Benefit: Reconstructing the roadways and reconfiguring the interchange will provide for improved safety and a better ride for motorists. This project is part of MDOT's Five-Year Plan, and the improvements are part of the Metro Region's strategy for meeting its pavement condition goals.

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

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

Risk Assessment: If the project is not undertaken, roadway safety will not improve and the existing pavement will continue to deteriorate. Also, MDOT would be less likely to meet its goal of having 85 percent of non-freeways in good or better condition by 2007.

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: 48180.

10. HIGHWAYS - IDS University Research Services

Authorization (Z10) under Contract (2002-0532) between MDOT and Michigan State University will provide for research services to be performed to identify causes and develop strategies for relieving structural distress in bridge abutments. The authorization will be in effect from the date of award through two years. The authorization amount will be \$239,383. The contract term is from September 10, 2003, through April 21, 2007, 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: MDOT continues to experience problems with abutment distress in the form of cracks and concrete spalling in the abutments and piers. The causes of this damage are not clearly known.

Benefit: The proposed project addresses the ability to forecast potential problems in abutments and how to avoid such problems to improve the management of maintenance and future design of bridges. Reliability-based decision making simulation tools will be developed to identify the causes that lead to abutment distress and develop diagnosis models to determine if a system will exhibit such problems in the future.

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

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

* Denotes a non-standard contract/amendment

Risk Assessment: Continued maintenance of bridge abutment distress will be required unless the root cause solution is found and effective treatments are instituted.

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 research project (SPR 76986).

Zip Code: 48824.

11. HIGHWAYS - IDS Design Consultant Services

Authorization (Z15) under Contract (2003-0201) between MDOT and CH2M Hill Michigan, Inc., will provide for roadway rehabilitation scoping on M-85, between Schafer Street and Clark Street in the city of Detroit, Wayne County (CS 82073 - JN 80011C). The work items include preparation of preliminary and final scoping packages for the reconstruction and rehabilitation of the roadway. This authorization will be in effect from the date of award through April 14, 2006. The authorization amount will be \$589,885.51. The contract term is April 14, 2003, through April 14, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization is for the negotiated fees to perform roadway scoping for M-85. Roadway scoping is the first step in identifying the extents, issues, and costs related to a candidate project prior to it being considered for inclusion in the Metro Region Rehabilitation and Reconstruction (R & R) program. The project limits are along M-85 between Schafer Street and Clark Street in the city of Detroit, Wayne County. Roadway scoping occurs prior to the selection of any R & R project that is to be considered for inclusion in the MDOT Five-Year Plan. Therefore, this project will not be found within the current STIP/TIP.

Benefit: Roadway scoping allows the MDOT Metro Region the opportunity to more thoroughly identify the issues and costs related to a candidate project before it is selected for inclusion in the MDOT Five-Year Plan. It also allows for the early determination of costs, so as to better allocate our funding; it identifies design and constructability issues early so that schedule commitments can be better met; and it provides the local entities of government the opportunity to identify any changes that they may have with a particular condition project.

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

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

Risk Assessment: The risks of not performing this activity would be various budgetary issues arising from lack of understanding of the issues and impacts associated with the project, which could lead to either over- or under-funding a project. Schedule changes could arise from not identifying items of work that may need a long lead-time to accomplish, which could lead to schedule 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. It is for scoping of existing roadways.

Zip Code: 48209.

12. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z5/R2) under Contract (2003-0288) between MDOT and Spalding DeDecker Associates, Inc., will provide for additional design services required to combine another design project with this project for a single construction project (CS 77111 - JN 72406C) and will increase the contract amount by \$86,418.93. The project to be added is I-94 at Gratiot Road and two bridge structures, Kimball and Port Huron Townships, St. Clair County (CS 77111 - JN 45758C and JN 59256D and JN 59256E). The original authorization provides for the reconstruction of I-94 from north of Gratiot Road easterly to the Grand Trunk Western Railroad structure in Kimball and Port Huron Townships, St. Clair County. The revised authorization term will be March 5, 2004, through May 8, 2006. The revised authorization amount will be \$774,806.03. The contract term is May 8, 2003, through May 8, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This revision will provide for the additional design services required to combine another design project with this project for a single project for construction. The project to be added is I-94 at Gratiot Road and two bridge structures in Kimball and Port Huron Townships, St. Clair County. The original authorization provides for the reconstruction of I-94 from north of Gratiot Road easterly to the Grand Trunk Western Railroad structure in Kimball and Port Huron Townships, St. Clair County. Constructing both design projects at once and letting them as one will result in cost saving to MDOT beyond the additional cost of this revision.

Benefit: The benefits include significant cost savings to MDOT.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The risk of not taking advantage of this opportunity is greater overall construction costs than are necessary.

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

New Project Identification: This is not a new project.

Zip Code: 48060.

13. HIGHWAYS - IDS Design Consultant Services

Authorization (Z18) under Contract (2003-0343) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for design services for 2.04 miles of concrete patching on US-12 (Michigan Avenue) from 4th Street to Henry Ruff Road in the cities of Wayne, Westland, and Inkster, Wayne County (CS 82061 - JN 45689C). The authorization will be in effect from the date of award through August 22, 2006. The authorization amount will be \$246,218.67. The contract term is August 22, 2003, through August 22, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Design services on US-12 (Michigan Avenue) for concrete patching project. The project limits are from 4th Street easterly to Henry Ruff Road. The project length is 2.04 miles and the pavement is in poor condition. The existing roadway is an eight lane divided urban arterial. This project is included in MDOT's Five-Year Plan; it will be found in the 2004 to 2006 STIP/TIP and is currently planned for construction during the summer of 2006.

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: 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: Based on the current condition of the roadway, concrete patching is the preferred repair. If this work is not approved, the cost to perform the combination of alternate repairs and additional maintenance, when compared to the cost of the concrete patching over the same 20 year period, would be greater. Additionally, the combinations of alternate repairs and additional maintenance, when compared to the concrete patching, would require additional disruptions to traffic. These additional disruptions would result in increased costs to the users in the form of user delays.

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

New Project Identification: This is not a new project.

Zip Code: 48184.

14. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z21) under Contract (2003-0343) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for engineering and office technician services to be performed on an as-needed/when needed basis on various projects for the Lansing Transportation Service Center (TSC). This authorization will be in effect from the date of award through August 22, 2006. The authorization amount will be \$121,404.77. The contract term is August 22, 2003, through August 22, 2006. Source of Funds: Federal, State Restricted, or local funds, depending on the project authorized.

Purpose/Business Case: Parsons Brinckerhoff Michigan, Inc., has been selected by the Lansing TSC to provide as-needed office technician and general construction assistance. As the office technician, the vendor will verify and authenticate contractor certifications for proper material usage, wage rates, and TSC construction documentation to ensure compliance with all state and federal requirements and timely contractor payments are made. General construction assistance was included to provide the Delivery Engineer with outside expertise for help on contentious or complex construction related issues that may arise during the 2005 construction season.

Benefit: The primary benefit is the verification of compliance with state and federal construction documentation requirements. The verification ensures the maximum federal reimbursement will be obtained, and maintained, on highway construction projects administered by the Lansing TSC.

Funding Source: Federal, State Restricted, or local funds, depending on the project authorized.

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

Risk Assessment: The TSC's capacity to review construction documentation, distribute contractor payments, and close-out construction projects will be severely hindered. The loss of this service may result in the loss of federal reimbursement if construction documentation is not properly verified or authenticated.

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.

15. HIGHWAYS - IDS Traffic & Safety Services

Authorization (Z22) under Contract (2003-0343) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for a traffic signal system communications study to be performed in the Metro Region (CS 84917 - JN 59195). The authorization will be in effect from the date of award through August 22, 2006. The authorization amount will be \$324,899.79. 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 will provide MDOT with a master communications plan for the metro region. The plan will be an asset to the State of Michigan in guiding development of advanced traffic management systems and improving traffic flow. The communications plan will work towards integrating the required technology with the ongoing road and bridge program to insure that the State of Michigan is getting full value for every dollar spent.

Benefit: With a region-wide traffic signal communications study, everyone will have a plan to follow and implement as projects are being scoped and designed. This will allow for efficient deployment of the master plan. The state will save money by coordinating the master plan with our projects for implementation.

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 lack of a Traffic Signal Communications Study could result in various tasks not being coordinated, with possible duplication of efforts and waste of valuable resources.

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 study.

Zip Code: 48075.

16. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z11/R1) under Contract (2003-0488) between MDOT and Rowe, Inc., will provide additional services for the update of the design of I-75 between 8 Mile Road and 12 Mile Road and will increase the authorization amount by \$43,717.05. The update is needed to accommodate recent changes to the project's construction staging and maintenance of traffic. The original authorization provides for design services to be performed on I-75 from 8 Mile Road to 12 Mile Road in Oakland County (CS 63174 - JN 50290C). The term of the authorization remains unchanged, March 23, 2004, through August 5, 2006. The revised authorization amount will be \$538,175.45. The contract term is August 5, 2003, through August 5, 2006. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for additional design services to update the construction plans to incorporate recent changes in construction staging and maintaining traffic.

Benefit: I-75 is a major route from the northern suburbs to the city of Detroit and carries approximately 180,000 vehicles per day. Public feedback and traffic congestion experienced during previous construction projects on I-75 adjacent to this project has indicated the need to maintain three lanes in each direction during the day and restrict construction activities to off peak periods. Therefore, by restricting construction activities to nights and weekends only, the user delay experienced by the daily commuters will be less.

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

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

Risk Assessment: Currently, the construction plans are based on maintaining two lanes in each direction during the day and one lane in each direction during the night and weekends. Past experience has proved that this maintaining traffic scheme will create significant traffic congestion on I-75 and connecting roadways, such as I-696 and 8 Mile Road. Public feedback during construction of other projects adjacent to this project indicated that the perception by the daily commuter was the construction caused significant congestion. If the construction plans are not updated to reflect the new construction staging and maintaining traffic scheme, the average weekday user delay will be significantly higher.

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: 48067 and 48073.

17. HIGHWAYS – Increase Services and Amount, Extend Term

Amendatory Contract (2003-0581/A1) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for additional services, will increase the contract by \$174,221.96, and will extend the term by twelve months. The additional time is needed because unanticipated underground site conditions resulted in construction delays and delays in construction engineering work. This is phase three of the project. The original contract provides for construction engineering services to be performed on US-12 from Firestone Avenue to Wyoming Avenue, Wayne County (CS 82062 - JN 47064A). The revised contract term will be October 10, 2003, through December 31, 2005. The revised total contract amount will be \$1,443,579.02. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: The additional time and services are needed because unanticipated underground site conditions resulted in construction delays.

Benefit: Will provide for quality assurance on the project.

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

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

Risk Assessment: The risk of not authorizing the extension for these services is that quality assurance on this project will not be ensured.

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

New Project Identification: Not a new project.

Zip Code: 48120.

18. HIGHWAYS - IDS Design Consultant Services

Authorization (Z17) under Contract (2003-0603) between MDOT and DLZ Michigan, Inc., will provide for the design of roundabouts at the approach of (S08) at the I-75 interchange, Buena Vista Township, Saginaw County (CS 73111 -JN 81578C). The work items include survey pickups, geometric analysis, preparation of right-of-way (ROW) plans, traffic maintenance, drainage studies, aesthetics and landscaping, and computation and verification of all plan quantities. This authorization will be in effect from the date of award through September 3, 2006. The authorization amount will be \$419,366.14. The contract term is September 3, 2003, through September 3, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization will provide for the design of roundabouts on M-81 at the I-75 interchange, Buena Vista Township, Saginaw County (CS 73111 -JN 81578C). The work items include survey pickups, geometric analysis, preparation of right-of-way (ROW) plans, traffic maintenance, drainage studies, aesthetics and landscaping, and computation and verification of all plan quantities.

Benefit: This project provides a geometrically improved and safer functioning interchange.

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

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

Risk Assessment: The bridge (S08) concrete box beams are failing. If the roundabouts aren't built, the bridge will have to be built twelve feet wider to accommodate a center left turn lane, which will incur greater costs. A wider bridge will also have greater impact on the geometry of all the ramps. By providing roundabouts, the bridge can remain at two lanes and the ramp reconstruction will be lessened.

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: The bridge project is already approved for replacement. This new project consists of placing roundabouts at the ramp terminals and improving the geometry of the existing ramps.

Zip Code: 48601.

19. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z12/R2) under Contract (2003-0686) between MDOT and Wilcox Professional Services, LLC, will reduce the authorization services by removing part of the maintaining traffic hours and providing services to consolidate JN 45758 and JN 72406 into one letting package for traffic signal design services and will decrease the authorization amount by \$35,844.75. The original authorization (Z12) provides for design services for interchange reconstruction, superstructure replacement, pier cap replacement, and maintaining traffic on I-94 and I-94 BL, St. Clair County (CS 77111 & 77031 - JN 45758C). The authorization term remains unchanged, January 30, 2004, through October 8, 2006. The revised authorization amount will be \$441,791.19. The contract term is October 8, 2003, through October 8, 2006. Source of Funds: 81.85% Federal Highway Administration Funds, 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To reduce the number of hours for maintaining traffic plans and consolidate the two jobs (45758 and 72406) into one letting package. The jobs are located next to each other and submitting them in one letting would be cost-effective for MDOT.

Benefit: The benefit will be a cost savings with the combination of like work in the same location. There will be improved safety for the traveling public. Bridges have insufficient vertical under-clearance and have suffered high-load hits. The proposed rehabilitation will raise the vertical under-clearance to the minimum required by our standards. Also the bridge shoulder widths are too narrow, and the proposed work will provide for full shoulders on the bridges. I-94 mainline and ramps, as well as the I-94 business loop underneath, are deteriorating and need to be reconstructed. Drainage problems have resulted in standing water, and the proposed project will address this problem.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds for JN 45758C

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

Risk Assessment: If the repairs are not undertaken, the bridge will eventually have to be closed, and the freeway will deteriorate. The risk associated with not doing this project is very high.

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. The jobs are located next to each other and submitting them in one letting would be cost effective to MDOT.

New Project Identification: This is not a new project.

Zip Code: 48074.

20. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z1/R2) under Contract (2003-0716) between MDOT and B.B.F. Engineering Services will provide for additional engineering services on various jobs as assigned by the Detroit Transportation Service Center and will increase the authorization amount by \$206,170.65. This original authorization (Z1) provides for full time inspection, testing, and office technician services as needed for road, bridge, and miscellaneous construction projects. The authorization term remains unchanged, January 26, 2004, through December 2, 2006. The revised authorization amount will be \$541,712.36. The contract term is December 2, 2003, through December 2, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of the project is to maintain state highways. B.B.F. Engineering Services inspection services are required for the lack of insufficient MDOT staff. MDOT is in the need of their services to efficiently administer the Federal Aid Program.

Benefit: MDOT gains added services which are needed during the construction process. B.B.F. will provide and assist MDOT in the field.

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

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

Risk Assessment: If this activity is not performed, construction projects will lack supervision, which could cause project delays and mishaps, as well as the loss of federal funds.

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

New Project Identification: No, this is not a new project

Zip Code: 48909.

21. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z2/R2) under Contract (2003-0716) between MDOT and B.B.F. Engineering Services, will provide for additional engineering services to be performed on various jobs as assigned by the Detroit Transportation Service Center and will increase the authorization amount by \$202,382.80. This original authorization provides for full-time inspection, testing, and office technician services as needed for road, bridge, and miscellaneous construction projects. This authorization is comparable to authorization (Z1); however, for ease of tracking and billing for the two separate project managers and staffs, it has been assigned a different authorization. The authorization term remains unchanged, January 26, 2004, through December 2, 2006. The revised authorization amount will be \$485,582.19. The contract term is December 2, 2003, through December 2, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of the project is to maintain state highways. B.B.F. Engineering Services inspection services are required for the lack of insufficient MDOT staff. MDOT is in the need of their services to efficiently administer the Federal Aid Program.

Benefit: MDOT gains added services which are needed during the construction process. B.B.F. will provide and assist MDOT in the field.

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

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

Risk Assessment: If this activity is not performed, construction projects will lack supervisory benefits, which could result in project delays and mishaps, as well as the loss of federal funds.

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

New Project Identification: No, this is not a new project

Zip Code: 48909.

22. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2003-5534) between MDOT and the City of Westland will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Streetscaping work along Ford Road (Highway M-153) from JFK Drive easterly to Wayne Road, including pavement removal, brick paver, sidewalk, curb and gutter, ornamental fence, landscaping, and restoration work.

Estimated Funds:

Federal Highway Administration Funds	\$399,300
City of Westland Funds	<u>\$399,300</u>
Total Funds	<u>\$798,600</u>

STE 82457 - 73853

Local Letting

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

Benefit: Beautification of transportation system.

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

Commitment level: 50% federal up to \$399,300 and the balance by City of Westland; 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: 48185.

23. HIGHWAYS – Time Extension
 Amendatory Contract (2004-0108/A2) between MDOT and Transcore ITS Michigan, P.C., will extend the contract term by approximately two months to provide for uninterrupted services while negotiations for costs and terms are in process. A Request for Bids for a new long-term contract has been developed and is scheduled for letting in August 2005. This extension will allow time for negotiation of the next extension, which is planned to be in effect through September 30, 2005, and which will be submitted for approval at the February 15, 2005, State Administrative Board meeting. The extensions of the contract will ensure continuous maintenance of the system to protect the capitol investment and ensure continued operations through maintaining system availability. The original contract provides for maintenance of all fielded Advanced Traffic Management System devices and communications equipment for the Michigan Intelligent Transportation Systems (MITS) in Detroit. The revised contract term will be March 5, 2004, through February 28, 2005. The contract amount remains unchanged at \$1,730,634.86. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The Michigan Intelligent Transportation Systems (MITS) provide a wide range of data and services to internal and external stakeholders to help improve freeway operations through incident management and advanced traveler information. External stakeholders include the Michigan State Police, other public safety agencies, and the reporting media. An extension of the maintenance contract will ensure continuous maintenance of the system to protect the capitol investment and ensure continued operations through maintaining system availability.

* Denotes a non-standard contract/amendment

Benefit: Extending the existing contract will ensure continuous services that provide positive benefits to traffic safety and mobility.

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 approving the extension could result in disruption to the maintenance services, potential loss of trained technical staff, damage to infrastructure, and a decrease in system availability with an impact on operations.

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: 48226.

24. HIGHWAYS - IDS Traffic and Safety Consultant Services

Authorization (Z7) under Contract (2004-0156) between MDOT and Parsons Transportation Group, Inc., will provide for traffic signal optimization and program management services to be performed on three corridors on M-5 (Grand River), Wayne County (CS 82121 - JN 81745C). The authorization will be in effect from the date of award through June 7, 2007. The authorization amount will be \$312,998.04. The contract term is June 7, 2004, through June 7, 2007. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This project will provide MDOT with updated corridor signal progression plan with optimized traffic signal operations along each corridor. MDOT timing permits will be produced from the optimization. The consultant will perform a follow-up analysis of the network and will recommend adjustments to the system after implementation to ensure that the system is working correctly. A before and after study of the effectiveness will be done, to provide a measurement tool for improvement. The Consultant Services also include a safety analysis for each intersection to ensure that we are dealing with all aspects of crash improvement. Implementation of the optimization should reduce crash patterns for the corridor.

Benefit: By optimizing signal operations the corridor will flow more effectively and efficiently. This will in turn reduce user delays and associated costs and provide a safer driving environment for the motoring public by reducing crashes.

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: Corridors without signal progression have been shown to have higher levels of crashes than corridors with signal progression.

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

New Project Identification: No, this is not a new project.

Zip Code: 48310.

25.-29. HIGHWAYS – IDS Engineering Services

The following authorizations between MDOT and the following consultants will provide for the redesign of freeway signing using clearview font to meet new standards (CS 33084 – JN 82500).

25. Authorization (Z23) under Contract (2004-0214) between MDOT and Wilcox Professional Services, LLC, will provide for freeway signing redesign on I-475 in Genesee County. The authorization will be in effect from the date of award through April 20, 2007. The authorization amount will be \$28,552.21. The contract term is April 20, 2004, through April 20, 2007. Source of Funds: 100% Federal Highway Administration Funds.

26. Authorization (Z18) under Contract (2003-0603) between DLZ Michigan, Inc., will provide for freeway signing redesign on US-131 in Kent, Montcalm, and Eaton Counties. The authorization will be in effect from the date of award through September 3, 2006. The authorization amount will be \$120,347.05. The contract term is September 3, 2003, through September 3, 2006. Source of Funds: 100% Federal Highway Administration Funds.
27. Authorization (Z17) under Contract (2004-0226) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will provide for freeway signing redesign on I-696 from I-96 to US-24 in Oakland County. The authorization will be in effect from the date of award through May 4, 2007. The authorization amount will be \$34,326.92. The contract term is May 4, 2004, through May 4, 2007. Source of Funds: 100% Federal Highway Administration Funds.
28. Authorization (Z17) under Contract (2004-0283) between MDOT and URS Corporation Great Lakes will provide for freeway signing redesign on I-96 from US-127 to the Ingham County line. The authorization will be in effect from the date of award through June 3, 2007. The authorization amount will be \$7,551.16. The contract term is June 3, 2004, through June 3, 2007. Source of Funds: 100% Federal Highway Administration Funds.
29. Authorization (Z2) under Contract (2004-0563) between MDOT and H. W. Lochner, Inc., will provide for freeway signing redesign on I-69 in Branch and Calhoun Counties and on US-131 in Allegan County. The authorization will be in effect from the date of award through September 9, 2007. The authorization amount will be \$42,886.59. The contract term is September 9, 2004, through September 9, 2007. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: These authorizations will provide for the redesign of all freeway signing using clearview font to meet new standards.

Benefit: The upgrade of freeway signing using clearview font will provide for improved safety for the traveling public and asset preservation for MDOT.

Funding Source: 100% Federal Highway Administration Funds.

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

Risk Assessment: If the work is not undertaken, driver safety will not be improved in accordance with new safety initiatives.

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: 48909.

30. HIGHWAYS - IDS Design Consultant Services
Authorization (Z14) under Contract (2004-0283) between MDOT and URS Corporation Great Lakes will provide for design plans for freeway reconstruction and widening of US-131 northbound from Ann Street to North Park Street in the cities of Grand Rapids and Walker, Kent County (CS 41131 - JN 56887C). The work items include roadway pavement and soils investigations, design survey, geometric review study, freeway design, permanent signing plans, and traffic signal design. The authorization term will be in effect from the date of award through June 3, 2007. The authorization amount will be \$566,235.89. The contract term is June 3, 2004, through June 3, 2007. Source of Funds: 81.85% Federal Highways Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization will provide for design plans for freeway reconstruction and widening of US-131 northbound from Ann Street to North Park Street in the cities of Grand Rapids and Walker, Kent County. The work items include roadway pavement and soils investigations, design survey, geometric review study, freeway design, permanent signing plans, and traffic signal design.

Benefit: The major benefits include improved pavement condition, increased safety level, and increased capacity.

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

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

Risk Assessment: The risk of not approving this project is failure of the freeway pavement, causing excessive and unmitigated safety risks and severely increased user delays.

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

New Project Identification: This is a new project for the addition of one lane.

Zip Code: 49505.

31. HIGHWAYS - IDS Design Consultant Services

Authorization (Z3) under Contract (2004-0330) between MDOT and RS Engineering, Inc., will provide for the design and relocation of a bridge and a culvert to replace two existing bridges in coordination with a road project. The intent of this project is to improve the safety of the intersection at M-66 and M-79 in Barry County (CS 08042 - JN 78925D). The authorization will be in effect from the date of award through July 14, 2007. The authorization amount will be \$190,389.27. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: This project for the design and relocation of a bridge and a culvert to replace two existing bridges in coordination with a road project. The intent of this project is to improve the safety of the intersection at M-66 and M-79 in Barry County.

Benefit: This project will enhance the safety of the public traveling thru the intersection of M-66 and M-79.

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

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

Risk Assessment: The design of these structures will be in conjunction with the road safety improvement project and should be designed now to avoid delays in completion of the intersection. This safety improvement project will eliminate the hazards associated with the existing intersection.

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

New Project Identification: This is not a new project.

Zip Code: 49120.

32. HIGHWAYS - Design Consultant Services

Contract (2004-0748) between MDOT and DLZ Michigan, Inc., will provide for the design of the pavement rehabilitation of I-196 from 0.7 miles south of M-140 for 8.9 miles north to 0.5 miles south of 109th Avenue in Van Buren and Allegan Counties (CS 03033 - JN 60471C). The work items include design surveys, design of project drainage, preparation of required plans, cross-sections and details, computation and verification of all plan quantities, preparation of traffic maintenance, pavement marking plans, and signing plans. This contract will be in effect from the date of award through January 31, 2007. The total contract amount will be \$1,387,743.29. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract will provide for the design of the pavement rehabilitation of I-196 from 0.7 miles south of M-140 for 8.9 miles north to 0.5 miles south of 109th Avenue in Van Buren and Allegan Counties (CS 03033 - JN 60471C). The work items include design surveys, design of project drainage, preparation of required plans, cross-sections and details, computation and verification of all plan quantities, preparation of traffic maintenance, pavement marking plans, and signing plans.

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

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If this contract is not approved, the projects scheduled completion will be delayed. Delay of the construction project will result in continuing bad ride, safety risks, and high maintenance costs. This pavement has a unique tendency to consistently produce golf ball to softball sized concrete chunks that have caused injuries to motorists and damage to vehicles.

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

New Project Identification: This is a rehabilitation project.

Zip Code: 49090.

33. HIGHWAYS - Construction Engineering Services

Contract (2004-0807) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for construction engineering and inspection services from I-75 to Square Lake Road in Oakland County. Work items include 1.94 miles of concrete pavement reconstruction and the reconstruction of five bridges, including bridge deck widening and replacement, bridge replacement, Mechanically Stabilized Earth (MSE) wall construction, and bridge deck overlay work. This contract will be in effect from the date of award through February 1, 2007. The contract amount will be \$989,955.42. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for construction engineering and inspection services from I-75 to Square Lake Road. Specific construction will include 1.94 miles of concrete pavement reconstruction, reconstruction of R-01, deck replacement on S-01-1, S-01-2, and R-02; and deck overlay on S-18-5.

Benefit: This contract will provide the necessary oversight for the construction contract to insure the project is built according to the plans and specifications. Additionally, the contract will provide an engineering resource to MDOT during construction to review and resolve construction changes and extras necessary to complete the project.

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

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

Risk Assessment: Failure to properly oversee the construction contract may result in work that does not meet MDOT specifications. The implications of work not meeting MDOT specifications may include a reduced service life, increased maintenance costs, and loss of federal matching dollars.

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: 48302 and 48304.

34. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2004-5461) between MDOT and City of Detroit will provide for participation in the construction under contract by the City of the following improvements:

PART A

Non-motorized pathway work along Atwater Street from Rivard Street to Chene Street, including lighting and landscaping work.

PART B

Non-motorized pathway work within Mt. Elliott Park, including lighting and landscaping work.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$1,346,000	\$2,101,400	\$3,447,400
City of Detroit Funds	\$ 193,300	\$ 525,400	\$ 718,700
Total Funds	\$1,539,300	\$2,626,800	\$4,166,100

RP 82400 – 80210; DPS 82400 – 80212; Wayne County
 Local Letting

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

Benefit: To provide pedestrian and bicycle facilities.

Funding Source: Federal Transportation and Community and System Preservation Funds, Federal Demonstration Funds, and City of Detroit Funds.

Commitment Level: 100% federal up to \$1,346,000 and the balance by City of Detroit for Part A; 80% federal up to \$2,102,000 and the balance by City of Detroit for Part B; based on estimate.

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

Cost Reduction: Low bid.

New Project Identification: New bicycle and pedestrian facilities.

Zip Code: 48207.

35. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
 Contract (2004-5475) between MDOT and the Huron County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program:

PART A

The removal and replacement of the structure B02 of 32-02-22, which carries Minnick Road over the east branch of the Willow River, Sections 28 and 33, T17N, R14E, Bloomfield Township, Huron County, Michigan; the reconstruction of the approaches to the structure for approximately 294 feet westerly and 247 feet easterly of the structure.

PART B

The removal and replacement of the structure B02 of 32-02-22, which carries Minnick Road over the east branch of the Willow River.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$259,800	\$ 0	\$259,800
State Restricted Trunkline Funds	\$ 48,700	\$ 0	\$ 48,700
Huron County Road Commission Funds	\$ 16,300	\$1,500	\$ 17,800
Total Funds	<u>\$324,800</u>	<u>\$1,500</u>	<u>\$326,300</u>

BRO 32002 - 59705

Letting of 12/3/2004

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

Benefit: Safer structure.

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

Commitment Level: 80% federal, 15% state, 5% Huron County for Part A; 100% Huron County for Part B; based on estimate.

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

Cost Reduction: Low bid.

New Project Identification: Replacement of existing structure.

Zip Code: 48413.

36. HIGHWAYS - IDS Engineering Services

Contract (2005-0026) between MDOT and URS Corporation Great Lakes will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

* Denotes a non-standard contract/amendment

37. *MULTI-MODAL – Time Extension

Retroactive Amendatory Contract (99-0558/A1) between MDOT and the Capital Area Transportation Authority (CATA) will retroactively extend the contract term by approximately four months in order to make costs incurred after the contract expiration date of May 6, 2002, reimbursable costs, per an October 1, 2004, decision of MDOT's Disputed Audits Review Team (DART) (DART Report 193). CATA requested a time extension prior to contract expiration, but the MDOT project manager inadvertently failed to process it. The original contract provided state matching funds for CATA's FY 1999 Federal Section 5309 Capital Discretionary Program grant. The revised contract term will be May 7, 1999, through August 31, 2002. The contract amount remains unchanged at \$750,000. Source of Funds: Federal Transit Administration Funds - \$595,500; FY 1999 State Restricted Comprehensive Transportation Funds - \$148,875; CATA Funds - \$5,625.

Purpose/Business Case: To provide for a retroactive time extension of approximately four months to allow for reimbursement of costs incurred after the original expiration date. This amendment was approved by MDOT's Disputed Audit Review Team.

Benefit: Will allow CATA to be reimbursed for costs incurred in good faith and will allow for closure of the audit.

Funding Source: Federal Transit Administration Funds - \$595,500; FY 1999 State Restricted Comprehensive Transportation Funds - \$148,875; CATA Funds - \$5,625.

Commitment Level: Contract is based on cost estimates.

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

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

New Project Identification: This is not a new project.

Zip Code: 48910.

38. MULTI-MODAL – Time Extension

Amendatory Contract (99-0726/A2) between MDOT and the Capital Area Transportation Authority (CATA) will extend the contract term by seven months to allow CATA time to purchase an automated passenger counting system. A shortage of staff and the amount of time required to research a new system caused a delay in issuing a Request for Proposals (RFP). The RFP for the system has now been issued, and the proposals are currently being reviewed. CATA plans to award the procurement contract by the end of December. CATA has not seen the vendor proposals yet and wants to ensure that there will be enough time to complete the project. The original contract provides state matching funds for CATA's FY 1999 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised contract term will be from September 3, 1999, through September 2, 2002, and from April 8, 2003, through July 31, 2005. (Amendment 1 to the contract was a renewal/amendment.) The contract amount remains unchanged at \$4,320,266. Source of Funds: Federal Transit Administration Funds - \$3,456,213; FY 1999 and FY 2003 State Restricted Comprehensive Transportation Funds - \$848,053; CATA Funds - \$16,000.

Purpose/Business Case: To provide for a seven-month time extension amendment to allow the agency to complete the project.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$3,456,213; FY 1999 and FY 2003 State Restricted Comprehensive Transportation Funds - \$848,053; CATA Funds - \$16,000.

Commitment Level: Contract is based on cost estimates.

Risk Assessment: The risk of not awarding this time extension amendment is the loss of federal funds.

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

New Project Identification: This is not a new project.

Zip Code: 48910.

* Denotes a non-standard contract/amendment

39. MULTI-MODAL – Section 5307 Program

Project Authorization Revision (Z12/R1) under Master Agreement (2002-0007) between MDOT and the Ann Arbor Transportation Authority (AATA), Washtenaw County, will increase state matching funds by \$30,000, increase local matching funds by \$30,000, increase federal funds by \$240,000, and add a new line item for planning activities. The additional state and local funding is required to match the federal grant funds from the Federal Transit Administration. The original authorization provides state matching funds for AATA's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program grant. The authorization term remains unchanged, May 26, 2004, through May 25, 2007. The revised authorization amount will be \$2,692,960. 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 - \$2,154,368; FY 2002, FY 2004 and FY 2005 State Restricted Comprehensive Transportation Funds - \$508,592; AATA Funds - \$30,000.

Purpose/Business Case: To provide state matching funds for AATA's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program grant for planning activities.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$2,154,368; FY 2002, 2004 and 2005 State Restricted Comprehensive Transportation Funds - \$508,592; AATA Funds - \$30,000.

Commitment Level: Authorization is based on cost estimates.

Risk Assessment: The risks of not approving this revision 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 not a new project.

Zip Code: 48104.

40. MULTI-MODAL - Section 5311 Capital

Project Authorization Revision (Z12/R1) under Master Agreement (2002-0012) between MDOT and the Bay Area Transportation Authority (BATA), in Grand Traverse County, will change the facility improvement line item to facility construction and will add a line item for the purchase of a service vehicle. The facility construction line item will be used for architectural and engineering services, construction engineering services, and preliminary site work for a new transfer center. The authority also needs to purchase a service vehicle as the current service vehicle is over fifteen years old and is in need of replacement. The original authorization provides state matching funds for the authority's FY 2003 Federal Section 5311 Nonurbanized Area Formula Capital Program grant. The authorization term remains unchanged, November 25, 2003, through November 24, 2006. The authorization amount remains unchanged at \$37,500. 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 - \$30,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$7,500.

Purpose/Business Case: The revision will provide for the construction of a new transfer center and the replacement of a service vehicle.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$30,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$7,500.

Commitment Level: Authorization is based on cost estimates.

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

* Denotes a non-standard contract/amendment

Cost Reduction: Grant amount is determined by FTA and is not negotiated.
New Project Identification: This is a revision to an existing project.
Zip Code: 49684.

41. MULTI-MODAL - Section 5307 Program

Project Authorization Revision (Z4/R2) under Master Agreement (2002-0024) between MDOT and the Capital Area Transportation Authority (CATA) will increase state matching funds by \$6,271 and decrease local matching funds by \$6,271. The change is necessary to adjust the matching percentage for service vehicles that do not require a local match. The original authorization provides state matching funds for CATA's FY 2002 Federal Section 5307 Urbanized Area Formula Capital Program. The authorization term remains unchanged, May 10, 2002, through May 9, 2005. The authorization amount remains unchanged at \$4,968,572. 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 - \$3,974,857; FY 2002-FY 2005 State Restricted Comprehensive Transportation Funds - \$977,286; CATA Funds - \$16,429.

Purpose/Business Case: To provide for an increase in state matching funds of \$6,271 and a decrease in local matching funds of \$6,271.

Benefit: Will ensure that CATA is treated equitably with all other transit agencies in Michigan regarding the state funding participation level for service vehicle purchases.

Funding Source: Federal Transit Administration Funds - \$3,974,857; FY 2002-2005 State Restricted Comprehensive Transportation Funds - \$977,286; CATA Funds - \$16,429.

Commitment Level: Authorization amount is based on cost estimates.

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

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

New Project Identification: This is not a new project.

Zip Code: 48910.

42. MULTI-MODAL - Section 5307 Program

Project Authorization Revision (Z17/R1) under Master Agreement (2002-0024) between MDOT and the Capital Area Transportation Authority (CATA) will increase state matching funds by \$168,643 and federal funds by \$674,571 for the purchase of additional transit buses and for customer enhancements. This revision reflects funding that had been withheld in FY 2004 by the Federal Transit Administration (FTA) pending reauthorization of the federal highway bill but that has now been awarded by the FTA. The original authorization provides state matching funds for CATA's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program grant. The authorization term remains unchanged, April 27, 2004, through April 26, 2007. The revised authorization amount will be \$5,238,341. 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 - \$4,190,673; FY 2002, FY 2004 and FY 2005 State Restricted Comprehensive Transportation Funds - \$1,031,668; CATA Funds - \$16,000.

Purpose/Business Case: To provide additional state matching funds for CATA's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program for the purchase of additional buses and customer enhancements.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$4,190,673; FY 2002, 2004, and 2005 State Restricted Comprehensive Transportation Funds - \$1,031,668; CATA Funds - \$16,000.

Commitment Level: Authorization is based on cost estimates.

* Denotes a non-standard contract/amendment

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 not a new project.

Zip Code: 48910.

43. MULTI-MODAL - Section 5309 Program

Project Authorization (Z20) under Master Agreement (2002-0024) between MDOT and the Capital Area Transportation Authority (CATA) will retroactively provide state matching funds to CATA's FY 2004 Federal Section 5309 Capital Discretionary Program grant for the purchase of buses and for the engineering/design, renovation and expansion of CATA's administration/maintenance 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 \$3,033,981. 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 - \$2,427,185; FY 2002 State Restricted Comprehensive Transportation Funds - \$606,796.

Purpose/Business Case: To provide state matching funds for the purchase of buses and for the engineering/design, renovation, and expansion of CATA's administration/maintenance facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$2,427,185; FY 2002 State Restricted Comprehensive Transportation Funds - \$606,796.

Commitment Level: Authorization amount is based on cost estimates.

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

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

New Project Identification: This is a new project.

Zip Code: 48910.

44. MULTI-MODAL - Section 5307 Program

Project Authorization Revision (Z11/R1) under Master Agreement (2002-0054) between MDOT and the City of Jackson Transportation Authority will increase state matching funds by \$45,191 and federal funds by \$180,760 to provide for additional maintenance facility construction. This revision reflects funding that had been withheld in FY 2004 by the Federal Transit Administration (FTA) pending reauthorization of the federal highway bill but that has now been awarded by the FTA. The original authorization provides state matching funds for the agency's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program grant. The authorization term remains unchanged, May 19, 2004, through May 18, 2007. The revised authorization amount will be \$562,380. 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 - \$449,904; FY 2002 and 2004 State Restricted Comprehensive Transportation Funds - \$112,476.

Purpose/Business Case: To provide additional state matching funds for the agency's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program for additional maintenance facility construction.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$449,904; FY 2002 and 2004 State Restricted Comprehensive Transportation Funds - \$112,476.

Commitment Level: Authorization is based on cost estimates.

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

Zip Code: 49203.

45. MULTI-MODAL - Section 5309 Program

Project Authorization (Z12) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will retroactively provide state matching funds for the City's FY 2004 Federal Section 5309 Capital Discretionary Program grant for intermodal bus terminal construction, land acquisition, and the purchase of four replacement buses. The authorization will be in effect from September 20, 2004, through September 19, 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 \$4,706,613. 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 - \$3,765,290; FY 2002 State Restricted Comprehensive Transportation Funds - \$941,323.

Purpose/Business Case: To provide state matching funds to the City of Kalamazoo for intermodal bus terminal construction, land acquisition, and the purchase of four replacement buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$3,765,290; FY 2002 State Restricted Comprehensive Transportation Funds - \$941,323.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not awarding this authorization is that federal funds will be lost.

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

New Project Identification: This is a new project.

Zip Code: 49007-3638.

46. MULTI-MODAL - Section 5307 Program

Project Authorization (Z12) under Master Agreement (2002-0056) between MDOT and the Kalamazoo 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 two replacement buses. The authorization will be in effect from September 14, 2004, through September 13, 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 \$176,000. 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 - \$140,800; FY 2002 State Restricted Comprehensive Transportation Funds - \$35,200.

Purpose/Business Case: To provide state matching funds for Kalamazoo County's FY 2004 Federal Section 5307 Capital Discretionary Program for the purchase of two replacement buses.

Benefit: Increased public safety through improved transportation infrastructure.

* Denotes a non-standard contract/amendment

Funding Source: Federal Transit Administration Funds - \$140,800; FY 2002 State Restricted Comprehensive Transportation Funds - \$35,200.

Commitment Level: Authorization is based on cost estimates.

Risk Assessment: The risk of not awarding this authorization is that federal funds will be lost.

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

New Project Identification: This is a new project.

Zip Code: 49007-3638.

47. MULTI-MODAL - Section 5307 Program

Project Authorization (Z14) under Master Agreement (2002-0060) between MDOT and the Livingston County Board of Commissioners will retroactively provide state matching funds for the County's FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of three medium duty buses, mobile surveillance/security equipment, and an 8,000 watt emergency generator. The authorization will be in effect from August 12, 2004, through August 11, 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 \$455,888. 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 2007. Source of Funds: Federal Transit Administration Funds - \$364,711; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$91,177.

Purpose/Business Case: To provide state matching funds for Livingston County's FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program for the purchase of three medium duty buses, mobile surveillance/security equipment, and an 8,000 watt emergency generator.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$364,711; FY 2002 and 2005 State Restricted Comprehensive Transportation Funds - \$91,177.

Commitment Level: Authorization 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.

New Project Identification: This is a new project.

Zip Code: 48855.

48. MULTI-MODAL - Section 5309 Program

Project Authorization (Z24) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), Flint, will provide state matching funds for the authority's FY 2004 Federal Section 5309 Capital Discretionary Program grant for the rehabilitation and rebuilding of ten large transit buses. The authorization will be in effect from August 30, 2004, through August 29, 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 \$3,033,980. 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 - \$2,427,184; FY 2005 State Restricted Comprehensive Transportation Funds - \$606,796.

Purpose/Business Case: To provide state matching funds for the MTA's FY 2004 Federal Section 5309 grant for the rehabilitation and rebuilding of ten large transit buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$2,427,184; FY 2005 State Restricted Comprehensive Transportation Funds - \$606,796.

Commitment Level: Authorization 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.

New Project Identification: This is a new project.

Zip Code: 48503.

49. MULTI-MODAL - Time Extension

Project Authorization Revision (Z3/R2) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit services in Macomb County and portions of Wayne and Oakland Counties, will extend the authorization term by one year to allow the authority sufficient time to complete the project. The extension is being requested because SMART amended the original federal grant to add a facility renovation line item and had to wait to begin the project until it received Federal Transit Administration and MDOT approval of the amendment. In addition, SMART had increased the number of buses to be purchased because SMART decided to purchase less costly buses, and additional time is needed to complete the purchases. The original authorization provides state matching funds for the authority's FY 2001 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be December 19, 2001, through December 18, 2005. The authorization amount remains unchanged at \$5,106,310. 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 - \$4,085,048; FY 2002 State Restricted Comprehensive Transportation Funds - \$1,021,262.

Purpose/Business Case: To provide for a one-year time extension to allow completion of facility renovations and the purchase of replacement buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$4,085,048; FY 2002 State Restricted Comprehensive Transportation Funds - \$1,021,262.

Commitment Level: Authorization is based on cost estimates.

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

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

New Project Identification: This is not a new project.

Zip Code: 48226.

50. *MULTI-MODAL – Revise Scope
Amendatory Contract (2004-0228/A1) with J. Rettenmaier USA LP will change the scope of the project due to changes in project requirements. During the final design process, it was determined that the commodities being shipped by rail will be shipped in box cars instead of tanker cars. Therefore, the following items will be removed from the contract: pumping and piping system for the unloading process, building improvements for rail use, including overhead door, and the railroad scale. The following items will be added to the contract: building improvements, including loading docks and two overhead doors on the existing building, and an unloading enclosure structure with fire protection. The original contract provides financial assistance in the form of a loan under the Michigan Rail Loan Assistance Program. The contract term remains unchanged, from August 23, 2004, 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 \$596,485. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$536,836; J. Rettenmaier USA LP Funds - \$59,649.
- Purpose:** During the final design process, it was determined that the commodities will be shipped in box cars instead of in tanker cars. This amendment will permit the company to adjust the project scope accordingly.
Benefit: This amendatory contract will allow the company to revise the project to accommodate shipping by box cars instead of tanker cars. This change is critical to the success of the project.
Funding Source: FY 2004 State Restricted Comprehensive Funds: \$536,836; J. Rettenmaier USA LP Funds - \$59,649.
Commitment Level: The contract amount remains fixed.
Risk Assessment: If the amendment is not approved, J. Rettenmaier USA will not be able to use the loan funds in this contract to complete the project as revised, which will enable shipping by box cars.
Cost Reduction: The contract provides loan funding under MiRLAP to make rail infrastructure improvements. As the loan is repaid, funds are returned to the revolving fund and made available for other MiRLAP projects.
New Project Identification: This is an existing project.
Zip Code: 49087.
51. *MULTI-MODAL - Economic Development
Contract (2005-0018) between MDOT, Monroe Recycling, LLC, and the Port of Monroe will provide financial assistance in the form of a loan for the construction of 4,180 feet of new track for the improvement of rail freight transportation and the promotion of economic development in the City of Monroe, Monroe County. This project will provide Monroe Recycling with rail access and will increase the availability of service to users of the Port's intermodal transportation facilities. This project will provide for the creation of twenty new jobs within the city of Monroe. The total cost of the project is estimated to be \$538,000. MDOT's loan is estimated at \$269,000 or up to 50 percent of the project cost. Provisions included in the contract permit the loan to be forgiven incrementally over a five-year period if Monroe Recycling meets its commitment to ship and/or receive 500 rail carloads of freight annually. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$269,000; Monroe Recycling and Port of Monroe Funds - \$269,000

Purpose/Business Case: To provide financial assistance for the construction of 4,180 feet of new track at the Monroe Recycling facility.

Benefit: This project will provide Monroe Recycling with rail capabilities at its facility, will reduce raw material prices, will allow the facility to bring competition to the scrap business in southeast Michigan and northwest Ohio, and will permit Monroe Recycling to establish and expand its domestic and international markets. The benefit to the public will be increased local and state tax revenues, a new intermodal transportation facility to serve southeast Michigan, and the creation of up to twenty new positions within the City of Monroe.

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$269,000; Monroe Recycling and Port of Monroe Funds - \$269,000.

Commitment Level: The contract is based on an estimate from the applicant and serving carrier. Work will be competitively bid by Monroe Recycling, and appropriate adjustments will be made.

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

Cost Reduction: Monroe Recycling will award the project to the lowest bidder.

New Project Identification: This is a new project.

Zip Code: 48161.

52. *MULTI-MODAL - Dock Repairs

Contract (2005-0020) between MDOT and the City of Mackinac Island will provide funding for repairs to the British Landing dock located in Mackinac Island State Park. The project will include preliminary and construction engineering, removal of the existing ferry ramp, fabrication and installation of a new ramp, and site work and erosion control measures as needed. The contract will be in effect from the date of award through September 30, 2005. The total contract amount will be \$130,000. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$130,000.

Purpose/Business Case: To provide funding for needed dock repairs for the British Landing dock located on Mackinac Island.

Benefit: The current dock sustains damage from ferries, as the dock is not located in a harbor but is open to Lake Huron. If the lake is rough, the ferries bump up against the dock, causing damage. This project will improve the dock by making it stronger, and the installation of large bumpers will eliminate the possibility of future damage from the ferries. Also, there is a problem getting cargo on and off the ferries due to the changing water levels of the lake. This project will also incorporate an adjustable ramp, which will accommodate varying water levels.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$130,000.

Commitment Level: Contract is based on cost estimates.

Risk Assessment: The risk of not approving this contract is that the dock will continue to sustain damage from the ferries during high seas.

Cost Reduction: Project will be competitively bid.

New Project Identification: This is a new project.

Zip Code: 49757.

53. *MULTI-MODAL (Aeronautics) – Time Extension

Amendatory Contract (2001-0432/A5) between MDOT and R. W. Armstrong & Associates, Inc., will retroactively extend the contract term by one year to allow the consultant sufficient time to complete the construction engineering services at the Romeo State Airport in Romeo, Michigan. The construction contractor recently filed for bankruptcy, which has delayed the project. The original contract provides for the consultant to perform design and construction engineering services for airport capital improvements. The revised contract term will be June 1, 2001, through November 30, 2005. The contract amount remains unchanged at \$317,421.09. Source of Funds: 100% State Restricted Aeronautics Funds.

Purpose/Business Case: The contract provides for design and construction engineering services, including preparation of construction plans and estimates for the development of a replacement runway (18/36) and for a new administration area, which includes an administration building, apron, vehicle parking lot, entrance road, taxiways, and t-hangar area. The construction contractor recently filed for bankruptcy, which has delayed the project. This amendment will provide the additional time needed to resolve construction problems and to complete the engineering services.

Benefit: This time extension will allow the contract to remain open until the project is completed and final payment is made.

Funding Source: 100% State Restricted Aeronautics Funds.

Commitment Level: There is no increase in funding.

Risk Assessment: The risk of not awarding the amendment is that the remaining work items could not be completed.

Cost Reduction: There is no increase in funding.

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

Zip Code: 48096.

54. *MULTI-MODAL (Aeronautics) – Increase Services and Amount

Amendatory Contract (2004-0412/A1) between MDOT and the Dickinson County Board of Commissioners will add a supplemental windcone to the project and will increase the contract amount by \$26,592 in order to provide funding for the supplemental windcone and to allow for higher than anticipated costs for the relocation of the fence in the hangar area. The original contract provides for the design and construction of the replacement of the runway end identifier lights (REIL) on runways 19 and 31, the design and construction of the relocation of the hangar area fencing, and the design of the reconstruction of the west general aviation apron and tie-down area at the Ford Airport in Iron Mountain, Michigan. The contract term remains unchanged, August 6, 2004, through August 5, 2024. The revised total contract amount will be \$91,592. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$58,500	\$26,320	\$84,820
State Restricted Aeronautics Funds	\$ 3,250	\$ 136	\$ 3,386
Dickinson County Funds	\$ 3,250	\$ 136	\$ 3,386
Total	<u>\$65,000</u>	<u>\$26,592</u>	<u>\$91,592</u>

Purpose/Business Case: The amendment will provide funding for a supplemental windcone (lighted) and will allow for higher than anticipated costs for relocating the fence in the hangar area. The fence relocation bid was higher than expected because it is a labor-intense item due to short runs and numerous terminal posts for the fence. The relocation of the gate included several repairs and an additional backup battery for the operator, which were not included in the original cost estimate.

Benefit: The improvements will extend the useful life of the airport and enhance its safety.

Funding Source: Federal Aviation Administration Funds - \$84,820; State Restricted Aeronautics Funds - \$3,386; Dickinson County Funds - \$3,386; Contract Total - \$91,592.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the amendment is not awarded, the work items could not be completed. The local government cannot afford to complete the project without federal and state assistance.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were three bidders for the project. The consultant contract was reviewed by MDOT personnel for further cost reductions.

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

Zip Code: 49801.

* Denotes a non-standard contract/amendment

55. TRANSPORTATION PLANNING - Time Extension

Amendatory Contract (2001-0640/A5) between MDOT and the City of Ann Arbor will extend the contract term by approximately five months in order for the consultant for the City of Ann Arbor to assist in moving this study through the approval plan process by presenting and explaining the results to the planning commission and city council. The original contract provides for a study of possible alternatives to the current M-14/Barton Drive Interchange in the city of Ann Arbor. The revised contract term will be July 10, 2001, through May 31, 2005. The contract amount remains unchanged at \$508,749. Source of Funds: Federal Highway Administration Funds (High Priority Project Fund) - \$406,999.20; City of Ann Arbor Funds - \$101,749.80.

Purpose/Business Case: This study received High Priority Project (HPP) funds through the Transportation Equity Act for the 21st Century (TEA-21). The funds are being used to examine all possible alternatives to the current M-14/Barton Drive Interchange in the city of Ann Arbor, including relocating, closing, and enhancing the existing interchange. As a part of the study, the consultant for the City of Ann Arbor is examining the current and future transportation needs in the northeast area, including vehicular, transit, and non-motorized transportation.

Benefit: The consultant for the City of Ann Arbor will assist in moving the study through the approval plan process by presenting and explaining the results to the planning commission and city council.

Funding Source: The funds are HPP earmarked through TEA-21 Item #1135. 80% Federal Highway Administration Funds (HPP) (\$406,999.20) and 20% City of Ann Arbor Funds (\$101,749.80).

Commitment Level: The contract is on an actual costs plus fixed fee basis.

Risk Assessment: Without the expertise from the consultant, the plan may not receive approval from the planning commission and city council.

Cost Reduction: A lower rate has not been negotiated.

New Project Identification: This is not a new project.

Zip Code: 48103.

56. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z27) issued under Master Planning Agreement (2003-0004) between MDOT and the Grand Valley Metropolitan Council will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. This project will involve an update to the region's Early Deployment Plan, completed in 1996, and a review of existing infrastructure, resources, policies, and practices in surface transportation operations as they relate to Intelligent Transportation System implementation and operations. The authorization will be in effect from the date of award through September 30, 2005. The authorization amount will be \$200,000. 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: In compliance with Title 23 Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53 Sections 5303 and 5313, a Metropolitan Planning Organization (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments to carry out transportation planning activities.

Benefit: Will provide for funding for assistance in the undertaking of transportation planning activities at the local and regional levels.

Funding Source: Dedicated federal funds that must be passed through by federal regulations cited above to MPOs. 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

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

Risk Assessment: Failure to comply with federal law and regulations as cited above could result in the decertification of MPOs and the inability to spend millions of dollars for transportation planning activities throughout the state.

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

New Project Identification: This is an on-going project for transportation planning administrative grants.

Zip Code: 49503.

57. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z9) issued under Master Planning Agreement (2003-0013) between MDOT and Central 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 collect non-motorized information on the primary road system from road agencies and communities within the region to prepare one of the ten proposed regional nonmotorized maps for MDOT. This will be based on the Bicycle Facility Map Prototype and Feasibility Study. The authorization will be in effect from the date of award through September 30, 2005. The authorization amount will be \$42,500. 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 our state legislature. Cost reductions can only occur through legislation.

New Project Identification: These are continuing projects.

Zip Code: 49829.

58. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z7) 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 ten proposed regional 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 \$42,500. 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 our state legislature. Cost reductions can only occur through legislation.

New Project Identification: This is a continuing project.

Zip Code: 49783.

59. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z13) issued under Master Planning Agreement (2003-0017) between MDOT and the Northeast Michigan Council of Governments will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. The project will collect non-motorized information on the primary road system from road agencies and communities within the North Region. Bicycle and shared or multiuse trails will be identified, and map information will include support facilities, major land use plans, recreational areas, and major points of interest. The authorization will be in effect from the date of award through September 30, 2005. The authorization amount will be \$32,000. 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 our state legislature. Cost reductions can only occur through legislation.

New Project Identification: These are continuing projects.

Zip Code: 49735.

60. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z14) issued under Master Planning Agreement (2003-0018) between MDOT and the Northwest Michigan Council of Governments 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 ten proposed regional 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 \$42,500. 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 our state legislature. Cost reductions can only occur through legislation.

New Project Identification: This is a continuing project.

Zip Code: 49685.

61. *TRANSPORTATION PLANNING – Pavement Condition Assessment

Contract (2005-0017) between MDOT and the Road Commission for Oakland County will provide for asset and pavement management efforts for the local roads within Oakland County. This contract will be in effect from the date of award through September 30, 2007. The contract amount will not exceed \$370,268.50. Source of Funds: 80% Federal Highway Administration Funds and 20% Oakland County Funds.

Purpose/Business Case: To supply important data to MDOT and local partners regarding the conditions of 3,450 miles of pavement under the jurisdiction of the Oakland County Road Commission.

Benefit: This data will assist the Road Commission in developing a pavement management system and will assist MDOT in gathering data for the benefit of asset management.

Funding Source: 80% Federal Highway Administration Funds and 20% Oakland County Funds. This activity will be funded with federal surface transportation program dollars for the urban area.

Commitment Level: The contract amount will not exceed \$370,268.50.

Risk Assessment: Failure to conduct this project will delay the data collection process, which will delay the receipt of data needed by the county and MDOT for critical asset management.

Cost Reduction: The fee negotiated is in accordance with what the county is authorized to spend on this type of activity.

New Project Identification: This is a new project.

Zip Code: 48076.

67. LETTING OF NOVEMBER 05, 2004
 PROPOSAL 0411006 ENG. EST. LOW BID
 \$ 1,157,909.69 \$ 1,117,913.11
 PROJECT NH 61153-55610
 LOCAL AGRMT. 04-5354 % OVER/UNDER EST.
 START DATE - JULY 11, 2005
 COMPLETION DATE - MAY 12, 2006 -3.45 %

Superstructure replacement, widening and approach reconstruction on US-31 BR west bound over the south branch of the Muskegon River in the city of Muskegon, Muskegon County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 1,117,913.11	Same	1 **
Hardman Construction, Inc.	\$ 1,189,695.36	Same	2
L. W. Lamb, Inc.	\$ 1,216,463.46	Same	3
J.E. Kloote Contracting, Inc.	\$ 1,239,406.40	Same	4
Anlaan Corporation	\$ 1,244,127.76	Same	5
Walter Toebe Construction Co.	\$ 1,249,044.61	Same	6
Davis Construction, Inc.	\$ 1,436,962.53	Same	7
Midwest Bridge Company	\$ 1,438,226.85	Same	8
Diversco Construction Company			
C.A. Hull Co., Inc.			
E. C. Korneffel Co.			
J. Slagter & Son Construction Co.			
Prince Bridge & Marine, LTD			

8 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 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:

55610A	
Federal Highway Administration Funds	81.85 %
City of Muskegon	2.03 %
State Restricted Trunkline Funds	16.12 %

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: 49942.

68. LETTING OF NOVEMBER 05, 2004
 PROPOSAL 0411007 \$ ENG. EST. 533,515.75 \$ LOW BID 558,422.22
 PROJECT STH 59043-76377, ETC
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - SEPTEMBER 07, 2005
 COMPLETION DATE - OCTOBER 15, 2005 4.67 %

0.593 mi of pavement widening, hot mix asphalt resurfacing, curb and gutter, ditch work with culvert replacement and extensions and signal work on M-46 from west of M-91 to east of M-91, and on M-91 from south of M-46 to the northerly approach to M-46 in the city of Lakeview, in Cato Township, Montcalm County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 558,422.22	Same	1 **
CL Trucking & Excavating, LLC.	\$ 565,810.92	Same	2
Crawford Contracting, Inc.	\$ 576,443.92	Same	3
Brenner Excavating, Inc.	\$ 594,632.07	Same	4
C & D Hughes, Inc.	\$ 595,921.53	Same	5
Grant Tower, Inc.	\$ 599,749.42	Same	6
Fisher Contracting Company	\$ 608,747.09	Same	7
Nashville Construction Company	\$ 609,499.19	Same	8
Milbocker and Sons, Inc.	\$ 611,371.25	Same	9
Nagel Construction, Inc.	\$ 616,378.65	Same	10
Diversco Construction Company	\$ 694,680.50	Same	11
Wyoming Excavators, Inc.	\$ 727,412.00	Same	12
Stein Construction Co., Inc.	\$ 737,240.05	\$ 745,240.05	13
Geocon, Inc.			
The Isabella Corporation			
Michigan Paving & Materials Co.			
Rieth-Riley Construction Co., Inc.			
L.J. Construction, Inc.			
M & M Excavating Co., Inc.			
Rohde Brothers Excavating, Inc.			
Central Asphalt, Inc.			

13 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:

76377A		
Federal Highway Administration Funds	80.00 %	
State Restricted Trunkline Funds	20.00 %	
78657A		
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.

85. LETTING OF NOVEMBER 05, 2004
 PROPOSAL 0411033 \$ ENG. EST. LOW BID
 PROJECT M 48034-72828-2 \$ 982,211.26 \$ 960,706.81
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JULY 01, 2005 -2.19 %

11.1 mi of hot mix asphalt overlay, placing shoulder aggregate, and guardrail and culvert upgrades on M-123 from north of G01 of 48032 northerly in McMillian Township, Luce County.

BIDDER	AS-READ	AS-CHECKED	
H & D, Inc.	\$ 960,706.81	Same	1 **
Bacco Construction Company	\$ 981,936.75	Same	2
Payne & Dolan, Inc.	\$ 1,047,059.25	Same	3

3 Bidders

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

Funding Source:

72828A

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Reduced roadway and vehicle maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 49868.

86. LETTING OF NOVEMBER 05, 2004
 PROPOSAL 0411034 \$ ENG. EST. LOW BID
 PROJECT MG 23092-79753 \$ 919,442.69 \$ 800,489.37
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JUNE 15, 2005
 COMPLETION DATE - AUGUST 12, 2005 -12.94 %

7.353 mi of hot mix asphalt cold milling and resurfacing on M-99 from Petrieville Highway northerly to Holt Road in the townships of Eaton Rapids and Windsor, Eaton County.

A 2005 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 800,489.37	Same	1 **
Michigan Paving & Materials Co.	\$ 888,000.00	Same	2
Aggregate Industries-Central Region	\$ 974,222.80	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:

79753A
 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: 48827.

87. LETTING OF NOVEMBER 05, 2004
 PROPOSAL 0411035 \$ 759,573.87 \$ 798,767.46
 PROJECT M 49023-79551
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - 16 working days 5.16 %

4.391 mi of hot mix asphalt cold milling and resurfacing on US-2 from west of Martin Lake Road to the west edge of US-2 over I-75 in Moran Township, Mackinac County.

A 2005 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
H & D, Inc.	\$ 798,767.46	Same	1 **
Payne & Dolan, Inc.	\$ 941,864.96	Same	2
Bacco Construction Company	\$ 1,009,489.60	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:

79551A
 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.

96. LETTING OF NOVEMBER 05, 2004
 PROPOSAL 0411011 \$ ENG. EST. 247,167.00 \$ LOW BID 238,691.08
 PROJECT STH 25609-73781
 LOCAL AGRMT. 04-5449 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JULY 01, 2005 -3.43 %

Intersection improvements, widening for left-turn and right-turn lanes on Linden Road at Pierson Road intersection, Genesee County.

BIDDER	AS-READ	AS-CHECKED	
C & D Hughes, Inc.	\$ 238,691.08	Same	1 **
L.A. Construction Corporation	\$ 243,958.24	Same	2
Young's Environmental Cleanup, Inc.	\$ 248,442.90	Same	3
Zito Construction Co.	\$ 253,360.58	Same	4
Genoak Construction Company	\$ 268,618.98	Same	5
Champagne and Marx Excavating, Inc.	\$ 269,322.50	Same	6
Coop-Arz Excavating, LLC.	\$ 269,335.65	Same	7
Cadillac Asphalt, LLC.	\$ 273,854.85	Same	8
Fisher Contracting Company	\$ 276,325.47	Same	9
Six-S, Inc.	\$ 291,941.44	Same	10
Ron Bretz Excavating, Inc.	\$ 292,170.97	Same	11
Rohde Brothers Excavating, Inc.	\$ 323,541.66	Same	12
Ace Asphalt & Paving Co.			
Cadwell Brothers Construction			
L.J. Construction, Inc.			
Barrett Paving Materials, Inc.			
Saginaw Asphalt Paving Company			
3-S Construction, Inc.			

12 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:

73781A
 Genesee County 20.00 %
 Federal Highway Administration Funds 80.00 %

Zip Code: 48504.

98. LETTING OF NOVEMBER 05, 2004
 PROPOSAL 0411013
 PROJECT BRO 50008-53466
 LOCAL AGRMT. 04-5453
 START DATE - 10 days after award
 COMPLETION DATE - JULY 22, 2005

ENG. EST. LOW BID
 \$ 1,339,811.30 \$ 1,262,964.19

% OVER/UNDER EST.
 -5.74 %

Replace bridge and related approach work on 31 Mile Road at east branch of Coon Creek in Lenox Township, Macomb County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Posen Construction, Inc.	\$ 1,262,964.19	Same	1 **
Dan's Excavating, Inc.	\$ 1,285,394.85	Same	2
E. C. Korneffel Co.	\$ 1,319,099.58	Same	3
Midwest Bridge Company	\$ 1,360,929.66	Same	4
Walter Toebe Construction Co.	\$ 1,373,142.88	Same	5
Anlaan Corporation	\$ 1,373,663.69	Same	6
John Carlo, Inc.	\$ 1,406,352.56	Same	7
C.A. Hull Co., Inc.	\$ 1,429,690.46	Same	8
Boddy Construction Company, Inc.	\$ 1,524,897.21	Same	9
Peake Contracting, Inc.			
S. L. & H. Contractors, Inc.			
Pamar Enterprises, Inc.			
Fisher Contracting Company			
J. Slagter & Son Construction Co.			
L.J. Construction, Inc.			
Davis Construction, Inc.			
Angelo Iafrate Construction Compan			
Ajax Paving Industries, Inc.			
Prince Bridge & Marine, LTD			
ABC Paving Company			
Hardman Construction, Inc.			
Ron Bretz Excavating, Inc.			
Teltow 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 replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

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

Funding Source:

53466A

Macomb County	44.43 %
Federal Highway Administration Funds	46.79 %
State Restricted Trunkline Funds	8.78 %

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

EXTRAS

103. **Extra 2004 - 80**

Control Section/Job Number: 33006-53433A 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: Prince Bridge & Marine, Ltd.
13844 172nd Avenue
Grand Haven, MI 49417

Designed By: Consultant
Engineer's Estimate: \$1,824,168.13

Description of Project:

Removal of a two-span earth-filled concrete arch bridge, construction of a pre-stressed I-beam bridge with concrete deck and related work on the Elm Street bridge over the Grand River, in the city of Lansing, Ingham County.

Administrative Board Approval Date:	May 07, 2002	
Contract Date:	May 10, 2002	
Original Contract Amount:	\$1,709,199.01	
Total of Overruns/Changes (Approved to Date):	(10,601.69)	- 0.62%
Total of Extras/Adjustments (Approved to Date):	174,853.93	+ 10.23%
Total of Negative Adjustments (Approved to Date):	0.00	0.00%
THIS REQUEST	<u>\$8,966.09</u>	<u>+ 0.52%</u>
Revised Total	<u>\$1,882,417.34</u>	+ 10.13%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.61% over the original budget for an **Authorized to Date Amount** of \$1,873,451.25.

Approval of this extra will place the authorized status of the contract 10.13% or \$173,218.33 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-34	8 r.1, 9 r.1	\$50,800.00	07/01/03
2004-31	20, 22 r.4, 24 r.3, 27 r.1, 29, 31 r.3	\$22,337.00	05/04/04

Contract Modification Number(s): 38 r.5, 41 r.1

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

CM 38		
FENCE POST SLEEVES	1,626.670 Dlr @ \$1.00 Dlr	\$1,626.67
DEQ DRAINAGE REWORK	80.000 M3 @ \$85.00/M3	<u>6,800.00</u>
Total		<u>\$8,426.67</u>

CM 41		
ADHESIVE ANCHOR BAR	539.420 Dlr @ \$1.00/Dlr	<u>\$539.42</u>
Total		<u>\$539.42</u>

Grand Total **\$8,966.09**

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

CM 38

Design changes widened by one foot the new bridge abutment adjacent to the bike path. The additional width of the abutment forced the bike path to be moved toward the river by one foot. Fence post sleeves were added to the project and placed on the cantilevered portion of the bike path to support the bike path and contain the fence posts. The price for this extra was 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 verified by city inspection personnel.

A cobble ditch was built according to the project plans. Immediately following the construction of the ditch and before the seeding took root, a major storm occurred which caused the ditch to fail. The ditch was rebuilt with modifications supplied by the Michigan Department of Environmental Quality. The extra item River Bottom, Plain Cobble was previously negotiated on this project. The work of DEQ Drainage rework is the exact same item of work with a different name.

CM 41

The project plans indicated that the concrete abutment and wing wall were to be poured at the same time. Due to an abutment modification, the abutment and wing walls were poured at different times, requiring anchor bars to be added to tie the two pours together. The price for the extra was 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 verified by City 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 was recommended for approval by the State Transportation Commission at its November 18, 2004, meeting and is now recommended for approval by the State Administrative Board on December 7, 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, 76.98%; State Restricted Trunkline, 14.44%, City of Lansing, 8.58%

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: 48910.

104. **Extra 2004 - 81**

Control Section/Job Number: 82071-58218A MDOT Project

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

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

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

Designed By: Consultant
Engineer's Estimate: \$4,516,157.54

Description of Project:

1.35 mi of cold milling and concrete overlay on M-85 from St. Anne to west of Clark Street and east of Rosa Parks to St. Anne in the city of Detroit, Wayne County.

Administrative Board Approval Date:	October 1, 2002	
Contract Date:	December 20, 2002	
Original Contract Amount:	\$4,129,836.50	
Total of Overruns/Changes (Approved to Date):	212,762.69	+ 5.15%
Total of Extras/Adjustments (Approved to Date):	506,365.66	+ 12.26%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>192,028.48</u>	<u>+ 4.65%</u>
Revised Total	<u>\$5,040,993.33</u>	+ 22.06%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 17.41% over the original budget for an **Authorized to Date Amount** of \$4,848,964.85.

Approval of this extra will place the authorized status of the contract 22.06% or \$911,156.83 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2003-65	1 r.3, 2 r.2, 4 r.2	\$332,245.45	November 4, 2003
2004-61	5, 6, 11 r.6, 12, 14 r.2, 16, 18 r.2, 19 r.1, 20 r.2, 24 r.4, 25 r.4	\$182,632.18	April 28, 2004

Contract Modification Number(s): 26 r. 1, 27 r. 2

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

CM 26

Flowable Fill-Force Account	9,391.850 Dlr @ \$1.00/Dlr	\$9,391.85
Additional Aggregate Base – Force Account	25,780.370 Dlr @ \$1.00/Dlr	25,780.37
Mill Down Time – Force Account	4,574.980 Dlr @ \$1.00/Dlr	<u>4,574.98</u>
Total		<u>\$39,747.20</u>

CM 27

Equipment Down Time – Force Account	15,716.390 Dlr @ \$1.00/Dlr	\$15,716.39
Additional Work Phase I, Stage II – Force Account	136,564.890 Dlr @ \$1.00/Dlr	<u>136,564.89</u>
Total		<u>\$152,281.28</u>

Grand Total

\$192,028.48

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

CM 26

The contractor milled the existing pavement to the depth indicated on the plans, as directed by MDOT inspection personnel and the consultant inspection agency. In many locations, the remaining concrete slab was deteriorated and unstable. In lieu of patching the deteriorated slab, the contractor was directed to place flowable fill to help stabilize the areas.

On one side of the street the pavement was milled to a depth of 88 mm, as shown on the plans. On the other side, MDOT and the consultant determined that a depth of 12mm of milling would be sufficient. In order to tie the two sides of the pavement together at the same elevation, an aggregate base was placed on top of the low side of the pavement.

The contractor's milling operation was suspended for four hours by MDOT and the consultant in order to allow time to re-stake the new elevation, and a new flatter slope that the mill was to follow.

The prices for these extras are based on actual costs submitted by the contractor as force account records, as described in Section 109.07 of the 1996 Standard Specifications for Construction, and verified by consultant inspection personnel.

CM 27

The contractor's paving operation was mobilized and ready to pave when MDOT suspended their work from May 5 to May 30, 2003. Due to the deteriorated pavement under the milled surface, much discussion took place between the contractor, the consultant, the Michigan Concrete Paving Association, and MDOT to decide if the project should proceed as originally designed or be changed to a pavement reconstruction project.

The consultant performed an analysis to determine if the deteriorated concrete base would be sufficient to support the concrete overlay. The analysis proved positive and it was decided to proceed with the project as planned. The contractor also had to wait for the aggregate base to be placed, as described above, and for the milling depth to be adjusted. The contractor's equipment could not be used any other place during the suspension; therefore, down time (or idle time) was calculated.

In addition, after the milling was completed, it was discovered the remaining concrete base was deteriorated in various locations to a point where it would not hold up to a new pavement overlay being placed on it. In these locations, the material was removed and 125mm deep concrete patches were placed. The deterioration was greater than that which was dealt with in CM 26, and a flowable fill would not have been sufficient to hold the base material together.

The prices for these extras are based on actual costs submitted by the contractor as force account records, as described in Section 109.07 of the 1996 Standard Specifications for Construction, and verified by consultant inspection personnel.

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

These Extras were recommended for approval by the State Transportation Commission at its November 18, 2004, meeting, and are now recommended for approval by the State Administrative Board on December 7, 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%; State Restricted Trunkline, 16.03%; City of Detroit, 2.20%
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
New Project Identification: This is an existing project already under contract.
Zip Code: 48216, 48210

105. **Extra 2004 - 82**

Control Section/Job Number: 82194-45699A 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 - Does not meet criteria.

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

Designed By: Consultant
Engineer's Estimate: \$88,197,629.10

Description of Project:

10.25 km of concrete freeway and ramp reconstruction, freeway lighting, freeway sign upgrading and rehabilitation of 20 structures, on I-75 from Goddard Road northerly to south of Rouge River, in the cities of Southgate, Lincoln Park, Allen Park, Melvindale, and Detroit in Wayne County.

Administrative Board Approval Date:	January 15, 2002	
Contract Date:	February 06, 2002	
Original Contract Amount:	\$82,560,004.40	
Total of Overruns/Changes (Approved to Date):	2,700,540.82	+ 3.27%
Total of Extras/Adjustments (Approved to Date):	91,475.67	+ 0.11%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>152,250.00</u>	<u>+ 0.18%</u>
Revised Total	<u>\$85,504,270.89</u>	+ 3.56%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.38% over the original budget for an **Authorized to Date Amount** of \$85,352,020.89.

Approval of this extra will place the authorized status of the contract 3.56% or \$2,944,266.49 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2003-28	41 r.1	\$101,273.86	07/01/03

Contract Modification Number(s): 103 r.1

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

CM 103

Hand Hole/Lighting Repair	152,250.000 Dlr @ \$1.00/Dlr	<u>\$152,250.00</u>
Total		<u>\$152,250.00</u>

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

The project involves reconstructing I-75 in two stages, northbound and then southbound. While southbound I-75 was being reconstructed, traffic was detoured onto the newly-constructed northbound I-75. Two lanes of northbound I-75 traffic were shifted to the outside lane and shoulder, while the southbound traffic was shifted to the median side lane and shoulder of the new northbound I-75 pavement. Electric hand holes, housing electrical wire for freeway lighting, were constructed on the shoulder of new northbound I-75. When southbound traffic was shifted onto the new northbound lanes, truck traffic damaged the hand holes and the covers started to come off, creating a hazardous condition. The contractor was instructed to fill the hand holes with sand and to cap each with bituminous material.

After the second stage of construction was completed, southbound traffic was placed back on the new southbound lanes of I-75. The contractor was instructed to remove the bituminous material over the hand holes and the sand from within the holes. It was discovered that many of the hand holes and the electrical wire in the hand holes were damaged and required replacement due to the traffic driving over them for three months.

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 verified by MDOT 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 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, 80%; State Restricted Trunkline, 18.76%; City of Lincoln Park, 0.77%; City of Allen Park, 0.08%; City of Detroit, 0.39%

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: 48180, 48101.

106. **Extra 2004 -83**

Control Section/Job Number: 63173-51472A 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 - This project exceeds the \$250,000 Transportation Commission limit for reviewing extras.

Contractor: Ace Asphalt & Paving Co.
115 South Averill Avenue
Flint, MI 48506

Designed By: MDOT
Engineer's Estimate: \$22,796,244.71

Description of Project:

22.71 mi of cold milling and resurfacing, joints and shoulder repair on I-75 northbound, M-15 to the north county line, and bridge rehabilitation on ten structures on I-75 under Saginaw, M-54 Dort Highway, Dort Highway and over Cook Road, US-24, and Dixie Highway in Atlas, Grand Blanc, Groveland, Holly, Independence, Mundy, and Springfield Townships, Oakland and Genesee Counties.

Administrative Board Approval Date:	August 19, 2003	
Contract Date:	August 22, 2003	
Original Contract Amount:	\$19,956,098.34	
Total of Overruns/Changes (Approved to Date):	743,559.46	+ 3.73%
Total of Extras/Adjustments (Approved to Date):	554,239.81	+ 2.78%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>801,122.78</u>	<u>+ 4.01%</u>
Revised Total	<u>\$22,055,020.39</u>	+ 10.52%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.51% over the original budget for an **Authorized to Date Amount** of \$21,253,897.61.

Approval of this extra will place the authorized status of the contract 10.52% or \$2,098,922.05 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 27 r.2, 28 r.1

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

CM 27

Pav't. Repr. Non-Reinf. Conc. 10" Special	13,329.800 Syd @ \$51.10/Syd	\$681,152.78
Pav't. Repr. Non-Reinf. Conc. 10" Special	2,325.000 Syd @ \$51.10/Syd	<u>118,807.50</u>
Total		<u>\$799,960.28</u>

CM 28

Joint, ERG Special	150.000 Ft @ \$7.75/Ft	<u>\$1,162.50</u>
Total		<u>1,162.50</u>

Grand Total \$801,122.78

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

CM 27

Repairing the existing concrete pavement by patching was not anticipated for an 8 mile stretch of the project. The plans indicated that the concrete joints were to be repaired by removing the deteriorated area and patching with bituminous material. After milling the bituminous surface, existing concrete patches that were deteriorated, crumbling, and delaminated were discovered. Upon further study, taking into account the amount of traffic on I-75 and the fact that this project has a planned service life of 15 years, the contractor was instructed to replace the existing concrete patches. The extra was negotiated to a 44% price reduction per square yard from the original contract unit price. A corresponding reduction for the pay item, Pavement Repair, Reinforced Concrete, 10 inch, totaling \$155,465 was part of this contract modification.

CM 28

Due to the large amount of concrete patches on this project, expansion reinforced grouted joints were added. The expansion joints allow the entire pavement slab to move without causing damage to the concrete. The price was negotiated and compares favorably to MDOT's average unit prices.

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

These Extras were recommended for approval by the State Transportation Commission at its November 18, 2004, meeting, and are now recommended for approval by the State Administrative Board on December 7, 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, 84.85%; State Restricted Trunkline, 15.15%

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: 48346, 48348, 48350, 48438, 48439, 48442, and 48480.

107. **Extra 2004 - 84**

Control Section/Job Number: 82251-58006A 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: Atsalis Brothers Painting Co.
22189 E. Fourteen Mile Road
Clinton Township, MI 48035

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

Description of Project:

Substructure repair, structural steel repair, cleaning and coating structural steel, and maintaining traffic for S02 on I-375 under Madison Avenue in the city of Detroit, Wayne County.

Administrative Board Approval Date:	August 5, 2003	
Contract Date:	August 22, 2003	
Original Contract Amount:	\$539,963.12	
Total of Overruns/Changes (Approved to Date):	15,638.50	+ 2.90%
Total of Extras/Adjustments (Approved to Date):	106,000.00	+ 19.63%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>9,277.57</u>	<u>+ 1.72%</u>
Revised Total	<u>\$670,879.19</u>	+ 24.25%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 22.53% over the original budget for an **Authorized to Date Amount** of \$661,601.62.

Approval of this extra will place the authorized status of the contract 24.25% or \$130,916.07 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-06	82251-58006	\$106,000.00	03/02/04

Contract Modification Number(s): 3 r.3, 4

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

CM 3

BOLTED REPAIRS	8,572.570 Dlr @ \$1.00/Dlr	<u>\$8,572.57</u>
Total		<u>\$8,572.57</u>

CM 4

DAMAGED DRUM LIGHT REPAIR	47.000 Dlr @ \$15.00/Dlr	<u>\$705.00</u>
Total		<u>\$705.00</u>

Grand Total		<u>\$9,227.57</u>
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Reason(s) for Extra(s)/Adjustment(s):

CM 3

Rib stiffeners, which are vertical pieces of steel welded to the sides of a bridge girder, were discovered after work started on this project. The contractor was instructed to notch and retrofit the steel plates used in the bolt repairs in order to work around the rib stiffeners. The stiffeners were not noted on the plans. The price of the extra was negotiated and when compared to prices on similar items, was reasonable.

CM 4

Lights on the plastic drums, used to control traffic in the work zone, were damaged by passing motorists. The 2003 Standard Specifications for Construction, Section 812.04 A5 requires MDOT to reimburse the contractor for damaged lights at a fixed rate of \$15 per light.

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

These Extras were recommended for approval by the State Transportation Commission at its November 18, 2004, meeting, and are now recommended for approval by the State Administrative Board on December 7, 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, 80%; State Restricted Trunkline, 20%
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
New Project Identification: This is an existing project already under contract.
Zip Code: 48226.

108. **Extra 2004 - 85**

Control Section/Job Number: 41064-33333A 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 - Does not meet criteria.

Contractor: Kamminga & Roodvoets, Inc.
3435 Broadmoor Avenue SE
Grand Rapids, MI 49512

Designed By: MDOT
 Engineer's Estimate: \$142,931,058.50

Description of Project:

4.799 km of grading, drainage, concrete freeway construction, and 6.75 km of concrete freeway reconstruction and widening, 27 new structures, 18 retaining walls, freeway lighting and signing for new interchange construction at M-6/US-131, in Byron and Gaines Townships and the city of Wyoming, Kent County.

Administrative Board Approval Date:	January 16, 2001	
Contract Date:	January 31, 2001	
Original Contract Amount:	\$144,802,619.92	
Total of Overruns/Changes (Approved to Date):	(7,301,705.91)	- 5.04%
Total of Extras/Adjustments (Approved to Date):	11,332,911.60	+ 7.83%
Total of Negative Adjustments (Approved to Date):	(1,586,655.87)	- 1.10%
THIS REQUEST	<u>108,308.75</u>	<u>+ 0.07%</u>
Revised Total	<u>\$147,355,478.49</u>	+ 1.76%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.69% over the original budget for an **Authorized to Date Amount** of \$147,247,169.74.

Approval of this extra will place the authorized status of the contract 1.76% or \$2,552,858.57 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 117 r.8

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

CM 117

Pile, Steel, Furnish and Install, 360 mm	13,939.350 M @ \$7.77/M	<u>\$108,308.75</u>
Total		<u>\$108,308.75</u>

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

The contract pay item of Pile, Steel, Furnish and Install, 360 mm was over-estimated on this project. According to the Special Provision for Major Items in the contract proposal, the steel pile meets the criteria for a major item of work.

The final measured quantity of the steel pile is 64% of the original contract quantity. According to Section 103.02.B.2 of the 1996 Standard Specifications for Construction, when a major item of work is decreased below 75% of the original quantity, it is considered a significant change and an adjustment is to be made to the contract. An adjustment was calculated using the method detailed in Section 103.03 of the 1996 Standard Specifications for Construction. Records similar to force account records for labor, material, and equipment from the engineer and the contractor were compared by MDOT inspection personnel. Based on the records, a fair and equitable amount for the adjustment was negotiated.

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.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.01%; City of Wyoming, 0.14%

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: 49508, 49509, 49548.

109. **Extra 2004 - 86**

Control Section/Job Number: 82194-60076A 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: Walsh Construction Company of Illinois
Fisher Building, Suite 466
3011 West Grand Boulevard
Detroit, MI 48202

Designed By: Consultant
Engineer's Estimate: \$5,737,004.34

Description of Project:

Reconstruction of West Grand Boulevard structures (S13 and S23) and approaches, curb and gutter, signing, striping, storm sewer, median, and outside shoulder replacement on I-75 at the west service drive to Fort Street in the city of Detroit, Wayne County.

Administrative Board Approval Date:	April 1, 2003	
Contract Date:	May 2, 2003	
Original Contract Amount:	\$5,595,362.00	
Total of Overruns/Changes (Approved to Date):	(258,239.54)	- 4.62 %
Total of Extras/Adjustments (Approved to Date):	600,822.24	+ 10.74%
Total of Negative Adjustments (Approved to Date):	(42,400.00)	- 0.76%
THIS REQUEST	<u>47,668.81</u>	<u>+ 0.85%</u>
Revised Total	<u>\$5,943,213.51</u>	+ 6.21%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.36% over the original budget for an **Authorized to Date Amount** of \$5,895,544.70.

Approval of this extra will place the authorized status of the contract 6.21% or \$347,851.51 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-12	5 r.14	\$344,492.21	04/06/04
2004-45	6 r.3, 9 r.7, 13, 14 r.1, 15, 16	\$126,007.23	07/06/04

Contract Modification Number(s): 10 r.3, 20 r.2, 21, 22 r.1

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

CM 10

Pavt Mrkg, Reg Dry, Only	1.000 Ea @ \$55.00/Ea	\$55.00
Pavt Mrkg, Reg Dry, Lt Turn Sym	1.000 Ea @ \$45.00/Ea	45.00
Pavt Mrkg, Reg Dry, 600mm, Stop Bar	63.000 M @ \$21.32/M	1,343.16
Pavt Mrkg, Reg Dry, 150mm, X-walk	172.000 M @ \$5.41/M	930.52
Pavt Mrkg, Regular Dry, 100mm, White	269.000 M @ \$2.46/M	661.74
Total		<u>\$3,035.42</u>

CM 20

Pavt Mrkg , Reg Dry 600mm, Stop Bar	1.010 M @ \$21.32/M	\$21.53
Pavt Mrkg, Reg Dry, 150mm, X-walk	21.850 M @ \$5.41/M	118.21
Replacement Sand Filled Attenuator	3.000 Ea @ \$53.42/Ea	160.26
Conduit Encased, 12, 125mm	5.001 M @ \$362.25/M	1,811.61
Lead Covered Cable, 7KV, 1, 3/C #350MCM	44.000 M @ \$147.00/M	6,468.00
TS, 4 th Level, LTGA, LED	1.000 Ea @ \$1,312.50/Ea	1,312.50
Pavt Mrkg, Regular Dry, 100mm, White	383.120 M @ \$2.46/M	942.48
Sec Cables, 2Kv, 2, 1/C#2	131.490 M @ \$8.93/M	1,174.21
SL Ltg Cables, 2Kv,2,1/C#6 & 1,#6 Neutral	87.820 M @ \$8.19/M	719.25
Total		<u>\$12,728.05</u>

CM 21

PLD Main Splicing & Arc Circuit Trouble Shooting Force Account	18,673.870 Dlr @ \$1.00/Dlr	\$18,673.87
Total		<u>\$18,673.87</u>

CM 22

Re-routing PLD Overhead, Remove Force Account	13,231.470 Dlr @ \$1.00/Dlr	\$13,231.47
Total		<u>\$13,231.47</u>

Grand Total

\$47,668.81

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

CM 10

According to Section 811.03 of the 1996 Standard Specifications for Construction, thermoplastic and cold plastic pavement markings are not to be placed if the ambient air temperature is below 9 degrees Centigrade or 16 degrees Centigrade, respectively. These conditions occurred on this project. In order to have pavement markings in place for the winter, regular dry pavement markings were placed. The corresponding thermoplastic and cold plastic pavement markings were deleted from the project at a decrease of \$4,490.58, or a total reduction to the contract amount of \$1455.16. The price of the regular dry pavement markings was negotiated and compares favorably to MDOT's average unit prices.

CM 20

All of the extras in this contract modification: Pavt Mrkg , Reg Dry 600mm, Stop Bar; Pavt Mrkg, Reg Dry, 150mm, X-walk; Replacement Sand Filled Attenuator; Conduit Encased, 12, 125mm; Lead Covered Cable, 7KV, 1, 3/C #350MCM; TS, 4th Level, LTGA, LED; Pavt Mrkg, Regular Dry, 100mm, White; Sec Cables, 2Kv, 2, 1/C#2; SL Ltg Cables, 2Kv,2,1/C#6 and 1,#6 Neutral were established in earlier contract modifications and increased in this contract modification.

CM 21

An extra was established to splice the Power and Light Department’s (PLD) main power line. No provision to perform the splicing was established in the original contract. The price for this extra is based on actual costs submitted by the contractor as force account records, as described in Section 109.07 of the 1996 Standard Specifications for Construction, and verified by MDOT inspection personnel.

CM 22

During the project, the PLD’s power overhead was temporarily rerouted to keep it from being damaged during construction. Once the construction was completed, the contractor was directed to remove the temporary overhead power. The price for this extra is based on actual costs submitted by the contractor as force account records, as described in Section 109.07 of the 1996 Standard Specifications for Construction, and verified by MDOT inspection personnel.

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

These Extras were recommended for approval by the State Transportation Commission at its November 18, 2004, meeting, and are now recommended for approval by the State Administrative Board on December 7, 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.
Funding Source: FHWA, 90%; State Restricted Trunkline, 10%
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
New Project Identification: This is an existing project already under contract.
Zip Code: 48216

110. **Extra 2004 - 87**

Control Section/Job Number:	33084-74957-2	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:	Michigan Paving & Materials Co. P.O. Box 787 Belleville, MI 48111-0787	
Designed By:	MDOT	
Engineer’s Estimate:	\$1,306,863.01	

Description of Project:

6.19 mi of hot mix asphalt cold milling and resurfacing on I-96 from College Road easterly to Meridian Road and at the Okemos rest area, and new guardrail at the bridge piers of Hagadorn Road in Alaiedon Township, Ingham County.

Administrative Board Approval Date:	December 2, 2003	
Contract Date:	December 29, 2003	
Original Contract Amount:	\$1,297,000.00	
Total of Overruns/Changes (Approved to Date):	(248,511.55)	- 19.16%
Total of Extras/Adjustments (Approved to Date):	205,700.00	+ 15.86%
Total of Negative Adjustments (Approved to date):	0.00	+ 0.00%
THIS REQUEST	<u>21,165.00</u>	<u>+ 1.63%</u>
Revised Total	<u>\$1,275,353.45</u>	- 1.67%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.30% under the original budget for an **Authorized to Date Amount** of \$1,254,188.45.

Approval of this extra will place the authorized status of the contract 1.67% or \$21,646.55 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-48	1 r.6	\$205,700.00	06/10/04

Contract Modification Number(s): 2 r.3

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

CM 2

Pavt Mrkg Waterborne, 6 inch, White	62,250.000 Ft @ \$0.115/Ft	\$7,158.75
Pavt Mrkg, Waterborne, 6 inch, Yellow	62,250.000 Ft @ \$0.115/Ft	7,158.75
Pavt Mrkg, Waterborne, 2n Appl, 6", White	62,250.000 Ft @ \$0.055/Ft	3,423.75
Pavt Mrkg, Waterborne, 2n Appl, 6", Yellow	62,250.000 Ft @ \$0.055/Ft	3,423.75
Total		<u>\$21,165.00</u>

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

The outside pavement marking lines were changed from 4 inches wide to 6 inches to comply with MDOT's new pavement marking guidelines. The total cost of the 6 inch pavement marking items is partially offset by the decrease in the corresponding 4 inch pavement marking items, at a cost of \$12,450 or a total increase to the contract of \$8,715.00.

The price of the 6 inch pavement marking items were negotiated and compares favorably to MDOT's average unit prices.

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

These Extras were recommended for approval by the State Transportation Commission at its November 18, 2004, meeting, and are now recommended for approval by the State Administrative Board on December 7, 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.
Funding Source: FHWA, 90%; State Restricted Trunkline, 10%
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
New Project Identification: This is an existing project already under contract.
Zip Code: 48854, 48864, 48911, 48951.

111. **Extra 2004 - 88**

Control Section/Job Number: 82522-52624A 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: ABC Paving Company
 2650 Van Horn Road
 Trenton, MI 48183

Designed By: Local Agency
 Engineer's Estimate: \$1,603,322.40

Description of Project:

Reconstruction of approximately 1.6 km of bituminous roadway including bituminous concrete pavement, concrete pavement drainage structures and watermain on Clark Street from Michigan (US-12) to Brandon, and on Scotten Street from Michigan (US-12) to Brandon in the city of Detroit, Wayne County.

Administrative Board Approval Date:	November 7, 2000	
Contract Date:	March 6, 2001	
Original Contract Amount:	\$1,618,219.80	
Total of Overruns/Changes (Approved to Date):	(90,829.04)	- 5.61%
Total of Extras/Adjustments (Approved to Date):	687,061.15	+ 42.46%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>600,000.00</u>	<u>+ 37.08%</u>
Revised Total	<u>\$2,814,451.91</u>	+ 73.93%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 36.85% over the original budget for an **Authorized to Date Amount** of \$2,214,451.91.

Approval of this extra will place the authorized status of the contract 73.93% or \$1,196,232.11 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2003-57	1, 2, 3 r.1, 5, 7	\$687,060.45	10/05/03

Contract Modification Number(s): 9

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

CM 9

Force Account for Scotten	1.000 LS @ \$600,000.00/LS	<u>\$600,000.00</u>
Total		<u>\$600,000.00</u>

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

The reconstruction of Scotten Street was delayed from June 2001 to June 2002. Once work started on Scotten, it was discovered that there was a box sewer in conflict with the proposed pavement. The plans indicated there was a circular sewer below the proposed pavement. This conflict required additional time to resolve and to redesign the roadway. Time was required for approval of the redesign from other city of Detroit agencies.

In October 2003, the contractor, the City of Detroit, and MDOT agreed that this incident is a significant change of work as described in Section 103.02.B of the 1996 Standard Specifications for Construction. The remaining work will be paid for by force account records as described in Section 109.07 of the 1996 Standard Specifications for Construction. Work resumed on Scotten in late 2003 and continued into 2004. The force account includes the increased costs of labor, equipment, and materials since the original completion date of June 30, 2001.

The final amount of the force account will be verified by City of Detroit inspection personnel. A contract modification will be written decreasing original pay items for the work on Scotten, and is estimated to be approximately \$400,000. The decrease will offset the work on Scotten for an approximate net total increase of \$200,000.

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

These Extras were recommended for approval by the State Transportation Commission at its November 18, 2004, meeting, and are now recommended for approval by the State Administrative Board on December 7, 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.

Funding Source: FHWA, 76.90%; City of Detroit, 23.10%

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: 48210.

112. **Extra 2004 - 89**

Control Section/Job Number: 75022-59477A 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: Zenith Tech, Inc.
P.O. Box 1028
Waukesha, WI 53187-1028

Designed By: MDOT
Engineer's Estimate: \$1,494,280.15

Description of Project:

Structure replacement, overlay, and approach work on M-94 over the Manistique River in the city of Manistique, Schoolcraft County.

Administrative Board Approval Date:	April 6, 2004	
Contract Date:	April 22, 2004	
Original Contract Amount:	\$1,092,855.37	
Total of Overruns/Changes (Approved to Date):	1,200.00	+ 0.11%
Total of Extras/Adjustments (Approved to Date):	64,672.04	+ 5.92%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>279,870.82</u>	<u>+ 25.61%</u>
Revised Total	<u>\$1,438,598.23</u>	+ 31.64%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.03% over the original budget for an **Authorized to Date Amount** of \$1,158,727.41.

Approval of this extra will place the authorized status of the contract 31.64% or \$345,742.86 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

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

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

CM 4

Additional Reinforcing Steel	17,028.000 Lb @ \$1.68/Lb	\$28,607.04
Pier Rock	100.000 Ton @ \$32.00/Ton	3,200.00
Hand Chipping Under Beams	8.000 Ea @ \$500.00/Ea	4,000.00
Abutment B – Roughen Face	800.000 Sft @ \$7.00/Sft	5,600.00
Adhesive Anchoring of Horizontal Bar, ¾	130.000 Ea @ \$18.00/Ea	<u>2,340.00</u>
Total		<u>\$43,747.04</u>

CM 5

Additional Reinforcing Steel	16,500.000 Lb @ \$1.68/Lb	\$27,720.00
Idle Equipment from June	1.000 LS @ \$7,575.31/LS	7,575.31
Rock Anchors	1.000 LS @ \$18,627.07/LS	18,627.07
Drilled Caissons	1.000 LS @ \$180,000.00/LS	180,000.00
Waterproofing Existing Abutment B	1.000 LS @ \$2,201.40/LS	<u>2,201.40</u>
Total		<u>\$236,123.78</u>

Grand Total

\$279,870.82

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

CM 4

One extra, additional reinforcing steel, was established in an earlier contract modification and increased in this contract modification. The reinforcing steel was needed for the redesign of an abutment. The cost was established on a previous contract modification and was a negotiated unit price per Section 103.04 of the 2003 Standard Specifications for Construction.

New bridge piers were constructed after the rock excavation was completed. The pier footings are below the top of the rock elevation in the river. There was a large void between the side of the bridge pier and the rock. To prevent fishermen from possibly falling into the void and to protect the bridge footing from erosion, the contractor was instructed to fill the void with broken rock.

To provide additional strength and stability to the abutment, the contractor was instructed to chip out concrete under the new beams and to install additional reinforcing steel.

An abutment was redesigned, which involved connecting the existing abutment to a new abutment. Horizontal adhesive anchoring bars were used to tie the two abutments together.

All of these extra costs were negotiated unit prices as per Section 103.04 of the 2003 Standard Specifications for Construction. The negotiated unit prices are in line with similar work of similar quantity.

CM 5

One extra, additional reinforcing steel, was established in an earlier contract modification and increased in this contract modification. The reinforcing steel was needed for the new caissons (caissons noted below). The cost was established on a previous contract modification and was a negotiated unit price per Section 103.04 of the 2003 Standard Specifications for Construction.

The contract documents allowed the contractor to work in the river starting June 1, 2004. A lamprey study in the river by the U.S. Fish and Wildlife Department delayed the start until June 18, 2004. The contractor's equipment sat idle for this time period. Payment for idled equipment was calculated based on force account records as per Section 109.03.C.2 of the 2003 Standard Specifications for Construction.

Due to the poor condition of the existing abutment, MDOT's Bridge Design Unit designed a new abutment that was to be attached to the existing one. Seven rock anchors were to be drilled into the existing bed rock, extending into the new footings. Upon drilling, a void was discovered underneath the entire length of the new footings. MDOT's Geotechnical Services Unit recommended placing seven caissons instead of the rock anchors. The cost for the Rock Anchors is based on the elimination of this work item and payment for direct costs as per Section 109.05 of the 2003 Standard Specifications for Construction. The payment basis is force account records as per Section 109.07 of the 2003 Standard Specifications for Construction and verified by MDOT inspection personnel. Instead of the rock anchors, caissons were drilled to place the new abutment. The Drilled Caissons extra work was a negotiated unit cost per Section 103.04 of the 2003 Standard Specifications for Construction. The unit cost is in line with similar work on a project in the same Region in the previous construction season (2003).

While hand-chipping the existing abutment to remove unsound concrete around an existing crack, a leak developed. A specialty subcontractor was hired to plug the leak and waterproof the existing abutment. The price for this extra work is based on 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.

These Extras were recommended for approval by the State Transportation Commission at its November 18, 2004, meeting, and are now recommended for approval by the State Administrative Board on December 7, 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.

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

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

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

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

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

Zip Code: 49854.

113. **Extra 2004 -90**

Control Section/Job Number: 82122-45705A MDOT Project

State Administrative Board - Contract Modifications 42 r.2 and 56 r.4 each contain an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - Contract Modification 56 r.4 contains an individual extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.

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

Designed By: Consultant
Engineer's Estimate: \$58,798,591.39

Description of Project:

4.94 mi of road reconstruction on I-96, US-24 (2 locations), and on Old US-24, and superstructure replacements, deck replacements, and bridge rehabilitations on 20 bridges on I-96 at various locations in the city of Detroit, Redford Township, Wayne County.

Administrative Board Approval Date:	October 7, 2003	
Contract Date:	October 8, 2003	
Original Contract Amount:	\$59,580,090.85	
Total of Overruns/Changes (Approved to Date):	1,821,977.54	+ 3.06%
Total of Extras/Adjustments (Approved to Date):	945,703.81	+ 1.59%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>1,828,241.86</u>	<u>+ 3.07%</u>
Revised Total	<u>\$64,176,014.06</u>	+ 7.72%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.65% over the original budget for an **Authorized to Date Amount** of \$62,347,772.20.

Approval of this extra will place the authorized status of the contract 7.72% or \$4,595,923.21 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 42 r.2, 56 r.4

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

CM 42		
Value Engineering Change Budget	198,241.860 Dlr @ \$1.00/Dlr	<u>\$198,241.86</u>
Total		<u>\$198,241.86</u>

CM 56		
I-96 Acceleration	1,630,000.000 Dlr @ \$1.00/Dlr	<u>\$1,630,000.00</u>
Total		<u>\$1,630,000.00</u>
Grand Total		<u>\$1,828,241.86</u>

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

CM 42

The Special Provision for Value Engineering Change Proposal (VECP) allows the contractor to submit ideas to modify the plans, specifications, or other contract requirements, if the proposed change results in reduced construction costs, a higher quality product, improved safety, or a shorter contract time.

The contractor proposed, and MDOT accepted, a VECP to modify the stage construction work. The VECP eliminated a substantial portion of Stage 2 of the contract, including the elimination of a temporary road and a temporary median crossover. The proposal allowed the use of the existing median pavement. Contract pay items set up to build the temporary road and median crossover were decreased by \$357,409.83. This contract modification will establish a budget to pay the contractor for half of the estimated savings from the value engineering change, as described in the special provision. The budgeted cost savings are based on the original pay items that can be reduced in quantity.

CM 56

Various delays to the project affecting the controlling operations to the I-96 work were occurring, which were not the fault of the contractor. These delays included discovery of contaminated soil, increases in sub-grade undercutting quantities, and plan errors associated with the street light standards, bridge barrier splits, and sign foundations. These delays would have required Stages 5 and 6 of the project to be built in 2005 and would have affected the construction schedule of another project on US-24.

It was decided to pay the contractor to accelerate the work on the project and open the I-96 roadway to traffic by November 24, 2004, in lieu of paying the contractor for delay costs associated with material and labor cost increases, idle equipment, costs to remove and reinstall traffic control devices on I-96, extended use of traffic control devices, increased project supervision, and overhead.

The I-96 acceleration will pay the contractor for the extra work of additional overtime, additional work shifts, additional work force, increased equipment costs, extra temporary concrete barrier relocation, additional concurrent operations not originally anticipated that affect productivity, increased trucking costs, and extra freeway closure costs.

The I-96 acceleration pay item is based on a negotiated unit cost per Section 103.04 of the 2003 Standard Specifications for Construction. Documentation supporting this cost is located in project files. The documentation of the acceleration cost was derived from a negotiation between MDOT and the contractor and took into account delay costs (material and labor cost increases, idle equipment, costs to remove and reinstall traffic control devices on I-96, extended use of traffic control devices, increased project supervision, and overhead) versus the negotiated acceleration costs.

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

These Extras were recommended for approval by the State Transportation Commission at its November 18, 2004, meeting, and are now recommended for approval by the State Administrative Board on December 7, 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.
Funding Source: FHWA, 87.37%; State Restricted Trunkline, 11.69%; City of Detroit, 0.94%
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: 48223.

114. **Extra 2004 -91**

Control Section/Job Number: 29012-46573A 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: Fisher Contracting Company
P.O. Box 1787
Midland, MI 48641

Designed By: MDOT
Engineer's Estimate: \$7,106,361.57

Description of Project:

5.65 mi of cold milling, roadway reconstruction, widening, bituminous resurfacing, concrete pavement repairs, and rehabilitation of eight (8) bridges, and a bridge replacement on M-46 from Grafton to Crosswell and on US-127 Business Route from Lincoln Road to M-46, located in the city of St. Louis, Pine River, Bethany, Winn, Mt. Pleasant, Deerfield, Coe and Spaulding Townships, Gratiot, Isabella, and Saginaw Counties.

Administrative Board Approval Date:	November 19, 2002	
Contract Date:	December 26, 2002	
Original Contract Amount:	\$7,091,546.67	
Total of Overruns/Changes (Approved to Date)	(505,589.39)	- 7.13 %
Total of Extras/Adjustments (Approved to Date):	248,167.82	+ 3.50%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>607,820.59</u>	+ <u>8.57%</u>
Revised Total	<u>\$7,441,945.69</u>	+ 4.94%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.63% under the original budget for an **Authorized to Date Amount** of \$6,834,125.10.

Approval of this extra will place the authorized status of the contract 4.94% or \$350,399.02 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 40 r.8, 41 r.2, 42 r.1

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

CM 40		
Driveway Earthwork	168.000 Ea @ \$400.00/Ea	\$67,200.00
Price Adjustments for Authorized Extension of Time	177,986.950 Dlr @ \$1.00/Dlr	<u>177,986.95</u>
Total		<u>\$245,186.95</u>
CM 41		
Heating and Housing Complete	353,850.000 Dlr @ \$1.00/Dlr	<u>\$353,850.00</u>
Total		<u>\$353,850.00</u>
CM 42		
Contractor Staking – Design	8,783.64 Dlr @ \$1.00/Dlr	<u>\$8,783.64</u>
Total		<u>\$8,783.64</u>
Grand Total		<u>\$607,820.59</u>

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

CM 40

The existing driveways on this project were removed during construction and then needed to be shaped and compacted to meet the elevation of the adjoining roadway. The plans did not address this issue. An extra pay item of Driveway Earthwork was created to compensate the contractor for the work performed. The price for this extra was negotiated based on field records kept during the actual operations and was determined to be fair based on force account rates, as described Section 109.07 of the 1996 Standard Specifications for Construction, and verified by MDOT inspection personnel.

The contract was extended for 97 days without assessing liquidated damages. According to Section 812.04 of the 1996 Standard Specifications for Construction, price adjustments for authorized extensions of time are to be granted to compensate for the traffic control devices used during the extension of time. The adjustment was calculated by the formula spelled out in Section 812.04.

CM 41

The extra pay item of Heating and Housing Complete was set up to fully pay for all costs associated with the additional labor, materials, equipment, and prime contractor oversight of the bridge cleaning and coating of all bridges during the extended time period.

Due to the extension, the painting subcontractor was required to heat and house three locations for the completion of their work. This involved considerable labor, materials, and equipment to meet specification requirements.

Daily records were kept and a claim meeting was held to negotiate the costs. In the settlement, the painting subcontractor agreed to drop a subsequent \$338,000 claim also associated with this extension of time. The negotiated price seemed reasonable when compared to prices on similar items.

CM 42

In resolution of a claim submitted by the survey subcontractor, the item of Contractor Staking-Design was set up to pay for the additional design grade work performed for the life of this project. The work involved calculating and staking new profile lines, curb grades, intersection grades, and milling cross-sections. The price was negotiated, and when compared to prices on similar items, was reasonable.

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

These Extras were recommended for approval by the State Transportation Commission at its November 18, 2004, meeting, and are now recommended for approval by the State Administrative Board on December 7, 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.
- Funding Source:** State Restricted Trunkline, 100%
- Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
- Risk Assessment:** These items were required for the safe and timely completion of the project.
- Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
- New Project Identification:** This is an existing project already under contract.
- Zip Code:** 48880.

115. **Extra 2004 - 92**

Control Section/Job Number:	82025-46982A	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Midwest Bridge Company P. O. Box 40 Williamston, MI 48895	
Designed By:	MDOT	
Engineer's Estimate:	\$40,498,970.80	

Description of Project:

8.85 km of bituminous coldmilling, resurfacing, freeway sign upgrading, and service drive reconstruction, including rehabilitation of 33 structures on I-94, from Conner Avenue easterly to M-102, in the cities of Detroit and Harper Woods, Wayne County.

Administrative Board Approval Date:	December 19, 2000	
Contract Date:	February 06, 2001	
Original Contract Amount:	\$40,935,126.85	
Total of Overruns/Changes (Approved to Date):	3,440,980.93	+ 8.41%
Total of Extras/Adjustments (Approved to Date):	2,412,564.65	+ 5.89%
Total of Negative Adjustments (Approved to Date):	(3,293,131.38)	- 8.04%
THIS REQUEST	<u>250,377.82</u>	<u>+ 0.61%</u>
Revised Total	<u>\$43,745,918.87</u>	+ 6.87%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.26% over the original budget for an **Authorized to Date Amount** of \$43,495,541.05.

Approval of this extra will place the authorized status of the contract 6.87% or \$2,810,792.02 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2001-47	3 r.6	\$820,050.00	07/03/01
2002-54	49 r.1	\$188,800.00	12/03/02

Contract Modification Number(s): 65, 66, 67 r.1, 68, 69 r.2, 80 r.2, 81, 82 r.1

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

CM 65

REPAIR EXISTING DUCT ENCASEMENT

BETWEEN BEAMS ON S-13 CADIEUX	1.000 Dlr @ \$8,606.00/Dlr	\$8,606.00
MOVE OVERHEAD LIGHTING WIRE @ CONNER	1.000 Dlr @ \$509.00/Dlr	509.00
DOWN GUY WIRE @ S-12	1.000 Dlr @ \$550.00/Dlr	550.00
TRIPLEX #6 ALUMINUM @ S-12	108.000 M @ \$15.00/M	1,620.00
REPAIR ENCAS. CONDUIT @ S-15	1.000 Dlr @ \$5,895.00/Dlr	5,895.00
CONDUIT SCHEDULE 80 PVC 50 MM DB	66.700 M @ \$50.00/M	3,335.00
RE-ARRANGE PLD DUCTS @ MORANG	1.000 Dlr @ \$658.00/Dlr	658.00
FLOWABLE FILL @ S-12	1.000 Dlr @ \$712.21/Dlr	712.21
MOROSS-TEMPOR SIGNALS LEFT IN PLACE AS PERMANENT	1.000 Dlr @ \$13,772.00/Dlr	13,772.00
CONDUIT SCH 80 PVC JACKED IN PLACE	45.7000 M @ \$175.00/M	<u>7,997.50</u>
Total		<u>\$43,654.71</u>

CM 66

STRUCTURAL STEEL SPECIAL	3,352.140 Kg @ \$5.40/Kg	<u>\$18,101.56</u>
Total		<u>\$18,101.56</u>

CM 67		
5% MARKUP FOR PRIME CONTRACTOR		
FOR CONTRACT MOD #65	1.000 Dlr @ \$2,182.73/Dlr	<u>\$2,182.73</u>
Total		<u>\$2,182.73</u>
CM 68		
Remove and Salvage Guardrail, Remove		
Concrete Pad	3,700.000 Dlr @ \$1.00/Dlr	<u>\$3,700.00</u>
Total		<u>\$3,700.00</u>
CM 69		
Sign Post Mounts	19.000 Ea @ \$65.00/Ea	\$1,235.00
Eliminated traffic signal materials	3,885.960 Dlr @ \$1.00/Ea	3,885.96
Delivery costs for eliminated materials	39,353.310 Dlr @ \$1.00/Dlr	<u>39,353.31</u>
Total		<u>\$44,474.27</u>
CM 80		
HEATING AND HOUSING DURING		
EXTENDED PERIOD	100,608.480 Dlr @ \$1.00/Dlr	<u>\$100,608.48</u>
Total		<u>\$100,608.48</u>
CM 81		
ADJ-TRAFFIC CONTROL EXTENSION		
OF TIME	1.000 Dlr @ \$6,287.07/Dlr	<u>\$6,287.07</u>
Total		<u>\$6,287.07</u>
CM 82		
DELETED WORK, MOROSS MATERIAL		
PURCHASE	1.000 Dlr @ \$31,369.00/Dlr	<u>\$31,369.00</u>
Total		<u>\$31,369.00</u>
Grand Total		<u>\$250,377.82</u>

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

CM 65

Detroit Power and Light Department's (PLD) ductwork was found to be damaged under a bridge deck that was being repaired on this project. An extra pay item of Repair Existing Duct Encasement between Beams on S-13 Cadieux was set up to repair the ductwork.

The contractor was unable to move a crane past an existing street light cable in order to reach the bridge. The existing street light cable was temporarily re-routed. An extra pay item of Move Overhead Lighting Wire at Conner was set up to compensate the contractor for the work.

To stabilize a temporary wood pole used for temporary lighting during bridge construction, guy wire was installed. The extra pay item of Down Guy Wire at S-12 was created to compensate the contractor for the work.

The existing PLD's encasement was removed from a bridge under construction. A wire was used for street lighting across the bridge until the encasement and lead wire were replaced. An extra pay item of Triplex # 6 Aluminum at S-12 was set up to compensate the contractor for the work.

An encased conduit at a bridge under construction was damaged and in need of repair. The contractor was directed by MDOT to repair the encased conduit at S-15. An extra pay item of Repair Encased Conduit at S-15 was created to compensate the contractor for the work performed.

The contractor was directed to install conduit crossing the service drive. The work was not on the project plans. An extra pay item of Conduit Schedule 80 PVC 50mm DB was created to compensate the contractor for the work performed.

The contractor was directed to change the PLD's ducts in an existing manhole. An extra pay item of Rearrange PLD Ducts at Morang was created to compensate the contractor for the work performed.

The contractor was directed by MDOT to use flowable fill for backfill around encasement in the bridge approach. An extra pay item of Flowable Fill at S-12 was created to compensate the contractor for the work performed.

The Moross Bridge construction was removed from the contract by MDOT. The temporary signals installed at the Moross Crossovers were left in place for a future contract. An extra pay item of Moross-Temporary Signals left in place as Permanent was created to compensate the contractor for the work performed. Payment is for the signals left in place.

The contractor was directed to jack in place conduit crossing the service drive. The work was not on the project plans. An extra pay item of Conduit Schedule 80 PVC Jacked in Place was created to compensate the contractor for the work performed.

The price for these extras 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 verified by MDOT inspection personnel.

CM 66

Bolted end repairs were proposed for bridges S09-1, S09-2, S10, S12, S14, and S22. The bolted end repairs could not be erected on these bridges because the existing diaphragms were in the way of the repairs. The repairs were deleted after the structural steel for the repairs was fabricated. The unit price for this extra is based on the invoice price of the structural steel that was to be used in the repairs. The deleted structural steel was delivered to the MDOT Auburn Hills Maintenance Complex.

CM 67

Contract Modification 65 was generated and approved by MDOT and the contractor. According to Section 109.07.C.6. of the 1996 Standard Specifications for Construction, the prime contractor is to be compensated for administration costs at a rate of five percent when a subcontractor performs force account work. This was to compensate the contractor for this work.

CM 68

The existing guardrail at the Conner Bridge over I-94 had to be removed and reinstalled to facilitate construction of a new pier. Temporary supports for the bridge work were set on a concrete pad that also had to be removed. 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 verified by MDOT inspection personnel.

CM 69

Sign post mounts were needed at Woodside and Lochmoor to place one way, stop, and do not enter signs on concrete islands. The unit price for this work is reasonable based on the price for this work on a similar project.

Per Subsection 108.13 of the 1996 Standard Specifications for Construction the contractor was notified that MDOT had decided to terminate the portion of the contract associated with northbound and southbound Moross structures over I-94. The extras of Eliminated Traffic Signal Materials and Delivery Costs for Eliminated Materials were created to provide payment for the balance of materials and the delivery of all materials not required as the result of the termination of this portion of the contract. The materials could not be used or returned. The contractor was instructed to deliver these materials to the MDOT Auburn Hills Maintenance Complex for incorporation into future projects. Payment is per Subsection 109.05 of the 1996 Standard Specifications for Construction. These items are 100% State participation.

CM 80

This extra is for heating and housing of the Connor Bridge during the winter season. The project was extended to January 31, 2003, which warranted the additional cost of heating and housing. This work was performed and accepted. 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 verified by MDOT inspection personnel.

CM 81

The contract was extended by 183 calendar days. Temporary traffic control was in place at (SO5) Connor for 139 of those days. This adjustment was calculated as per the Special Provision for Price Adjustments for Temporary Traffic Control During Authorized Extensions of Time.

CM 82

The work on the Moross Bridge over I-94 structures was deleted from the contract as per Subsection 108.13 of the 1996 Standard Specifications for Construction. The coating system materials for the bridge were purchased by MDOT after this work was deleted from the contract as per Subsection 108.13 of the 1996 Standard Specifications for Construction. The materials were ultimately disposed of at a licensed disposal facility because MDOT Maintenance did not want the coating system materials due to a specification change after the contract for this work was awarded. The price for this extra is based on actual costs of the materials and transportation submitted by the contractor similar to force account records, as described in Section 109.07 of the 1996 Standard Specifications for Construction, and verified by MDOT 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 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.

Funding Source: FHWA, 98.36%; State Restricted Trunkline, 1.64%

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: 48213.

116. **Extra 2004 - 92**

Control Section/Job Number: 82025-46982A MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Midwest Bridge Company
P. O. Box 40
Williamston, MI 48895

Designed By: MDOT

Engineer's Estimate: \$40,498,970.80

Description of Project:

8.85 km of bituminous coldmilling, resurfacing, freeway sign upgrading and service drive reconstruction, including rehabilitation of 33 structures on I-94, from Conner Avenue easterly to M-102, in the cities of Detroit and Harper Woods, Wayne County.

Administrative Board Approval Date:	December 19, 2000	
Contract Date:	February 06, 2001	
Original Contract Amount:	\$40,935,126.85	
Total of Overruns/Changes (Approved to Date):	3,440,980.93	+ 8.41%
Total of Extras/Adjustments (Approved to Date):	2,412,564.65	+ 5.89%
Total of Negative Adjustments (Approved to Date):	(3,293,131.38)	- 8.04%
THIS REQUEST	<u>250,377.82</u>	<u>+ 0.61%</u>
Revised Total	<u>\$43,745,918.87</u>	+ 6.87%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.26% over the original budget for an **Authorized to Date Amount** of \$43,495,541.05.

Approval of this extra will place the authorized status of the contract 6.87% or \$2,810,792.02 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2001-47	3 r.6	\$820,050.00	07/03/01
2002-54	49 r.1	\$188,800.00	12/03/02

Contract Modification Number(s): 65, 66, 67 r.1, 68, 69 r.2, 80 r.2, 81, 82 r.1

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

CM 65		
REPAIR EXISTING DUCT ENCASEMENT BETWEEN BEAMS ON S-13 CADIEUX MOVE OVERHEAD LIGHTING WIRE @ CONNER	1.000 Dlr @ \$8,606.00/Dlr	\$8,606.00
DOWN GUY WIRE @ S-12	1.000 Dlr @ \$509.00/Dlr	509.00
TRIPLEX #6 ALUMINUM @ S-12	108.000 M @ \$15.00/M	1,620.00
REPAIR ENCAS. CONDUIT @ S-15	1.000 Dlr @ \$5,895.00/Dlr	5,895.00
CONDUIT SCHEDULE 80 PVC 50 MM DB	66.700 M @ \$50.00/M	3,335.00
RE-ARRANGE PLD DUCTS @ MORANG	1.000 Dlr @ \$658.00/Dlr	658.00
FLOWABLE FILL @ S-12	1.000 Dlr @ \$712.21/Dlr	712.21
MOROSS-TEMPOR SIGNALS LEFT IN PLACE AS PERMANENT	1.000 Dlr @ \$13,772.00/Dlr	13,772.00
CONDUIT SCH 80 PVC JACKED IN PLACE	45.7000 M @ \$175.00/M	7,997.50
Total		<u>\$43,654.71</u>
CM 66		
STRUCTURAL STEEL SPECIAL	3,352.140 Kg @ \$5.40/Kg	\$18,101.56
Total		<u>\$18,101.56</u>
CM 67		
5% MARKUP FOR PRIME CONTRACTOR FOR CONTRACT MOD #65	1.000 Dlr @ \$2,182.73/Dlr	\$2,182.73
Total		<u>\$2,182.73</u>
CM 68		
Remove and Salvage Guardrail, Remove Concrete Pad	3,700.000 Dlr @ \$1.00/Dlr	\$3,700.00
Total		<u>\$3,700.00</u>
CM 69		
Sign Post Mounts	19.000 Ea @ \$65.00/Ea	\$1,235.00
Eliminated traffic signal materials	3,885.960 Dlr @ \$1.00/Ea	3,885.96
Delivery costs for eliminated materials	39,353.310 Dlr @ \$1.00/Dlr	39,353.31
Total		<u>\$44,474.27</u>
CM 80		
HEATING AND HOUSING DURING EXTENDED PERIOD	100,608.480 Dlr @ \$1.00/Dlr	\$100,608.48
Total		<u>\$100,608.48</u>
CM 81		
ADJ-TRAFFIC CONTROL EXTENSION OF TIME	1.000 Dlr @ \$6,287.07/Dlr	\$6,287.07
Total		<u>\$6,287.07</u>
CM 82		
DELETED WORK, MOROSS MATERIAL PURCHASE	1.000 Dlr @ \$31,369.00/Dlr	\$31,369.00
Total		<u>\$31,369.00</u>
Grand Total		<u>\$250,377.82</u>

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

CM 65

Detroit Power and Light Department's (PLD) ductwork was found to be damaged under a bridge deck that was being repaired on this project. An extra pay item of Repair Existing Duct Encasement between Beams on S-13 Cadieux was set up to repair the ductwork.

The contractor was unable to move a crane past an existing street light cable in order to reach the bridge. The existing street light cable was temporarily re-routed. An extra pay item of Move Overhead Lighting Wire at Conner was set up to compensate the contractor for the work.

To stabilize a temporary wood pole used for temporary lighting during bridge construction, guy wire was installed. The extra pay item of Down Guy Wire at S-12 was created to compensate the contractor for the work.

The existing PLD's encasement was removed from a bridge under construction. A wire was used for street lighting across the bridge until the encasement and lead wire were replaced. An extra pay item of Triplex # 6 Aluminum at S-12 was set up to compensate the contractor for the work.

An encased conduit at a bridge under construction was damaged and in need of repair. The contractor was directed by MDOT to repair the encased conduit at S-15. An extra pay item of Repair Encased Conduit at S-15 was created to compensate the contractor for the work performed.

The contractor was directed to install conduit crossing the service drive. The work was not on the project plans. An extra pay item of Conduit Schedule 80 PVC 50mm DB was created to compensate the contractor for the work performed.

The contractor was directed to change the PLD's ducts in an existing manhole. An extra pay item of Re-arrange PLD Ducts at Morang was created to compensate the contractor for the work performed.

The contractor was directed by MDOT to use flowable fill for backfill around encasement in the bridge approach. An extra pay item of Flowable Fill at S-12 was created to compensate the contractor for the work performed.

The Moross Bridge construction was removed from the contract by MDOT. The temporary signals installed at the Moross Crossovers were left in place for a future contract. An extra pay item of Moross-Temporary Signals left in place as Permanent was created to compensate the contractor for the work performed. Payment is for the signals left in place.

The contractor was directed to jack in place conduit crossing the service drive. The work was not on the project plans. An extra pay item of Conduit Schedule 80 PVC Jacked in Place was created to compensate the contractor for the work performed.

The price for these extras 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 verified by MDOT inspection personnel.

CM 66

Bolted end repairs were proposed for bridges S09-1, S09-2, S10, S12, S14, and S22. The bolted end repairs could not be erected on these bridges because the existing diaphragms were in the way of the repairs. The repairs were deleted after the structural steel for the repairs was fabricated. The unit price for this extra is based on the invoice price of the structural steel that was to be used in the repairs. The deleted structural steel was delivered to the MDOT Auburn Hills Maintenance Complex.

CM 67

Contract Modification 65 was generated and approved by MDOT and the contractor. According to Section 109.07.C.6. of the 1996 Standard Specifications for Construction, the prime contractor is to be compensated for administration costs at a rate of five percent when a subcontractor performs force account work. This was to compensate the contractor for this work.

CM 68

The existing guardrail at the Conner Bridge over I-94 had to be removed and reinstalled to facilitate construction of a new pier. Temporary supports for the bridge work were set on a concrete pad that also had to be removed. 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 verified by MDOT inspection personnel.

CM 69

Sign post mounts were needed at Woodside and Lochmoor to place one way, stop, and do not enter signs on concrete islands. The unit price for this work is reasonable based on the price for this work on a similar project.

Per Subsection 108.13 of the 1996 Standard Specifications for Construction the contractor was notified that MDOT had decided to terminate the portion of the contract associated with northbound and southbound Moross structures over I-94. The extras of Eliminated Traffic Signal Materials and Delivery Costs for Eliminated Materials were created to provide payment for the balance of materials and the delivery of all materials not required as the result of the termination of this portion of the contract. The materials could not be used or returned. The contractor was instructed to deliver these materials to the MDOT Auburn Hills Maintenance Complex for incorporation into future projects. Payment is per Subsection 109.05 of the 1996 Standard Specifications for Construction. These items are 100% State participation.

CM 80

This extra is for heating and housing of the Connor Bridge during the winter season. The project was extended to January 31, 2003, which warranted the additional cost of heating and housing. This work was performed and accepted. 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 verified by MDOT inspection personnel.

CM 81

The contract was extended by 183 calendar days. Temporary traffic control was in place at (SO5) Connor for 139 of those days. This adjustment was calculated as per the Special Provision for Price Adjustments for Temporary Traffic Control During Authorized Extensions of Time.

CM 82

The work on the Moross Bridge over I-94 structures was deleted from the contract as per Subsection 108.13 of the 1996 Standard Specifications for Construction. The coating system materials for the bridge were purchased by MDOT after this work was deleted from the contract as per Subsection 108.13 of the 1996 Standard Specifications for Construction. The materials were ultimately disposed of at a licensed disposal facility because MDOT Maintenance did not want the coating system materials due to a specification change after the contract for this work was awarded. The price for this extra is based on actual costs of the materials and transportation submitted by the contractor similar to force account records, as described in Section 109.07 of the 1996 Standard Specifications for Construction, and verified by MDOT 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 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.
Funding Source: FHWA, 98.36%; State Restricted Trunkline, 1.64%
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: 48213.

117. **Extra 2004 - 93**

Control Section/Job Number:	61407-56367A	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:	Michigan Paving & Materials Co. P.O. Box 787 Belleville, MI 48111-0787	
Designed By:	Local Agency	
Engineer's Estimate:	\$881,430.50	

Description of Project:

2.42 mi of cold milling hot mix asphalt surface, hot mix asphalt crushing and shaping, concrete curb and gutter, storm drain improvements, hot mix asphalt paving and pavement markings on Sherman Boulevard and Black Creek Road from US-31 to Heights Ravenna Road in Muskegon County.

Administrative Board Approval Date:	October 7, 2003	
Contract Date:	October 15, 2003	
Original Contract Amount:	\$987,777.54	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	53,132.40	+ 5.38%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>81,900.61</u>	<u>+ 8.29%</u>
Revised Total	<u>\$1,122,810.55</u>	+ 13.67%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.38% over the original budget for an **Authorized to Date Amount** of \$1,040,909.94.

Approval of this extra will place the authorized status of the contract 13.67% or \$135,033.01 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3 r. 8

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

CM 3

Dr Structure Cover, Adj, Case 1 Existing		
Dr Str Cover Adj, Case 1	5.000 Ea @ \$485.00/Ea	\$2,425.00
Dr Structure, 48 inch diameter drainage		
Structure	1.000 Ea @ \$1,038.00/Ea	1,038.00
Dr Structure, 60 inch dia	1.000 Ea @ \$1,985.00/Ea	1,985.00
Dr Structure, Adj, Add Depth Dr Str,		
Add Depth, 60 inch dia. 8' to 1	1.800 Ft @ \$220.00/Ft	396.00
Driveway, Nonreinf Conc, 6 inch Concrete		
Driveway Approach	17.000 Syd @ \$30.15/Syd	512.55
HMA Surface, Rem	175.000 Syd @ \$4.10/Syd	717.50
HMA, 4C	1,641.380 Ton @ \$41.72/Ton	68,478.37
Pavt, Rem Removing concrete		
Residential Driveway	17.000 Syd @ \$6.45/Syd	109.65
Riprap, Heavy	36.670 Syd @ \$62.000/Syd	2,273.54
Sewer Bulkhead, 24 inch south end of 24		
Inch dia storm sewer	1.000 Ea @ \$170.00/Ea	170.00
Sewer Tap, 12 inch	3.000 Ea @ \$265.00/Ea	795.00
Sewer Tap, 24 inch	2.000 Ea @ \$585.00/Ea	1,170.00
Sewer, Rem, Less than 24 inch	58.000 Ft @ \$10.00/Ft	580.00
Water Shutoff, Adj existing		
Water valve Adjustment	5.000 Ea @ \$250.00/Ea	<u>1,250.00</u>
Total		<u>\$81,900.61</u>

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

CM 3

Five existing structures were found in an area that was to have Cold in Place Recycling of Hot Mix Asphalt (HMA) and thus required two grade adjustments. The original plans had no provision for adjusting these five structures, as they were not shown on the plans. It became necessary to temporarily lower the structure, have the existing surface treated with cold in place recycling and then adjust the structure for the final wearing coarse HMA. An extra pay item of Drainage Structure Cover, Adjust Case I was created to compensate the contractor for the work performed.

An unknown watermain crossing was in conflict with the proposed storm sewer elevation. This allowed only the options of lowering the watermain, removing and replacing several hundred feet of previously placed 24-inch diameter storm sewer, or placing a structure that would allow the grade to be slightly altered. The least expensive alternative was to place the additional structure. An extra pay item of Drainage Structure, 48 inch diameter was created to compensate the contractor for the work performed.

An unknown 12" storm sewer crossing and outlet was tied into a new drainage structure at the same location. The original design called for a 48" dia structure. With the addition of the 12" pipe to the two 24" pipes at this structure, combined with the angle of entry of the pipes, there would have been insufficient strength left in the manhole. A 60" dia. structure was required to provide sufficient strength.

To avoid conflict with a 150 psi high-pressure regional transmission gas main not located at the expected depth, the sewer outfall had to be lowered. This in turn forced the outfall structure to have a greater overall depth. The change in structure depth was determined to be a more reasonable alternative than the delay to the project if the gas main had been relocated. An extra pay item of Dr Structure, Adj, Add Depth Dr Str, Add Depth, 60 inch dia. 8' to 1 was created to compensate the contractor for the work performed.

An existing concrete driveway approach was overlooked during design. An extra pay item of Driveway, Nonreinf Conc, 6 inch Concrete Driveway Approach was created to compensate the contractor for the work performed.

Existing HMA approaches needed to be removed to allow for valley gutter and road widening and, in particular, to meet the new grade of the roadway. Additional existing asphalt area beyond the plan was removed in an intersection to better meet the new grade. An extra pay item of HMA Surface, Rem was created to compensate the contractor for the work performed.

HMA, 5E3 was shown on the plans for use on the project. In an area where the HMA was to be used over aggregate base shoulder and to construct valley gutters, it was determined that HMA, 4C would be more suitable. An extra pay item of HMA, 4C was created to compensate the contractor for the work performed. An amount of HMA, 5E3 was decreased (\$45,603.05) to offset the use of the HMA, 4C for a net increase of \$22,875.32.

An existing concrete driveway approach was overlooked during design. The driveway is located at Station 31+79, right. An extra pay item of Pvt, Rem Removing Concrete Residential Driveway was created to compensate the contractor for the work performed.

The storm sewer will be extended in a future phase of this project. The Sewer Bulkhead, 24 inch south end of 24 inch dia storm sewer is intended to be temporary.

To connect existing storm sewer, the extra pay item of Sewer Tap, 12 inch was created. At one location, an existing structure was found to be failing and creating a flooding problem on the right-of-way. A tie into the newly placed structure was added to eliminate the potential for future flooding. At another location, a tie into a new structure was added to connect a cross lead that was unknown prior to the start of construction.

A new structure was specified in one location. A high-pressure gas main conflict adjacent to the structure necessitated a custom field fit tap of the two 24" diameter storm sewer pipes at the structure. An extra pay item of Sewer Tap, 24 inch was created to compensate the contractor for the work performed.

An existing drainage structure and storm sewer not known to exist prior to construction was found to be in very poor condition. The structure and pipe were replaced. An extra pay item of Sewer, Rem, Less than 24 inch was created to compensate the contractor for the work performed.

Five Water Shutoff, Adj existing Water valve Adjustment required adjustment to the new road surface. Work was done under traffic with the traffic control devices, to close a lane, and were included with the price of the adjustment.

The prices for all of the extras mentioned were negotiated and compared favorably to MDOT's average unit prices.

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

These Extras were recommended for approval by the State Transportation Commission at its November 18, 2004, meeting, and are now recommended for approval by the State Administrative Board on December 7, 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.

Funding Source: FHWA, 81.85%; Muskegon Count, 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: 49444.

118. **Extra 2004 - 94**

Control Section/Job Number: 41064-53512A MDOT Project

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

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

Contractor: Kamminga & Roodvoets, Inc.
3435 Broadmoor Avenue SE
Grand Rapids, MI 49512

Designed By: Consultant

Engineer's Estimate: \$5,900,263.88

Description of Project:

11.77 km of permanent signing, guardrail, Intelligent Transportation System, signals, curb and gutter, and drainage on M-6 from west of Division Avenue to west of Patterson Avenue, and from east of Jackson Avenue to east of Burlingame Avenue in the cities of Kentwood and Wyoming, Jamestown, Georgetown, Caledonia, Byron and Gaines Townships, Kent and Ottawa Counties.

Administrative Board Approval Date:	March 4, 2003	
Contract Date:	March 27, 2003	
Original Contract Amount:	\$7,330,389.37	
Total of Overruns/Changes (Approved to Date):	(312,439.92)	- 4.26%
Total of Extras/Adjustments (Approved to Date):	61,093.50	+ 0.83%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>572,811.65</u>	<u>+ 7.81%</u>
Revised Total	<u>\$7,651,854.60</u>	+ 4.38%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.43% under the original budget for an **Authorized to Date Amount** of \$7,079,042.95.

Approval of this extra will place the authorized status of the contract 4.38% or \$321,465.23 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 11 r. 3, 13 r. 1

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

CM 11

Pavt Mrkg, Wet Reflective Tape, 100 mm, White	6,629.000 M @ \$4.82/M	\$31,951.78
Pavt Mrkg, Wet Reflective Tape, 100 mm, White	5,366.000 M @ \$4.82/M	25,864.12
Pavt Mrkg, Polyurea, 150mm, White	32,543.000 M @ \$2.49/M	81,032.07
Pavt Mrkg, Polyurea, 150mm, White	20,109.000 M @ \$2.49/M	50,071.41
Pavt Mrkg, Polyurea, 150mm, Yellow	19,717.000 M @ \$2.49/M	49,095.33
Pavt Mrkg, Polyurea, 150mm, Yellow	32,190.000 M @ \$2.49/M	80,153.10
Pavt Mrkg, Polyurea, 300 mm, White	6,080.000 M @ \$4.99/M	30,339.20
Pavt Mrkg, Polyurea, 300 mm, White	1,631.000 M @ \$4.99/M	8,138.69
Pavt Mrkg, Spray Thermoplastic, 100 mm, White	641.000 M @ \$0.62/M	397.42
Pavt Mrkg, Spray Thermoplastic, 100 mm, White	2,520.000 M @ \$0.62/M	1,562.40
Pavt Mrkg, Spray Thermoplastic, 150 mm, White	2,037.000 M @ \$0.87/M	1,772.19
Pavt Mrkg, Spray Thermoplastic, 150 mm, White	6,352.000 M @ \$0.87/M	5,526.24
Pavt Mrkg, Spray Thermoplastic, 300 mm, White	2,579.000 M @ \$1.64/M	4,229.56
Pavt Mrkg, Spray Thermoplastic, 300 mm, White	1,888.000 M @ \$1.64/M	3,096.32
Pavt Mrkg, Spray Thermoplastic, 150 mm, Yellow	6,409.000 M @ \$0.87/M	5,575.83
Pavt Mrkg, Spray Thermoplastic, 150 mm, Yellow	3,555.000 M @ \$0.87/M	3,092.85
Pavt Mrkg, Polyurea, 100 mm, White	908.000 M @ \$1.66/M	1,507.28
Pavt Mrkg, Polyurea, 100 mm, White	521.000 M @ \$1.66/M	864.86
Total		<u>\$384,270.65</u>

CM 13

Recessed Pavement Markings	78,350.000 M @ \$1.50/M	\$117,525.00
Recessed Pavement Markings	47,344.000 M @ \$1.50/M	71,016.00
Total		<u>\$188,541.00</u>

Grand Total**\$572,811.65****Reason(s) for Extra(s)/Adjustment(s):**

According to MDOT's Bureau of Highway Instructional Memorandum (BOHIM) 2003-17 Upgrading Pavement Markings on Future Pavement Construction/Reconstruction Projects, "The 2004 Appropriations Bill, Enrolled Senate Bill No. 265, Section 611, requires that the Department, 'use high-quality pavement marking materials for all state trunkline projects with a design life of ten years or greater.' " This information was not available at the time the project was designed.

CM 11

In order to be in compliance with the Appropriations Bill, the project-specified waterborne pavement markings were deleted at a reduction of \$44,530.57. High quality pavement markings (wet reflective tape, polyurea and spray thermoplastic) were added to the project. The net increase in cost to the contract for the high quality pavement markings is \$339,740.08. The price was negotiated and compares favorably to the calculated unit prices given in the BOHIM 2003-17.

CM 13

In order to be in compliance with the Appropriations Bill, high quality pavement markings (recessed pavement markings) were added to the project. The price was negotiated and compares favorably to the calculated unit prices given in the BOHIM 2003-17.

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

These Extras were recommended for approval by the State Transportation Commission at its November 18, 2004, meeting, and are now recommended for approval by the State Administrative Board on December 7, 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.

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

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

Risk Assessment: 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: 49418, 49315, 49509, 49548, 49508, 49316.

OVERRUNS

119. **Overrun 2004 - 43**

Control Section/Job Number: 23609-73647A 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: Mark 1 Restoration Co. of MI, Inc.
1091 Victory Drive
Howell, MI 48843

Designed By: Consultant
Engineer's Estimate: \$183,665.00

Description of Project:

Bridge railing replacement, minor superstructure repairs, overlay, and approach work on State Street bridge over the Grand River in the city of Eaton Rapids, Eaton County.

Administrative Board Approval Date:	August 5, 2003	
Contract Date:	August 26, 2003	
Original Contract Amount:	\$147,950.00	
Total of Overruns/Changes (Approved to Date):	14,795.00	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	77,575.50	+ 52.43%
THIS REQUEST	<u>8,453.05</u>	<u>+ 5.71%</u>
Revised Total	<u>\$248,773.55</u>	+ 68.14%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 62.43% over the original budget for an **Authorized to Date Amount** of \$240,320.50.

Approval of this overrun will place the authorized status of the contract 68.14% or \$100,823.55 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:

Patch, Forming	36.618 Sft @ \$25.00/Sft	\$915.45
Patching Mortar or Conc	1.000 Cyd @ \$3,137.60/Cyd	3,137.60
Superstructure Conc	20.000 Cyd @ \$220.00/Cyd	<u>4,400.00</u>
Total		<u>\$8,453.05</u>

Reason(s) for Overrun(s):

Due to unforeseen deterioration, including voids underneath the existing concrete bridge deck surface, additional work was required to form, patch, and repair the deck. The additional work caused the project to go into overrun status. The price used to supply the additional materials was the price bid in the contract.

This Overrun was recommended for approval by the State Transportation Commission at its November 18, 2004, meeting, and is now recommended for approval by the State Administrative Board on December 7, 2004.

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

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

Funding Source: FHWA, 80%; City of Eaton Rapids, 20%

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

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

Cost Reduction: The price has been fixed by contract.

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

Zip Codes: 48827.

120. **Overrun 2004 - 44**

Control Section/Job Number: 82400-53780A Local Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Motor City Electric Utilities Co.
9440 Grinnell
Detroit, MI 48213

Designed By: Local Agency
Engineer's Estimate: \$1,719,330.00

Description of Project:

Traffic signal modernizations and pavement markings, 22 locations on Livernois Avenue from M-102 to Jefferies in the city of Detroit, Wayne County.

Administrative Board Approval Date:	March 20, 2001	
Contract Date:	May 02, 2001	
Original Contract Amount:	\$1,539,392.00	
Total of Overruns/Changes (Approved to Date):	153,939.20	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	60,122.36	+ 3.91%
THIS REQUEST	<u>7,720.80</u>	+ <u>0.50%</u>
Revised Total	<u>\$1,761,174.36</u>	+ 14.41%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.91% over the original budget for an **Authorized to Date Amount** of \$1,753,453.56.

Approval of this overrun will place the authorized status of the contract 14.41% or \$221,782.36 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	5.323 Ea @ \$300.00/Ea	\$1,596.90
Pedestal, Fdn	2.212 Ea @ \$875.00/Ea	1,935.50
Pedestal, Rem	2.251 Ea @ \$250.00/Ea	562.75
Strain Pole, Steel, Anchor Fdn	1.151 Ea @ \$3,150.00/Ea	<u>3,625.65</u>
Total		<u>\$7,720.80</u>

Reason(s) for Overrun(s):

The above mentioned items were detailed on the plans, but the original contract quantity was insufficient to cover the planned work. The costs of these items are the original contract bid prices.

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

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

Funding Source: FHWA, 80%; Clare County, 20%

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

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

Cost Reduction: The price has been fixed by contract.

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

Zip Codes: 48221, 48238.

121. **Overrun 2004 – 45**

Control Section/Job Number:	39609-73876A	Local Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Peters Construction Co. 3325 East Kilgore Road Kalamazoo, MI 49001-5533	
Designed By:	Consultant	
Engineer's Estimate:	\$437,435.00	

Description of Project:

0.22 mi of intersection improvements including trenching, widening, concrete curb and gutter, storm sewer, hot mix asphalt pavement, signal modernization, pavement markings, and restoration on Kilgore Road at Lovers Lane intersection in the city of Portage, Kalamazoo County.

Administrative Board Approval Date:	May 6, 2003	
Contract Date:	May 13, 2003	
Original Contract Amount:	\$336,543.85	
Total of Overruns/Changes (Approved to Date):	33,654.39	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	7,645.47	+ 2.27%
THIS REQUEST	<u>3,230.07</u>	+ <u>0.96%</u>
Revised Total	<u>\$381,073.78</u>	+ 13.23%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.27% over the original budget for an **Authorized to Date Amount** of \$377,843.71.

Approval of this overrun will place the authorized status of the contract 13.23% or \$44,529.93 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

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

Dr Structure, 24 inch dia	0.050 Ea @ \$625.00/Ea	\$31.25
HMA, 13A	50.000 Ton @ \$37.25/Ton	1,862.50
HMA, 5E3	20.000 Ton @ \$38.00/Ton	760.00
Pavt Mrkg, Thermopl, 6 inch, White	501.148 Ft @ \$1.15/Ft	<u>576.32</u>
Total		<u>\$3,230.07</u>

Reason(s) for Overrun(s):

Additional drainage structures, 24 inch, that were not noted on the plans, were deteriorated. Additional HMA, 13A and 5E3 were needed to match the elevation of a railroad crossing, which was being replaced by the railroad company. The railroad was within the limits of this project. Also, an increase in Pavt Mrkg, Thermopl 6 inch, White was required to delineate a bicycle path. The contract unit price was used for each of the above-mentioned items.

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, 75.85%; City of Portage, 24.15%

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: 49001.

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