

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: January 12, 2005 – North Central Conference Room,
4th Floor, Treasury Building, 3:30 PM
State Administrative Board Meeting: January 18, 2005 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

SUBCONTRACTS

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|----|---|--------------------------------|-----------------|
| 1. | Kent County Department of Public Works
1500 Scribner Avenue, NW
Grand Rapids, MI 49504 | Disposal of
Rubbish | \$24,357 |
|----|---|--------------------------------|-----------------|

Approval is requested to authorize the Kent County Road Commission to award a subcontract to the Kent County Department of Public Works for the pick-up and disposal of roadside trash from state trunklines in Kent County using the Adopt-A-Highway and Work Release Programs. The Kent County Department of Public Works is the best source in Kent County. The subcontract will be in effect from the date of award through October 30, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the disposal of rubbish from roadsides in Kent County.
Benefit: The contract will provide for safer highways for motorists. It will also help to reduce the winter maintenance costs.
Funding Source: 100% State Restricted Trunkline Funds.
Commitment Level: A one-year contract with a fixed amount.
Risk Assessment: If duties are not performed, roadways could become hazardous for the traveling public.
Cost Reduction: This is a best source contract.
New Project Identification: This is routine maintenance and not a new project.
Zip Code: 49604.

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| 2. | MarJo Construction Services, Inc.
2635 Wilson Avenue, SW
Grand Rapids, MI 49418 | Trucking of Various
Road Materials | \$60,000 |
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Approval is requested to authorize the Kent County Road Commission to award a subcontract for the trucking of road materials (aggregate, sand, asphalt, etc.) for use in maintenance work on various trunklines throughout the Region. The project was advertised, and four bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through October 30, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for trucking (aggregate, sand, asphalt, etc.) for maintenance on various trunklines throughout the Region as approved by the TSC Manager or Region Manager.

Benefit: The contract will provide for safer highways for motorists. It will also help to reduce the winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

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

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

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

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

Zip Code: 49418.

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|----|--|---|-----------------|
| 3. | Yellow Rose Transport
3531 Busch Drive
Grandville, MI 49418 | Trucking of Various
Road Materials | \$60,000 |
|----|--|---|-----------------|

Approval is requested to authorize the Kent County Road Commission to award a subcontract for the trucking of road materials (aggregate, sand, asphalt, etc.) for use in maintenance work on various trunklines throughout the Region. The project was advertised, and four bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through October 30, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for trucking (aggregate, sand, asphalt, etc.) for maintenance on various trunklines throughout the Region as approved by the TSC Manager or Region Manager.

Benefit: The contract will provide for safer highways for motorists. It will also help to reduce the winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

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

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

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

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

Zip Code: 49418.

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| 4. | Rusches Trucking, Inc.
4457 Alpine NW
Comstock Park, MI 49321 | Trucking of Various
Road Materials | \$60,000 |
|----|--|---|-----------------|

Approval is requested to authorize the Kent County Road Commission to award a subcontract for the trucking of road materials (aggregate, sand, asphalt, etc.) for use in maintenance work on various trunklines throughout the Region. The project was advertised, and four bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through October 30, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for trucking (aggregate, sand, asphalt, etc.) for maintenance on various trunklines throughout the Region as approved by the TSC Manager or Region Manager.

Benefit: The contract will provide for safer highways for motorists. It will also help to reduce the winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

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

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

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

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

Zip Code: 49321.

5. **Z-Express Trucking, Inc.** **Trucking of Various** **\$60,000**
3171 Four Mile Road, NW **Road Materials**
Grand Rapids, MI 49544

Approval is requested to authorize the Kent County Road Commission to award a subcontract for the trucking of road materials (aggregate, sand, asphalt, etc.) for use in maintenance work on various trunklines throughout the Region. The project was advertised, and four bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through October 30, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for trucking (aggregate, sand, asphalt, etc.) for maintenance on various trunklines throughout the Region as approved by the TSC Manager or Region Manager.

Benefit: The contract will provide for safer highways for motorists. It will also help to reduce the winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

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

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

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

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

Zip Code: 49544.

CONTRACTS

6. HIGHWAYS (Maintenance) - Resolution "A" (Change in Maintenance Subcontract Limit for Local Units of Government)

In accordance with State Administrative Board Resolution of May 1, 1979, concerning Department of Transportation Construction and Maintenance Contracts, as previously amended on December 2, 1980; April 7, 1981; May 15, 1984; April 7, 1987; December 2, 1980; April 7, 1981; May 15; 1984; April 7, 1987; December 15, 1987; January 5, 1988; May 2, 1989; September 13, 1996; and July 3, 2001, the current limit for local units of government under contract for the maintenance of trunkline highways to subcontract is \$20,000.

MDOT recommends that the limit in the first paragraph of the attached Administrative Board Resolution of May 1, 1979, be increased from \$20,000 to \$25,000 for local units of government under contracts for the maintenance of trunkline highways, to subcontract.

Purpose/Business Case: To increase the subcontract threshold from \$20,000 to \$25,000 for local units of government under contracts for the maintenance of trunkline highways. This increase will make the threshold for State Administrative Board approval for these subcontracts consistent with the current \$25,000 State Administrative Board threshold for all other business areas.

Benefit: This will increase the local agencies' subcontracting authority by 25 percent, which will allow them to increase their productivity by performing more work in a more timely manner.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: N/A.

Risk Assessment: If this increase isn't approved, the local agencies' productivity may be impacted.

Cost Reduction: N/A.

New Project Identification: N/A.

Zip Code: 48909.

7. HIGHWAYS (Real Estate) – Resolution “A” (Release of Reversionary Interest)
Sale 8-8-N, Item #1, Control Section 33042, Parcel 25

The subject tract is located in the city of East Lansing, Ingham County, Michigan, and contains approximately one acre. It was sold and conveyed to the City of East Lansing for \$3,000 by Quit Claim Deed dated March 22, 1960, and recorded in Liber 784, Page 211. The sale was subject to a permanent reversionary interest in favor of MDOT requiring that the land be used for a public purpose. Permanent reverters are used when MDOT transfers excess property to a local municipality for a transportation purpose. There is no compensation paid by the local municipality. Ten-year reverters are used when MDOT sells excess property to a local municipality for a public purpose. The municipality must pay fair market value for the property. Since the local municipality paid fair market value for the excess property, the ten-year reverter rather than the permanent reverter should have been used for this transaction. The City of East Lansing has moved its Public Works office and is requesting that the permanent reverter be released so it can sell the property. Since the City paid fair market value when purchasing the property in 1960, and the ten year time frame has elapsed, there is no charge for releasing the permanent reverter. Release of the permanent reversionary interest has been approved by Mark E. Jordan, Manager, Project Development Section, Real Estate Support Area.

\$0

Purpose/Business Case: The purpose of this transaction is to release the reversionary interest MDOT has on property previously sold to the City of East Lansing.

Benefit: The City paid fair market value when the property was sold by MDOT. Releasing the reversionary interest will allow the City to sell the property and put the property back on the tax rolls.

Funding Source: N/A.

Commitment Level: N/A.

Risk Assessment: If approval is not given, MDOT will retain incorrect control over property that should have been reverted to the local municipality.

Cost Reduction: N/A.

New Project Identification: N/A.

Zip Code: 48823.

8. HIGHWAYS (Real Estate) - Resolution “B” (Sale to Abutting Owner)
Tract 354, Control Section 82112, Parcels HD83 – HD87, Part A

The subject tract is located in the township of Greenfield, Wayne County, Michigan, and contains approximately 15,338 square feet. The tract was appraised by Andrew Reed, an independent fee appraiser, on August 27, 2004, and reviewed by Michael Odette, Metro Region Staff Appraiser, on October 20, 2004, for the amount of \$96,600. The tract was approved for sale by Paul Sander, Metro Region Appraisal Manager, on October 20, 2004, for the amount of \$96,600. The sole abutting owner, Knight Enterprises, Inc., has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$96,600, which represents payment in full. 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.

\$96,600

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: 48826.

9. HIGHWAYS (Real Estate) - Resolution "C" (Easement – Wetland Mitigation Banking Site)
Control Section 41024/41998, Job 77893B, Parcel 80

The subject tract is located in the township of Gaines, Kent County, Michigan, and contains approximately 22.78 acres. MDOT is proposing to convey an easement to the Michigan Department of Environmental Quality (MDEQ). The easement is required for MDOT and MDEQ to enter into a wetland mitigation banking site agreement on the subject property. The easements are required for MDOT's compliance with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended, which requires permanent easement protection on all wetland mitigation banking sites. No money will be exchanged for conveying this easement. This transaction was approved by Dave Wresinski, Division Administrator, Project Planning Division.

\$0

Purpose/Business Case: MDOT is proposing to convey an easement to the Michigan Department of Environmental Quality (MDEQ) on 22.78 acres of property in the township of Gaines, Kent County, Michigan. The easement is required for MDOT and MDEQ to enter into a wetland mitigation banking site agreement on the subject property. Administrative rules for wetland banking under Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended, require permanent easement protection on all proposed wetland mitigation bank sites.

Benefit: Conveying the easement on the subject property will allow MDOT to construct a wetland banking site that will be used for existing and future road projects. In addition, MDOT will benefit the state's natural resources by placing over 22.78 acres of new wetlands in advance of anticipated impacts.

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

Commitment Level: N/A.

Risk Assessment: If MDOT is unable to convey this easement to the MDEQ, MDOT will not be able to create a wetland bank site at this location. In addition, not conveying the easement will result in a delay of MDOT's entire wetland banking program.

Cost Reduction: N/A.

New Project Identification: N/A.

Zip Code: 49316.

10. HIGHWAYS (Real Estate) - Resolution "D" (Sealed Bid Sale)
Tract 794

Attached is a resolution for sale of excess property that sold at a sealed bid sale. The property is located in Washtenaw County. The minimum acceptable bid price, which is the current appraised market value of the property as determined by an approved appraisal on file, has been established. The property was advertised and offered at a sealed bid sale on Tuesday, November 9, 2004, at the MDOT University Region Office, Jackson, Michigan. Total revenue from the sealed bid sale is \$181,500. The minimum acceptable bid price, together with the name of the prospective bidder and proposed selling price, are set forth in the attached resolution. The tract was offered to the local municipality prior to being offered to the public. The parcel was determined to be excess by the Bureau of Highway – Development.

\$181,500

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: 48118.

11. 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 authorization term by approximately sixteen months to allow time 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 were 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: Concrete coring is a sampling method to determine if concrete pavement is built to the correct thickness, that any reinforcing steel is correctly placed, and that the concrete has adequate strength. Each major concrete paving project is cored according to MDOT's standard construction specifications. As a result of an MDOT oversight, PSI undertook \$5,541.67 more work than was originally authorized. This work resulted in proper coring inspection for three concrete paving projects.

Funding Source: Federal, 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: Not a new project.

Zip Code: 48909.

12. HIGHWAYS - IDS Time Extension

Amendatory Contract (2002-0164/A1) between MDOT and Williams & Works, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z15), for which extra time is needed to allow the authorization to be aligned with new letting dates. (See following item.) The original contract provides for construction engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be May 24, 2002, through May 24, 2006. The maximum dollar amount of the contract remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

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

Benefit: The benefit of this time extension is that authorizations written under this IDS contract can be extended, pending State Administrative Board approval.

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

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

Risk Assessment: The risk of not approving this time extension is that the consultant will not be able to complete work on any projects authorized separately under this IDS contract that may be in need of additional time. Rushing projects through the design engineering completion process, for example, would result in reduced quality and an incomplete product due to the limited time remaining.

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

New Project Identification: This is not a new project.

Zip Code: 49606.

13. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z15/R2) under Contract (2002-0164) between MDOT and Williams & Works, Inc., will extend the authorization term by one year. This extension is necessary due to the decision by MDOT to provide for additional design services on US-2. The current expiration date of this authorization is not in alignment with the service completion date. The original authorization provides for road design on US-2 from Bessemer Road to Wakefield in Gogebic County. The revised authorization term will be August 9, 2004, through May 24, 2006. The authorization amount remains unchanged at \$217,488.74. The revised contract term (see previous item) will be May 24, 2002, through May 24, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This revision will extend the authorization term by one year. This extension is necessary due to the decision by MDOT to provide for additional design services on US-2. The current expiration date of this authorization is not in alignment with the service completion date. The original authorization provides for road design on US-2 from Bessemer to Wakefield in Gogebic County.

Benefit: The benefit of this contract is the improvement of the pavement ride quality, condition, and safety of the roadway. This reconstruction 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: The current expiration date of this authorization is not in alignment with the service completion date. Failure to extend the expiration date will necessitate that the consultant stop assembling the final project deliverables prior to the task completion. Should this occur, the consultant would be unable to provide MDOT with final project deliverables for this project.

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

New Project Identification: This is not a new project.

Zip Code: 49920.

14. HIGHWAYS - IDS Time Extension

Amendatory Contract (2002-0216/A1) between MDOT and DLZ Michigan, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z21), for which extra time is needed to allow for completion of an economic analysis. (See following item.) The original contract provides for construction engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be January 29, 2002, through January 29, 2006. The maximum dollar amount of the contract remains unchanged at \$3,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

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

Benefit: The benefit of this time extension is that authorizations written under this IDS contract can be extended, pending State Administrative Board approval.

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

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

Risk Assessment: The risk of not approving this time extension is that the consultant will not be able to complete work on any projects authorized separately under this IDS contract that may be in need of additional time. Rushing projects through the design engineering completion process, for example, could result in reduced quality and an incomplete product due to the limited time remaining.

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: 49606.

15. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z21/R1) under Contract (2002-0216) between MDOT and DLZ Michigan, Inc., will extend the authorization term by one year to provide sufficient time for the completion of an economic analysis. This extension is necessary due to the decision of MDOT to allow Michigan Economic Development Corporation (MEDC) to initiate an economic analysis to be completed to conclude the study process. The original authorization provides for Early Preliminary Engineering and an Environmental Assessment to be performed to determine improvements to be made to the intersection of M-1/M-102 in Oakland and Wayne Counties (CS 63051 - JN 75088). The authorization amount remains unchanged at \$471,083.24. The revised authorization term will be July 18, 2003, through January 29, 2006. The revised contract term (see previous item) will be January 29, 2002, through January 29, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of this project is to study the intersection of M-1/M-102 and to develop alternatives to bridge rehabilitation. The City of Ferndale has objected to the rehabilitation and would like the intersection to be an at-grade intersection and has created significant controversy over this. Environmental analysis will be documented in an Environmental Assessment (EA). This extension is necessary due to the decision of MDOT to allow Michigan Economic Development Corporation (MEDC) to initiate an economic analysis to be completed to conclude the study process. Although ninety-nine percent of the activities for the study have been completed, including the environmental assessment, public hearing, and comment period, the Finding of No Significant Impact (FONSI) was not allowed to be submitted to FHWA for approval and signature. Upon completion of the MEDC study, the FONSI will be submitted to FHWA for and approval and signature and conclude the study process.

Benefit: All parties will be able to be a part of the decision making process and provide input on proposed improvements to the intersection. A public hearing will be held. This extension will allow MDOT to have a clear understanding of the results of the MEDC study.

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

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

Risk Assessment: If this study does not move ahead, any needed improvements to the bridge will be impeded. The bridge was cleared as a Categorical Exclusion in July 2002. Design was completed in November 2002 and the project was ready to be let in March 2003. It was then decided to not let the project but to start an EA. Currently, the bridge (Woodward over Eight Mile) condition is rated poor on its deck, railings, and piers. It is in need of some attention soon. If the rehabilitation is not the recommended alternative that is chosen at the conclusion of the study, bridge and roadway deficiencies will still need to be addressed. The EA is a decision making document. It allows study of all the issues related to proposed improvements and provides a venue for the local officials and the public to participate and be a part of the decision making process.

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: 48203.

16.-28. HIGHWAYS – IDS Engineering Services

The following authorization revisions between MDOT and the following consultants will provide for the redesign of freeway signing using Clearview font to meet new standards and will provide for additional geotechnical engineering services for the evaluation of soil and groundwater conditions that could affect freeway signing design and construction.

16. Authorization Revision (Z5/R1) under Contract (2002-0683) between MDOT and H. W. Lochner, Inc., will provide for freeway signing redesign on I-75 in Crawford, Roscommon, and Ogemaw Counties (CS 72061 – JN 78793C) and will increase the authorization amount by \$36,725.61. The original authorization provides for the upgrade and rehabilitation of 64 miles of freeway signing on I-75 in Crawford, Roscommon, and Ogemaw Counties. The authorization term remains unchanged, May 7, 2004, through October 8, 2005. The revised authorization amount will be \$340,504.78. The contract term is October 8, 2002, through October 8, 2005. Source of Funds: 100% Federal Highway Administration Funds.
17. Authorization Revision (Z6/R1) under Contract (2002-0683) between MDOT and H. W. Lochner, Inc., will provide for freeway signing redesign on I-75 in Emmett, Cheboygan, and Otsego Counties (CS 16092 – JN 78772C) and will increase the authorization amount by \$51,224.37. The original authorization provides for the upgrade and rehabilitation of 70 miles of freeway signing on I-75 in Emmett, Cheboygan, and Otsego Counties. The authorization term remains unchanged, May 7, 2004, through October 8, 2005. The revised authorization amount will be \$371,145.21. The contract term is October 8, 2002, through October 8, 2005. Source of Funds: 100% Federal Highway Administration Funds.
18. Authorization Revision (Z24/R1) under Contract (2003-0207) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for freeway signing redesign on US-127 from the Jackson county line to M-36 in Ingham County (CSs 33031 & 33021 – JN 80651C) and will increase the authorization amount by \$78,925.38. The original authorization provides for the upgrade and rehabilitation of freeway signing on US-127 from the Jackson county line to M-36 in Ingham County. The authorization term remains unchanged, November 5, 2004, through April 8, 2006. The revised authorization amount will be \$157,104.59. The contract term is April 8, 2003, through April 8, 2006. Source of Funds: 100% Federal Highway Administration Funds.
19. Authorization Revision (Z15/R1) under Contract (2003-0233) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will provide for freeway signing redesign on M-59 from Woodward Avenue to Ryan Road in Oakland County (CS 63043 – JN 76286C) and will increase the authorization amount by \$78,504.34. The original authorization provides for the upgrade and rehabilitation of freeway signing on M-59 from Woodward Avenue to Ryan Road in Oakland County. The authorization term remains unchanged, September 24, 2003, through April 17, 2006. The revised authorization amount will be \$364,774.55. The contract term is April 17, 2003, through April 17, 2006. Source of Funds: 100% Federal Highway Administration Funds.
20. Authorization Revision (Z21/R1) under Contract (2003-0233) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will provide for freeway signing redesign on I-75 in Saginaw, Bay, and Arenac Counties (CS 09035 – JN 78755C) and will increase the authorization amount by \$44,070.41. The original authorization provides for the upgrade and rehabilitation of 71 miles of freeway signing on I-75 in Saginaw, Bay, and Arenac Counties. The authorization term remains unchanged, April 12, 2004, through April 17, 2006. The revised authorization amount will be \$643,146.74. The contract term is April 17, 2003, through April 17, 2006. Source of Funds: 100% Federal Highway Administration Funds.

21. Authorization Revision (Z1/R1) under Contract (2003-0520) between MDOT and URS Corporation Great Lakes will provide for freeway signing redesign on I-96 from the Livingston/Oakland county line to I-696 in Oakland County (CS 63022 – JN 76201C) and will increase the authorization amount by \$77,088.37. The original authorization provides for the upgrade and rehabilitation of freeway signing on I-96 from the Livingston/Oakland county line to I-696 in Oakland County. The authorization term remains unchanged, September 26, 2003, through September 10, 2006. The revised authorization amount will be \$364,774.55. The contract term is September 10, 2003, through September 10, 2006. Source of Funds: 100% Federal Highway Administration Funds.
22. Authorization Revision (Z25/R1) under Contract (2003-0520) between MDOT and URS Corporation Great Lakes will provide for freeway signing redesign on I-96 from the Kent/Ottawa county line to US-31 in Ottawa and Muskegon Counties (CSs 70063 & 70064 – JN 78775C) and will increase the authorization amount by \$14,534.89. The original authorization provides for the upgrade and rehabilitation of freeway signing on I-96 from the Kent/Ottawa county line to US-31 in Ottawa and Muskegon Counties. The authorization term remains unchanged, April 20, 2004, through September 10, 2006. The revised authorization amount will be \$107,055.68. The contract term is September 10, 2003, through September 10, 2006. Source of Funds: 100% Federal Highway Administration Funds.
23. Authorization Revision (Z4/R1) under Contract (2003-0603) between MDOT and DLZ Michigan, Inc., will provide for freeway signing redesign on I-75 in Mackinac and Chippewa Counties (CS various – JN 778735C) and will increase the authorization amount by \$43,155.66. The original authorization provides for the upgrade and rehabilitation of 57 miles of freeway signing on I-75 in Mackinac and Chippewa Counties. The authorization term remains unchanged, April 15, 2004, through September 3, 2006. The revised authorization amount will be \$263,136.01. The contract term is September 3, 2003, through September 3, 2006. Source of Funds: 100% Federal Highway Administration Funds.
24. Authorization Revision (Z13/R1) under Contract (2003-0603) between MDOT and DLZ Michigan, Inc., will provide for freeway signing redesign on I-75 in Monroe County (CS 58151 and 58152 – JN 80654C) and will increase the authorization amount by \$20,968.04. The original authorization provides for the upgrade and rehabilitation of 26.8 miles of freeway signing on I-75 in Monroe County. The authorization term remains unchanged, October 6, 2004, through September 3, 2006. The revised authorization amount will be \$272,005.72. The contract term is September 3, 2003, through September 3, 2006. Source of Funds: 100% Federal Highway Administration Funds.
25. Authorization Revision (Z29/R1) under Contract (2003-0686) between MDOT and Wilcox Professional Services, LLC, will provide for freeway signing redesign on US-23 in Monroe, Washtenaw, and Livingston Counties (CS 47014 – JN 78736C) and will increase the authorization amount by \$95,463.02. The original authorization provides for the upgrade and rehabilitation of freeway signing on US-23 and the M-14/US-23 business route in Monroe, Washtenaw, and Livingston Counties. The authorization term remains unchanged, April 7, 2004, through October 8, 2006. The revised authorization amount will be \$543,653.55. The contract term is October 8, 2003, through October 8, 2006. Source of Funds: 100% Federal Highway Administration Funds.

26. Authorization Revision (Z32/R1) under Contract (2003-0686) between MDOT and Wilcox Professional Services, LLC, will provide for freeway signing redesign on US-23 in Genesee County (CS 25031 – JN 78744C) and will increase the authorization amount by \$22,072.39. The original authorization provides for the upgrade and rehabilitation of freeway signing on US-23 in Genesee County. The authorization term remains unchanged, April 6, 2004, through October 8, 2006. The revised authorization amount will be \$121,990.96. The contract term is October 8, 2003, through October 8, 2006. Source of Funds: 100% Federal Highway Administration Funds.
27. Authorization Revision (Z21/R1) under Contract (2004-0214) between MDOT and Wilcox Professional Services, LLC, will provide for freeway signing redesign on I-75 in Genesee County (CS 25032 – JN 80450C) and will increase the authorization amount by \$45,961.70. The original authorization provides for the upgrade and rehabilitation of freeway signing on 28 miles of I-75 in Genesee County. The authorization term remains unchanged, November 10, 2004, through April 20, 2007. The revised authorization amount will be \$265,596.15. The contract term is April 20, 2004, through April 20, 2007. Source of Funds: 100% Federal Highway Administration Funds.
28. Authorization Revision (Z1/R1) under Contract (2004-0563) between MDOT and H. W. Lochner, Inc., will provide for freeway signing redesign on US-127 in Crawford and Roscommon Counties (CS 72013 and 72014 – JN 80566C) and will increase the authorization amount by \$4,955.56. The original authorization provides for the upgrade and rehabilitation of freeway signing on US-127 in Crawford and Roscommon Counties. The authorization term remains unchanged, September 14, 2004, through September 9, 2007. The revised authorization amount will be \$88,192.34. The contract term is September 9, 2004, through September 9, 2007. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: These revisions will provide for additional design services for the upgrade of freeway signs using Clearview font and for additional geotechnical engineering services for the evaluation of soil and groundwater conditions that could affect freeway signing design and construction.

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, but the number of hours to perform the 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: These are rehabilitation projects.

Zip Code: 48909.

29. HIGHWAYS – IDS Design Consultant Services

Authorization Revision (Z7/R3) under Contract (2002-0686) between MDOT and HH Engineering, Ltd., will provide for additional design services for the addition of curbs and gutters to separate the road shoulder for a bicycle path and catch basins and downspouts for road drainage, will provide for additional geotechnical services needed because of muck deposits discovered under a portion of the proposed path, and will increase the authorization amount by \$34,723.70. The original authorization provides for the design of the bridge rehabilitation of structure (S17) at I-75 under M-15 in Oakland County (CS 63172 – JN 51497G). The authorization term remains unchanged, August 25, 2003, through September 20, 2005. The revised authorization amount will be \$367,619.14. The contract term is September 20, 2002, through September 20, 2005. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: This revision will provide for the addition of curb and gutter to separate the road shoulder for a bike path and catch basins and downspouts for the drainage of the road, will provide additional geotechnical services due to muck deposits discovered under a portion of the proposed path, and will increase the authorization amount by \$34,723.70. The original authorization provides for the bridge rehabilitation design of (S17) at I-75 under M-15 in Oakland County (CS 63172 - JN 51497G).

Benefit: This revision will improve the design of the bike path and provide a safer route for bicyclists on the path. The additional geotechnical investigation will ensure the stability of the path on the widened slope.

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: Without this revision, the design of the bike path would not be the safest we can provide. The original approved design called for a five-foot gravel separation between the road shoulder and path. The revised curbed section will provide for five feet of grass in between and will provide greater separation and eliminate gravel washing over the bike path. Without the additional geotechnical services, there is a risk of slope failure, and a section of the new path could sink.

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: 48348.

30. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z11) under Contract (2004-0334) between MDOT and Fishbeck, Thompson, Carr & Huber will provide for as needed office technician services to be performed within the Grand Rapids Transportation Service Center (TSC) in Kent County (CS various - JN various). The work items include the preparation and documentation of project records. This authorization will be in effect from the date of award through July 14, 2007. The authorization amount will be \$195,941.50. The contract term is July 14, 2004, through July 14, 2007. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: This authorization will provide for as needed office technician services to be performed within the Grand Rapids TSC in Kent County. These services will support the delivery of the construction program in a timely manner. At present, this work cannot be completely handled by MDOT forces.

Benefit: Will provide for adequate project administration, which will result in a high quality product for the people of Michigan. The services will ensure that project documentation for the construction projects is up to current state of Michigan and federal standards.

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

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

Risk Assessment: Without this authorization, adequate office support to handle the project documentation would not be provided, which could result in substandard work and possible loss of federal funding.

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: These are rehabilitation projects.

Zip Code: 49504.

31. *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; and 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.

This contract was approved on the December 7, 2004, State Administrative Board Agenda as a contract based on a standard (i.e., approved) format and containing an expiration date of December 31, 2006. However, the contract must be nonstandard, which means that it needs to receive Office of Attorney General and Office of Commission Audits approvals before it is approved by the State Administrative Board, and the contract expiration date has been changed to January 31, 2007, as shown above. Therefore, this contract is being resubmitted to the State Administrative Board.

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; and 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 rehabilitation project's scheduled completion will be delayed. Delay of the construction project will result in continuing bad ride, safety risks, and high maintenance costs.

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.

32. HIGHWAYS - IDS Real Estate Services

Contract (2004-0810) between MDOT and Halcyon Resources, LLC, will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

33. HIGHWAYS - Real Estate Mapping Services

Contract (2005-0043) between MDOT and Coleman Engineering, Inc., will provide for the update of the Macomb and Ingham Counties map books for the Real Estate Support Area. This update will include transferring the original hand drawn maps into electronic format and incorporating all additional right-of-way takes and sales of excess properties. This contract will be in effect from the date of the award through September 30, 2005. The contract amount will be \$89,991.34. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Benefit Case: To update the right-of-way maps and transfer them to electronic format.

Benefit: Will provide current information and electronic access.

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

Commitment Level: The costs are fixed.

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

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

New Project Identification: This is a new project.

Zip Code: 48065 & 48909.

34. *HIGHWAYS - Design Consultant Services

Contract (2005-0051) between MDOT and Wilbur Smith Associates, Inc., Michigan, will provide for all consultant services necessary for the preparation for and conduct of the public hearing for the Draft Environmental Impact Statement (DEIS) prepared under Phase I for the US-131 Improvement Study in St. Joseph County. The services include addressing public and agency comments, preparing and distributing the Final Environmental Impact Statement (FEIS), preparing the engineering report, identifying and refining a recommended alternative, facilitating stakeholder and agency coordination, and preparing a Record of Decision. The project is located on US-131 from Indiana Toll Road (I-80/90) to just north of Cowling Road in the village of Three Rivers. The length of this project is 16.4 miles. This contract will be in effect from the date of award through December 30, 2006. The total contract amount will be \$1,749,859.52. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: MDOT has committed to completing the Early Preliminary Engineering (EPE) Phase of the US-131 improvement study. The study includes completing a Draft and a Final Environmental Impact Statement (EIS) followed by a Record of Decision (ROD) by FHWA. The ROD gives MDOT location and design approval to complete subsequent phases (design, right-of-way acquisition, and construction) should funding and priority dictate. The purpose is to determine the future route location to allow the locals to incorporate the new route into their long term land use planning.

Benefit: By including freeway and non-freeway alternatives in the draft EIS for public comment, MDOT will be able to make an informed decision on which alternative to carry forward to design, allowing the local governments to include the selected alternative in their land use planning.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: Not completing this project could create unnecessary hardship to those property owners who are within the future alignment right-of-way, due to the fact that MDOT does not have right-of-way funds available for this project. Completing the project will allow the local governments to incorporate the alignment in their local land use planning.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. MDOT staff has met with the consultant on numerous occasions in the last month revising and refining the scope of services and negotiating the hours based on needed services.

New Project Identification: This is an EPE contract only. The selected preferred alternate may eventually lead to the construction on a new alignment if funding and priority dictate, but not as part of this project.
Zip Code: 49042, 49093.

35. MULTI-MODAL - Section 5311 Capital

Project Authorization Revision (Z11/R1) under Master Agreement (2002-0031) between MDOT and the Delta Area Transit Authority (DATA) will add a line item for communication equipment and will eliminate the facility construction line item. DATA has reprioritized its needs and determined that new communication equipment allowing them to become a member of the Michigan Public Safety Communication System (MPSCS) is a higher priority than an additional facility. Being on the MPSCS will allow them to be a more effective part of the local emergency preparedness team and allow for more efficient operations through improved communication capabilities. The rural task force has agreed to this transaction. The original authorization provides state matching funds for DATA's FY 2004 Section 5311 Nonurbanized Area Formula Capital Program grant. The authorization term remains unchanged, September 14, 2004, through September 13, 2007. The authorization amount remains unchanged at \$85,000. 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 - \$68,000; FY 2004 and 2005 State Restricted Comprehensive Transportation Funds - \$17,000.

Purpose/Business Case: To provide for communication equipment and a fuel storage/dispenser.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration - \$68,000; FY 2004 and 2005 State Restricted Comprehensive Transportation Funds - \$17,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risks of not approving this revision are reduced public safety and inefficient operations.

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

Zip Code: 49829.

36. MULTI-MODAL - Section 5307 Program

Project Authorization (Z26) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART) will provide state matching funds for the authority's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Planning Program grant for the purchase of support vehicles for the Lake Erie Transportation Commission. The authorization will be in effect from November 24, 2004, through November 23, 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 \$81,875. 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 - \$65,500; FY 2005 State Restricted Comprehensive Transportation Funds - \$16,375.

Purpose/Business Case: To provide state matching funds for SMART's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Planning Program grant for the purchase of support vehicles for the Lake Erie Transportation Commission.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$65,500; FY 2005 State Restricted Comprehensive Transportation Funds - \$16,375.

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: 48226.

37. MULTI-MODAL – Railroad Force Account Work

Authorization (25010-82703) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad (GTW) will provide funding for the supplement of the existing active warning devices with new cantilevers and half-roadway gates at GTW's grade crossing of Duffield Road in Genesee County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Genesee County Road Commission and approved on November 4, 2004. The total cost of the project is estimated at \$200,000. Source of Funds: Federal Highway Administration Funds - \$160,000; FY 2005 State Restricted Trunkline Funds - \$40,000.

Purpose/Business Case: The project will provide for the installation of new cantilevers and half-roadway gates at the existing grade crossing of GTW with Duffield Road in Genesee County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new cantilevers and half-roadway gates was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$160,000; FY 2005 State Restricted Trunkline Funds - \$40,000.

Commitment Level: The authorization amount is based on GTW's field estimate and will be paid on a force account basis.

Risk Assessment: The existing active warning devices, consisting of side-of-street flashers, were not a sufficient deterrent to prevent motorists from crashing into trains that were already in the crossing. The installation of cantilevers and half-roadway gates will provide better visual notification and a physical barrier when a train is approaching and occupying the crossing, enhancing safety for motorists.

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

New Project Identification: Motorist warning at the crossing today is provided by side-of-street flashers. This project will enhance the level of warning by providing for the installation of new cantilevers and half-roadway gates.

Zip Code: 48429.

38. MULTI-MODAL – Railroad Force Account Work

Authorization (58007-82717) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad (GTW) will provide funding for the installation of new flashing-light signals, a half-roadway gate, and appropriate activation circuitry at GTW's grade crossing of Newport South Road in Monroe County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Monroe County Road Commission and approved on November 9, 2004. The total cost of the project is estimated at \$200,000. Source of Funds: Federal Highway Administration Funds - \$160,000; FY 2005 State Restricted Trunkline Funds - \$40,000.

Purpose/Business Case: The project will provide for the installation of new flashing-light signals, a half-roadway gate, and appropriate activation circuitry at the existing grade crossing of GTW with Newport South Road in Monroe County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new flashing-light signals, a half-roadway gate, and appropriate activation circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$160,000; FY 2005 State Restricted Trunkline Funds - \$40,000.

Commitment Level: The authorization amount is based on GTW's field estimate and will be paid on a force account basis.

Risk Assessment: The existing warning devices, consisting of passive crossbuck signs, do not provide any visual indication of train approach, and there is no physical barrier to block the crossing upon train approach. The installation of active warning devices will provide a visual notification and a physical barrier when a train is approaching the crossing, enhancing safety for motorists.

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

New Project Identification: Motorist warning at the crossing today is provided by passive side-of-street signs. This project will enhance the level of warning by providing for the installation of new active flashing-light signals, a half-roadway gate, and appropriate circuitry.

Zip Code: 48166.

39. MULTI-MODAL – Railroad Force Account Work

Authorization (77049-82704) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad (GTW) will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of 32nd Street in St. Clair County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the St. Clair County Road Commission and approved on November 4, 2004. The total cost of the project is estimated at \$175,000. Source of Funds: Federal Highway Administration Funds - \$140,000; FY 2005 State Restricted Trunkline Funds - \$35,000.

Purpose/Business Case: The project will provide for the installation of flashing-light signals and half-roadway gates at GTW's grade crossing of 32nd Street in St. Clair County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

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

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130 and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$140,000; FY 2005 State Restricted Trunkline Funds - \$35,000.

Commitment Level: The authorization amount is based on GTW's field estimate. All costs will be paid on a force account basis.

Risk Assessment: The crossing was selected for safety enhancement as a part of MDOT's annual prioritization process. The installation of flashing-light signals and half-roadway gates will provide additional protection for motorists.

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

New Project Identification: Currently, the crossing is protected by passive devices. This project will add active warning for motorists.

Zip Code: 48060.

40. MULTI-MODAL – Railroad Force Account Work

Authorization (03004-82709) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of 113th Avenue in Allegan County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Allegan County Road Commission and approved on October 26, 2004. The total cost of the project is estimated at \$200,000. Source of Funds: Federal Highway Administration Funds - \$160,000; FY 2005 State Restricted Trunkline Funds - \$40,000.

Purpose/Business Case: The project will provide for the installation of flashing-light signals and half-roadway gates at the grade crossing of 113th Avenue in Allegan County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

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

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130 and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$160,000; FY 2005 State Restricted Trunkline Funds- \$40,000.

Commitment Level: The authorization amount is based on CSX's field estimate. All costs will be paid on a force account basis.

Risk Assessment: The crossing was selected for safety enhancement as a part of MDOT's annual prioritization process. The installation of flashing-light signals and half-roadway gates will provide additional protection for motorists.

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

New Project Identification: Currently, the crossing is protected by passive devices. This project will add active warning for motorists.

Zip Code: 49450.

41. MULTI-MODAL – Railroad Force Account Work

Authorization (41095-82588) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of cantilevers, upgraded flashing-light signals, half-roadway gates, and appropriate activation circuitry at the CSX grade crossing of Lake Michigan Drive in Grand Rapids, Michigan. This work, to be undertaken in conjunction with a local road project, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the City of Grand Rapids and approved on May 21, 2004. The total cost of the project is estimated at \$262,632, half of which will be paid by the local road authority. Source of Funds: Federal Highway Administration Funds - \$105,052.80; FY 2005 State Restricted Trunkline Funds - \$26,263.20; City of Grand Rapids Funds - \$131,316.

Purpose/Business Case: The project will provide for the installation of cantilevers, upgraded flashing-light signals, half-roadway gates, and appropriate activation circuitry at the Lake Michigan Drive crossing in Grand Rapids, Michigan. This installation is ordered for public safety, under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the City of Grand Rapids, CSX, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130 and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$105,052.80; FY 2005 State Restricted Trunkline Funds - \$26,263.20; City of Grand Rapids Funds - \$131,316.

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

Risk Assessment: The City is adding a traffic signal at a nearby roadway intersection and a pre-signal at the crossing. The additional active warning devices will support the pre-signal and provide increased protection for motorists.

Cost Reduction: The work will be performed by CSX on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the City of Grand Rapids.

New Project Identification: This project will provide for the installation of cantilevers, upgraded flashing-light signals, half-roadway gates, and appropriate activation circuitry to support the pre-signal.

Zip Code: 49504.

42. MULTI-MODAL – Railroad Force Account Work

Authorization (62021-82668) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of flashing-light signals, half-roadway gates, and appropriate activation circuitry at the CSX grade crossing of Green Avenue in Newaygo County, Michigan. This work, to be undertaken in conjunction with a road improvement project, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Newaygo County Road Commission and approved on March 22, 2004. The total cost of the project is estimated at \$173,377. Source of Funds: Federal Highway Administration Funds - \$69,350.80; FY 2005 State Restricted Trunkline Funds - \$17,337.70; Newaygo County Road Commission Funds - \$86,688.50.

Purpose/Business Case: The project will provide for the installation of flashing-light signals, half-roadway gates, and appropriate activation circuitry at the CSX grade crossing of Green Avenue in Newaygo County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

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

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130 and MCLA 247.660 (1)(a), respectively.

Federal Highway Administration Funds - \$69,350.80; FY 2005 State Restricted Trunkline Funds - \$17,337.70; Newaygo County Road Commission Funds - \$86,688.50.

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

Risk Assessment: The crossing currently has passive warning devices. Active warning devices will provide increased warning for motorists.

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

New Project Identification: Currently, the crossing is protected by crossbucks and stop signs. This project will provide for the installation of flashing-light signals, half-roadway gates, and appropriate activation circuitry.

Zip Code: 49412.

43. MULTI-MODAL – Railroad Force Account Work

Authorization (70007-82712) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of half-roadway gates and the upgrade to 12-inch lenses on the flashing-light signals at the grade crossing of 112th Avenue in Ottawa County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Ottawa County Road Commission and approved on October 26, 2004. The total cost of the project is estimated at \$200,000. Source of Funds: Federal Highway Administration Funds - \$160,000; FY 2005 State Restricted Trunkline Funds - \$40,000.

Purpose/Business Case: The project will provide for the installation of half-roadway gates and the upgrade to 12-inch lenses on the flashing-light signals at the grade crossing of 112th Avenue in Ottawa County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

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

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130 and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$160,000; FY 2005 State Restricted Trunkline Funds - \$40,000.

Commitment Level: The authorization amount is based on CSX's field estimate. All costs will be paid on a force account basis.

Risk Assessment: The crossing was selected for safety enhancement as a part of MDOT's prioritization process due to two crashes that have occurred at this location. The installation of half-roadway gates and the upgrade of the lenses on the flashing-light signals will provide additional protection for motorists.

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

New Project Identification: Currently, the crossing is protected by flashing-light signals with 8-inch lenses. This project will add half-roadway gates and upgrade the lenses on the flashing-light signals, providing additional active warning for motorists.

Zip Code: 49424.

44. MULTI-MODAL – Railroad Force Account Work

Authorization (70017-82711) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of half-roadway gates and the upgrade to 12-inch lenses on the flashing-light signals at the grade crossing of 72nd Avenue in Ottawa County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Ottawa County Road Commission and approved on October 26, 2004. The total cost of the project is estimated at \$200,000. Source of Funds: Federal Highway Administration Funds - \$160,000; FY 2005 State Restricted Trunkline Funds - \$40,000.

Purpose/Business Case: The project will provide for the installation of half-roadway gates and upgrade to 12-inch lenses on the flashing-light signals at the grade crossing of 72nd Avenue in Ottawa County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

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

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130 and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$160,000; FY 2005 State Restricted Trunkline Funds - \$40,000.

Commitment Level: The authorization amount is based on CSX's field estimate. All costs will be paid on a force account basis.

Risk Assessment: The crossing was selected for safety enhancement as a part of MDOT's prioritization process. The installation of half-roadway gates and the upgrade of the lenses on the flashing-light signals will provide additional protection for motorists.

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

New Project Identification: Currently, the crossing is protected by flashing-light signals with 8-inch lenses. This project will add half-roadway gates and upgrade to larger lenses on the flashing-light signals, providing additional active warning for motorists.

Zip Code: 49464.

45. MULTI-MODAL – Railroad Force Account Work

Authorization (73026-82713) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of half-roadway gates and flashing-light signals at the grade crossing of Miller Road in Saginaw County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Saginaw County Road Commission and approved on October 29, 2004. The total cost of the project is estimated at \$200,000. Source of Funds: Federal Highway Administration Funds - \$160,000; FY 2005 State Restricted Trunkline Funds - \$40,000.

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

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

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130 and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$160,000; FY 2005 State Restricted Trunkline Funds - \$40,000.

Commitment Level: The authorization amount is based on CSX's field estimate. All costs will be paid on a force account basis.

Risk Assessment: The crossing was selected for safety enhancement as a part of MDOT's annual prioritization process. The installation of flashing-light signals and half-roadway gates will provide additional protection for motorists.

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

New Project Identification: Currently, the crossing is protected by passive warning devices. This project will provide active warning for motorists.

Zip Code: 48609.

46. MULTI-MODAL – Railroad Force Account Work

Authorization (73026-82714) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of Beyer Road in Saginaw County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Saginaw County Road Commission and approved on October 29, 2004. The total cost of the project is estimated at \$200,000. Source of Funds: Federal Highway Administration Funds - \$160,000; FY 2005 State Restricted Trunkline Funds - \$40,000.

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

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

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130 and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$160,000; FY 2005 State Restricted Trunkline Funds - \$40,000.

Commitment Level: The authorization amount is based on CSX's field estimate. All costs will be paid on a force account basis.

Risk Assessment: The crossing was selected for safety enhancement as a part of MDOT's prioritization process in part due to a fatal crash that occurred. The installation of flashing-light signals and half-roadway gates will provide additional protection for motorists.

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

New Project Identification: Currently, the crossing is protected by passive warning devices. This project will provide active warning for motorists.

Zip Code: 48415.

47. MULTI-MODAL – Railroad Force Account Work

Authorization (80004-82707) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of 34th Avenue in Van Buren County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Van Buren County Road Commission and approved on October 26, 2004. The total cost of the project is estimated at \$200,000. Source of Funds: Federal Highway Administration Funds - \$160,000; FY 2005 State Restricted Trunkline Funds - \$40,000.

Purpose/Business Case: The project will provide for the installation of flashing-light signals and half-roadway gates at the grade crossing of 34th Avenue in Van Buren County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

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

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130 and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$160,000; FY 2005 State Restricted Trunkline Funds - \$40,000.

Commitment Level: The authorization amount is based on CSX's field estimate. All costs will be paid on a force account basis.

Risk Assessment: The crossing was selected for safety enhancement as a part of MDOT's prioritization process due to two car-train crashes that occurred at this location. The installation of flashing-light signals and half-roadway gates will provide additional protection for motorists.

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

New Project Identification: Currently, the crossing is protected by passive devices. This project will add active warning for motorists.

Zip Code: 49013.

48. MULTI-MODAL – Railroad Force Account Work

Authorization (80004-82708) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of 48th Avenue in Van Buren County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Van Buren County Road Commission and approved on November 8, 2004. The total cost of the project is estimated at \$200,000. Source of Funds: Federal Highway Administration Funds - \$160,000; FY 2005 State Restricted Trunkline Funds - \$40,000.

Purpose/Business Case: The project will provide for the installation of flashing-light signals and half-roadway gates at the grade crossing of 48th Avenue in Van Buren County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

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

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130 and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$160,000; FY 2005 State Restricted Trunkline Funds - \$40,000.

Commitment Level: The authorization amount is based on CSX's field estimate. All costs will be paid on a force account basis.

Risk Assessment: The crossing was selected for safety enhancement as a part of MDOT's prioritization process due to three car-train crashes that occurred at this location. The installation of flashing-light signals and half-roadway gates will provide additional protection for motorists.

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

New Project Identification: Currently, the crossing is protected by passive devices. This project will add active warning for motorists.

Zip Code: 49013.

49. MULTI-MODAL – Railroad Force Account Work

Authorization (82075-82673) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the replacement of the existing active warning devices with new flashing-light signals, half-roadway gates, side lights, and appropriate circuitry at CSX's grade crossing of Tobine Road in the city of Romulus, Michigan. This work, ordered as a result of a diagnostic study team review, will improve motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the City of Romulus and approved on May 26, 2004. The total cost of the project is estimated at \$208,028. Source of Funds: Federal Highway Administration Funds - \$166,422.40; FY 2005 State Restricted Trunkline Funds - \$41,605.60.

Purpose/Business Case: The project will provide for the installation of new flashing-light signals, half-roadway gates, side lights, and appropriate activation circuitry at the existing grade crossing of CSX with Tobine Road in the city of Romulus, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new flashing-light signals, half-roadway gates, side lights, and appropriate activation circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$166,422.40; FY 2005 State Restricted Trunkline Funds - \$41,605.60.

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

Risk Assessment: The existing active warning devices, consisting of flashing-light signals and side lights, provided a visual indication of train approach; however, there was no physical barrier to block the crossing upon train approach. The installation of new flashers and half road-way gates will provide both a visual notification and a physical barrier when a train is approaching the crossing, enhancing safety for motorists.

Cost Reduction: The work will be performed by CSX on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the City of Romulus.

New Project Identification: Motorist warning at the crossing today is provided by flashing-light signals. This project will enhance the level of warning by providing for the installation of new flashing-light signals, half-roadway gates, side lights, and appropriate circuitry.

Zip Code: 48174.

50. MULTI-MODAL – Railroad Force Account Work

Authorization (39042-82702) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway (NS) will provide funding for the installation of new flashing-light signals, half-roadway gates, and appropriate activation circuitry at NS's grade crossing of Clay Street in the village of Schoolcraft, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Village of Schoolcraft and approved on November 18, 2004. The total cost of the project is estimated at \$175,000. Source of Funds: Federal Highway Administration Funds - \$140,000; FY 2004 State Restricted Trunkline Funds - \$35,000.

Purpose/Business Case: The project will provide for the installation of new flashing-light signals, half-roadway gates, and appropriate activation circuitry at the existing grade crossing of NS with Clay Street in the village of Schoolcraft, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new flashing-light signals, half-roadway gates, and appropriate activation circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$140,000; FY 2004 State Restricted Trunkline Funds - \$35,000.

Commitment Level: The authorization amount is based on NS's field estimate and will be paid on a force account basis.

Risk Assessment: The existing warning devices, consisting of passive crossbuck signs, do not provide any visual indication of train approach, and there is no physical barrier to block the crossing upon train approach. The installation of active warning devices will provide a visual notification and a physical barrier when a train is approaching the crossing, enhancing safety for motorists.

Cost Reduction: The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Village of Schoolcraft.

New Project Identification: Motorist warning at the crossing today is provided by passive signs. This project will enhance the level of warning by providing for the installation of new active flashing-light signals, half-roadway gates, and appropriate circuitry.

Zip Code: 49087.

51. MULTI-MODAL – Railroad Force Account Work

Authorization (58007-82716) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway (NS) will provide funding for the installation of new flashing-light signals, a half-roadway gate, and appropriate activation circuitry at NS's grade crossing of Newport South Road in Monroe County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by Monroe County and approved on November 9, 2004. The total cost of the project is estimated at \$200,000. Source of Funds: Federal Highway Administration Funds - \$160,000; FY 2004 State Restricted Trunkline Funds - \$40,000.

Purpose/Business Case: The project will provide for the installation of new flashing-light signals, a half-roadway gate, and appropriate activation circuitry at the existing grade crossing of NS with Newport South Road in Monroe County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new flashing-light signals, a half-roadway gate, and appropriate activation circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$160,000; FY 2004 State Restricted Trunkline Funds - \$40,000.

Commitment Level: The authorization amount is based on NS's field estimate and will be paid on a force account basis.

Risk Assessment: The existing warning devices, consisting of passive crossbuck signs, do not provide any visual indication of train approach, and there is no physical barrier to block the crossing upon train approach. The installation of active warning devices will provide a visual notification and a physical barrier when a train is approaching the crossing, enhancing safety for motorists.

Cost Reduction: The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and Monroe County.

New Project Identification: Motorist warning at the crossing today is provided by passive side-of-street signs. This project will enhance the level of warning by providing for the installation of new active flashing-light signals, a half-roadway gate, and appropriate circuitry.

Zip Code: 48166.

52. MULTI-MODAL – Railroad Force Account Work

Authorization (58043-82718) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway (NS) will provide funding for the installation of new flashing-light signals, half-roadway gates, and side lights at NS’s grade crossing of South Huron River Drive in the village of South Rockwood, Michigan. This work, to be undertaken as part of MDOT’s annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Village of South Rockwood and approved on November 24, 2004. The total cost of the project is estimated at \$225,000. Source of Funds: Federal Highway Administration Funds - \$180,000; FY 2004 State Restricted Trunkline Funds - \$45,000.

Purpose/Business Case: The project will provide for the installation of new flashing-light signals, half-roadway gates, and side lights at the existing grade crossing of NS with S. Huron River Drive in the Village of South Rockwood, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new flashing-light signals, half-roadway gates, and side lights was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT’s Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$180,000; FY 2004 State Restricted Trunkline Funds - \$45,000.

Commitment Level: The authorization amount is based on NS’s field estimate and will be paid on a force account basis.

Risk Assessment: The existing warning devices, consisting of passive side-of-street flashers, do not provide a visual indication of train approach for both directions of adjacent traffic on the side street, nor is there a physical barrier to block the crossing upon train approach. The installation of new side-of-street flashers with half-roadway gates and sidelights will provide better visual notification and a physical barrier when a train is approaching the crossing, enhancing safety for motorists.

Cost Reduction: The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Village of South Rockwood.

New Project Identification: Motorist warning at the crossing today is provided by flashing-light signals. This project will enhance the level of warning by providing for installation of new flashing-light signals, half-roadway gates, and side lights.

Zip Code: 48179.

53. *MULTI-MODAL (Aeronautics) - Increase Amount, Extend Term

Amendatory Contract (2002-0556/A2) between MDOT and the City of Allegan will increase the contract amount by \$1,200 in order to allow for higher than anticipated costs of construction materials and will extend the contract term by seventeen years in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for the rehabilitation of runway 10/28 and for taxiway and apron rehabilitation at Padgham Field in Allegan, Michigan. The revised contract term will be August 2, 2002, through August 1, 2022. The revised total contract amount will be \$399,200. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
FAA Funds	\$358,200	\$1,080	\$359,280
State Restricted Aeronautics Funds	\$ 19,900	\$ 60	\$ 19,960
City of Allegan Funds	<u>\$ 19,900</u>	<u>\$ 60</u>	<u>\$ 19,960</u>
Total	<u>\$398,000</u>	<u>\$1,200</u>	<u>\$399,200</u>

Purpose/Business Case: The amendment will cover the costs of the construction materials needed to complete the project, which were higher than anticipated. The twenty-year term will comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years.

Benefit: The rehabilitation will extend the useful life of the runway, taxiway, and apron. The amendment will allow for project financial closure.

Funding Source: FAA Funds - \$359,280; State Restricted Aeronautics Funds - \$19,960; City of Allegan Funds - \$19,960; Contract Total - \$399,200.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the amendment is not awarded, the additional costs would become the responsibility of the sponsor. The local government may not be able to afford this cost without federal and state participation.

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

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

Zip Code: 49090.

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

Amendatory Contract (2003-0119/A1) between MDOT and the City of Dowagiac will add the design of a connector taxiway to the project, will increase the contract amount by \$11,000, and will extend the contract term by seventeen years in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for the design for the rehabilitation of a runway, taxiway, and apron at the Dowagiac Municipal Airport in Dowagiac, Michigan. The revised contract term will be March 4, 2003, through March 3, 2023. The revised total contract amount will be \$54,000. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
FAA Funds	\$38,700	\$ 9,900	\$48,600
State Restricted Aeronautics Funds	\$ 2,150	\$ 550	\$ 2,700
City of Dowagiac Funds	\$ 2,150	\$ 550	\$ 2,700
Total	<u>\$43,000</u>	<u>\$11,000</u>	<u>\$54,000</u>

Purpose/Business Case: The amendment will provide for a change in the scope to add the design of a connector taxiway. This is necessary to have a clear runway safety area. The twenty-year term will comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years.

Benefit: The increase in project cost will accommodate the design for the connector taxiway, which will be incorporated into a final contract bidding package for the future construction.

Funding Source: FAA Funds - \$48,600; State Restricted Aeronautics Funds - \$2,700; City of Dowagiac Funds - \$2,700; Contract Total - \$54,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the amendment is not awarded, the additional work would be completed under separate contract.

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

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

Zip Code: 49047.

55. *MULTI-MODAL (Aeronautics) - Increase Amount

Amendatory Contract (2003-0351/A2) between MDOT and the City of Fremont will increase the contract amount by \$47,000 in order to allow for higher than anticipated land acquisition and closing costs required for the purchase of parcels E19 and 20. The original contract provides for land acquisition costs of parcels E18, E19, E20, and 21 at the Fremont Municipal Airport in Fremont, Michigan. The revised contract term will be August 28, 2003, through August 27, 2023. The revised total contract amount will be \$175,000. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
FAA Funds	\$115,200	\$42,300	\$157,500
State Restricted Aeronautics Funds	\$ 0	\$ 2,350	\$ 2,350
City of Fremont Funds	\$ 12,800	\$ 2,350	\$ 15,150
Total	<u>\$128,000</u>	<u>\$47,000</u>	<u>\$175,000</u>

Purpose/Business Case: The amendment is needed in order to cover the additional parcel and closing costs required for the purchase of parcels E19 and 20. (Parcel 20 was to be acquired by easement acquisition, but the property owner has now decided to sell the property, which has increased the cost of the parcel.)

Benefit: The land will be used for the extension of runway 18, which will enhance the safety of the airport.

Funding Source: FAA Funds - \$157,500; State Restricted Aeronautics Funds - \$2,350; City of Fremont Funds - \$15,150; Contract Total - \$175,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the runway extension project cannot be completed.

Cost Reduction: All costs for land acquisition are in accordance with CFR, Title 49, Part 24, Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs.

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

Zip Code: 49412.

56. *MULTI-MODAL (Aeronautics) - Increase Amount, Extend Term

Amendatory Contract (2003-0432/A1) between MDOT, the City of Gladwin, and the Gladwin County Board of Commissioners (GCBC) will increase the contract amount by \$2,532 in order to provide for higher than anticipated construction costs and will extend the contract term by seventeen years in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for the construction of a parallel taxiway to runway 9/27 at the Gladwin Zettel Memorial Airport in Gladwin, Michigan. The revised contract term will be August 1, 2003, through July 31, 2023. The revised total contract amount will be \$337,032. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
FAA Funds	\$301,050	\$2,279	\$303,329
State Restricted Aeronautics Funds	\$ 16,725	\$ 126	\$ 16,851
City of Gladwin and GCBC Funds	\$ 16,725	\$ 127	\$ 16,852
Total	<u>\$334,500</u>	<u>\$2,532</u>	<u>\$337,032</u>

Purpose/Business Case: The amendment will cover the costs of the construction materials needed to complete the parallel taxiway. The costs were higher than anticipated. The twenty-year term will comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years.

Benefit: The amendment will allow for final project financial closure.

Funding Source: FAA Funds - \$303,329; State Restricted Aeronautics Funds - \$16,851; City of Gladwin and GCBC Funds - \$16,852; Contract Total - \$337,032.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the additional costs would become the responsibility of the sponsor. The local government may not be able to afford this cost without federal and state participation.

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

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

Zip Code: 48624.

57. *MULTI-MODAL (Aeronautics) - Increase Scope and Amount

Amendatory Memorandum of Understanding (MOU) (2003-0441/A2) between MDOT and the Mackinac Island State Park Commission (MISPC) will add the replacement of taxiway reflectors to the project, will provide for additional topsoil needed to complete the project, and will increase the MOU amount by \$5,331. The original MOU provides for the design and construction of the rehabilitation of the medium intensity runway lights, medium intensity taxiway lights, electrical ducts for the runway end identifier lights, and airport pavement marking at the Mackinac Island Airport on Mackinac Island, Michigan. The MOU term remains unchanged, August 1, 2003, through July 31, 2023. The revised total MOU amount will be \$199,135. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$174,423	\$ 0	\$174,423
State Restricted Aeronautics Funds	<u>\$ 19,381</u>	<u>\$5,331</u>	<u>\$ 24,712</u>
Total	<u>\$193,804</u>	<u>\$5,331</u>	<u>\$199,135</u>

Purpose/Business Case: The amendment will allow for a change in scope in order to add the replacement of the existing taxiway reflectors and to provide for an increase in top soil needed to complete the project.

Benefit: The project will enhance the safety of the airport users. The additional work will allow for project completion and closure.

Funding Source: Federal Aviation Administration Funds - \$174,423; State Restricted Aeronautics Funds - \$24,712; MOU Total - \$199,135.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not awarding the amendment is that the project could not be completed and closed.

Cost Reduction: The cost of the project was determined by competitive bid and awarded to the lowest bidder.

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

Zip Code: 49701.

58. *MULTI-MODAL (Aeronautics) - Increase Amount

Amendatory Memorandum of Understanding (MOU) (2004-0765/A1) between MDOT and the Michigan Department of Natural Resources (MDNR) will increase state grant funds by \$925 due to higher than anticipated airport crack sealing costs. The original MOU provides for airport crack sealing at the Roscommon Conservation Airport in Roscommon, Michigan. The term of the MOU remains unchanged, November 3, 2004, through May 2, 2006. The revised total MOU amount will be \$5,925. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
State Restricted Aeronautics Funds	\$2,500	\$462	\$2,962
MDNR Funds	<u>\$2,500</u>	<u>\$463</u>	<u>\$2,963</u>
Total	<u>\$5,000</u>	<u>\$925</u>	<u>\$5,925</u>

Purpose/Business Case: The amendment is to cover higher than anticipated airport crack sealing costs. The original cost was based on an estimate.

Benefit: Routine maintenance of the cracks in the pavement will reduce future repairs and rehabilitation costs.

Funding Source: State Restricted Aeronautics Funds - \$2,962; MDNR Funds - \$2,963; MOU Total - \$5,925.
Commitment Level: The contract is for a fixed cost.
Risk Assessment: If the contract is not awarded, MDNR would be responsible for the additional costs.
Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.
New Project Identification: This is an amendment to an existing project.
Zip Code: 48653.

59. MULTI-MODAL (Aeronautics) – Radio-Controlled Lighting

Contract (2005-0041) between MDOT and the City of Plainwell will provide state grant funds for the installation of radio-controlled lighting at the Plainwell Municipal Airport in Plainwell, Michigan. The contract will be in effect from the date of award through three years. The estimated project amount will be \$1,600. Source of Funds: State Restricted Aeronautics Funds - \$1,440; City of Plainwell Funds - \$160.

Purpose/Business Case: The project provides for the installation of radio-controlled lighting.
Benefit: This project will enable pilots to activate the runway lights via their aircraft.
Funding Source: State Restricted Aeronautics Funds - \$1,440; City of Plainwell Funds - \$160; Contract Total - \$1,600.
Commitment Level: The contract is for a fixed cost.
Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without state participation.
Cost Reduction: The project will be competitively bid and awarded to the lowest bidder.
New Project Identification: This is a new project.
Zip Code: 49080.

60. MULTI-MODAL (Aeronautics) - Preliminary Engineering

Contract (2005-0042) between MDOT and the Southwest Michigan Regional Airport Authority (SMRAA) will provide federal and state grant funds for the preliminary engineering for a wetland permit at the Southwest Michigan Regional Airport in Benton Harbor, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$50,000. Source of Funds: FAA Funds (via block grant) - \$45,000; State Restricted Aeronautics Funds - \$2,500; SMRAA Funds - \$2,500.

Purpose/Business Case: The preliminary engineering will provide the detailed information needed by the Michigan Department of Environmental Quality (MDEQ) for a wetland permit. The permit is essential for mitigation on the runway extension and safety area improvements. The consultant will be evaluating impacts to Sand Creek.
Benefit: The project will satisfy the requirements of the MDEQ.
Funding Source: FAA Funds (via block grant) - \$45,000; State Restricted Aeronautics Funds - \$2,500; SMRAA Funds - \$2,500; Contract Total - \$50,000.
Commitment Level: The contract is for a fixed cost.
Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.
Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and cost reductions.
New Project Identification: This is new work at an existing facility.
Zip Code: 49022.

61. *MULTI-MODAL (Aeronautics) - Weather Observation and Data Dissemination System
Contract (2005-0044) between MDOT and the City of Three Rivers will provide for the operation and maintenance of a weather observation and data dissemination system at the Three Rivers Municipal-Dr. Haines Airport in Three Rivers, Michigan. The contract will be in effect from the date of award through fifteen years. The City of Three Rivers will pay MDOT 50 percent of the cost of operating and maintaining the system upon being invoiced by MDOT. The annual cost of operating and maintaining the system is estimated at \$7,380. Source of Funds: State Restricted Aeronautics Funds - \$3,690; City of Three Rivers Funds - \$3,690.

Purpose/Business Case: The purpose of the weather observation and data dissemination system is to enhance safety and efficiency of flights in the Three Rivers area. The contract establishes the MDOT and City of Three Rivers responsibilities for cost sharing and maintenance of the system.

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

Funding Source: 50% State Restricted Aeronautics Funds and 50% City of Three Rivers Funds.

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

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

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

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

Zip Code: 49093.

62. *MULTI-MODAL (Aeronautics) - Weather Observation and Data Dissemination System
Contract (2005-0045) between MDOT and Drummond Township will provide for the operation and maintenance of a weather observation and data dissemination system at the Drummond Island Airport on Drummond Island, Michigan. The contract will be in effect from the date of award through fifteen years. Drummond Township will pay MDOT 50 percent of the cost of operating and maintaining the system upon being invoiced by MDOT. The annual cost of operating and maintaining the system is estimated at \$8,880. Source of Funds: State Restricted Aeronautics Funds - \$4,440; Drummond Island Funds - \$4,440.

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

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

Funding Source: 50% State Restricted Aeronautics Funds and 50% Drummond Township Funds.

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

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

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

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

Zip Code: 49726.

63. MULTI-MODAL (Aeronautics) - Wetland and Stream Mitigation

Contract (2005-0046) between MDOT and the Southwest Michigan Regional Airport Authority (SMRAA) will provide federal and state grant funds for wetland and stream mitigation (Phase I) at the Southwest Michigan Regional Airport in Benton Harbor, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$15,000. Source of Funds: FAA Funds (via block grant) - \$14,250; State Restricted Aeronautics Funds - \$375; SMRAA Funds - \$375.

Purpose/Business Case: The project includes studying the impact of the proposed runway 9/27 extension on wetlands and streams and the development of a Phase II scope of work to mitigate for the identified impacts. This work is required by the Michigan Department of Environmental Quality (MDEQ) in order to determine what impacts the future runway extension project will have on the wetland area and stream.

Benefit: The project will satisfy the requirements of the MDEQ.

Funding Source: FAA Funds (via block grant) - \$14,250; State Restricted Aeronautics Funds - \$375; SMRAA Funds - \$375; Contract Total - \$15,000.

Commitment Level: The contract is for a fixed cost.

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

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

New Project Identification: This is new work for an existing facility.

Zip Code: 49022.

64. *MULTI-MODAL (Aeronautics) - Carrier Recruitment and Retention Grant

Contract (2005-0047) between MDOT and the Economic Development Corporation of Chippewa County (EDCCC) will provide for a grant under the Carrier Recruitment and Retention category of the Air Service Program to establish nonstop air service at the Chippewa County International Airport in Sault Ste. Marie, Michigan. The grant will be used to offset potential losses incurred during the first twelve months of nonstop air service operation at the airport. The contract will be in effect from the date of award through June 30, 2006. The estimated project amount will be \$100,000. Source of Funds: State Restricted Aeronautics Funds - \$80,000; EDCCC Funds - \$20,000.

Purpose/Business Case: The contract will provide state and local funds for the establishment of nonstop air service from Chippewa County International Airport (CIU) to Detroit Metropolitan Wayne County Airport (DTW). The combined funding will be used to mitigate potential financial losses incurred with the introduction of nonstop air service at CIU.

Benefit: The traveling public will benefit from the increased efficiency and speed of nonstop air service while enjoying additional connections associated with earlier arrivals at DTW. The nonstop flights will also increase seat capacity for the CIU market; previously some of the seats were booked by travelers at the intermediate destination.

Funding Source: State Restricted Aeronautics Funds - \$80,000; EDCCC Funds - \$20,000; Contract Total - \$100,000.

Commitment Level: The contract is based on an estimate with no fixed costs.

Risk Assessment: If the contract is not awarded, passenger usage of the airport may continue to decline as passengers seek alternative airports, such as Sault Ste. Marie, Ontario.

Cost Reduction: EDCCC will be contributing up to \$20,000 in local funding to reduce the necessary size of the state grant.

New Project Identification: This is a new carrier recruitment and retention project under the Air Service Program.

Zip Code: 49444.

65. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z9) issued under Master Planning Agreement (2003-0003) between MDOT and the Genesee County Metropolitan Planning Commission will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. This project will take a comprehensive look at the study area, develop a streetscape plan to improve the aesthetic character of the corridor, and study the movement of non-motorized users through the study area and between destinations within the study area. This authorization will be in effect from the date of award through September 30, 2005. The authorization amount will be \$45,639.12. 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 Section 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: 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: Without the assistance from the RPOs, this work would not be completed.

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: 48502.

66. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z6) issued under Master Planning Agreement (2003-0020) between MDOT and the Southcentral Michigan Planning Council will provide for assistance in the undertaking of transportation planning activities at the local and regional levels as approved in the FY 2005 Work Plan. This authorization will be in effect from the date of award, through September 30, 2005. The authorization amount will be \$34,000. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 100% Michigan Transportation Funds

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

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

Funding Source: 100% Michigan Transportation Funds.

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

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

Cost Reduction: The 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: 49081.

67. TRANSPORTATION PLANNING – Time Extension

Amendatory Contract (2004-0114/A2) between MDOT and Hubbell, Roth & Clark, Inc., will extend the contract term by two months to allow sufficient time for the local agencies to review and adopt the comprehensive corridor access management plan developed by the consultant. The original contract provides for the development and seeking of adoption of a comprehensive corridor access management plan for M-15 from the I-75 interchange in Oakland County to the I-69 interchange in Genesee County. The revised contract term will be February 18, 2004, through March 31, 2005. The total contract amount remains unchanged at \$114,035.90. Source of Funds: Federal Highway Administration Funds (State Planning and Research) - \$91,228.72; State Restricted Trunkline Funds - \$22,807.18.

Purpose/Business Case: To allow sufficient time for the local agencies to review and adopt the comprehensive corridor access management plan developed by the consultant. The original contract provides for the development and seeking of adoption of a comprehensive corridor access management plan for M-15 from the I-75 interchange in Oakland County to the I-69 interchange in Genesee County.

Benefit: A reduction in the number of crashes and the preservation of capacity and protection of the public investment in the roadway.

Funding Source: Federal Highway Administration Funds - \$91,228.72; State Restricted Trunkline Funds - \$22,807.18. The funding is coming from State Planning and Research funds that have been specifically designated for access management studies.

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

Risk Assessment: The risk is high that the corridor will not be preserved through local initiatives. This activity will unify seven units of local government with MDOT for the development of a mutually agreeable corridor land use and access management plan/zoning ordinance.

Cost Reduction: The contract is with consultants that now work with the local agencies and have access to local data required for the development of the plan. Any other combination of firms would need to gather this information and would have to secure the trust of local officials. The costs were estimated based on the mileage of the route. The average cost per mile of other studies was used as a benchmark. A lower rate was not negotiated.

New Project Identification: This is a new study. This project is associated with the MDOT improve/expand program. All seven local agencies have been involved in the Early Preliminary Engineering Study and concur that an access management plan would benefit the corridor in the absence of construction funds.

Zip Code: 48503.

68. *TRANSPORTATION PLANNING - Subscription to Public Comment Information Service
Contract (2004-0577) between MDOT and the American Association of State Highway & Transportation Officials (AASHTO) will provide for MDOT to pay a subscription fee in exchange for Internet access to a public comment information service and related user support services to be used to streamline the public comment process required for the preparation of major environmental documents. The contract will be in effect from the date of award through September 30, 2006. The contract amount will be \$113,381. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: MDOT will acquire access to a secure database that manages the collection, response, and web display of public comments submitted on environmental studies.

Benefit: MDOT will partner with AASHTO and FHWA to pioneer this annual subscription service for access to CommentWorks. This service will be used by state departments of transportation in their environmental clearance processes. MDOT will benefit from testing an off-the-shelf product that AASHTO has determined will streamline the comment response aspects of environmental document preparation.

Funding Source: Federal Highway Administration Funds - \$113,381. This pilot initiative is being funded entirely through special Federal Highway Administration Environmental Streamlining funds.

Commitment Level: This is a two year subscription fee.

Risk Assessment: Failure to approve this federally-funded initiative using emerging Internet technology to streamline the collection and response to public comments could hamper MDOT's ability to respond to growing public involvement. As the public's desire and expectation for meaningful involvement in transportation decisions continues to grow, the Internet is rapidly evolving as an excellent two-way communication tool.

New Project Identification: This is a new project.

Zip Code: 20001.

69. *TRANSPORTATION PLANNING – Mature Driver Workshops
Contract (2005-0040) between MDOT and the Traffic Improvement Association of Oakland County (TIA) will provide mature driver workshops statewide to enhance the safety of the transportation system. The mature driver workshops are designed to assist mature drivers in self-evaluation driving skills and improve driving strategies so the mature motorist can drive longer and safer. The contract will be in effect from the date of award through September 30, 2007. The total contract amount will be \$129,000. Source of Funds: Federal Highway Administration Funds - \$103,200; State Restricted Trunkline Funds - \$25,800.

Purpose/Business Case: The purpose is to comply with Title 23 Section 134 and 135; 23 CFR 450.100 - 450.336, and to enhance the safety of the transportation system. The age group of those 55 and older is the fastest growing segment of the population. Between 2000 and 2025, the population of that age group are projected to increase from just fewer than 2 million to over 3.5 million. The expected increases in driving by the elderly pose some serious highway safety issues. Currently, the elderly are second only to teens in their crash involvement rate and have the highest fatality rate of any group on the road. An increasingly mobile elderly population will be sharing the road with non-elderly drivers, who may be more aggressive in their driving.

Benefit: The workshops provide a driving skills tune-up for the elderly. As bodies change with the aging process, drivers need to compensate for these changes. Students are evaluated in other areas such as brake reaction time, visual acuity, depth perception, and the useful field of vision. The program also includes a rehabilitation component.

Funding Source: Federal Highway Administration Funds - \$103,200; State Restricted Trunkline Funds - \$25,800. The federal funds are provided for planning and research efforts.

Commitment Level: MDOT is one of five agencies providing financial support and MDOT's costs are fixed.

Risk Assessment: If this contract is not awarded, the lack of education for the elderly driver could create serious highway safety issues. The mature driver workshops allow for self-evaluation and assessment on how the older driver may stay on the road as safely as possible. There is a recognition of the importance of independence that driving brings to the older driver, the direct correlation between losing the right to drive and deterioration in the quality of life of the senior, and the need to have safe drivers on the road.

Cost Reduction: The agency providing the service is a public-private non-profit 501c entity. The cost estimate is based on the actual costs of previous workshops.

New Project Identification: This project is an expansion of the existing program to reach the increasing numbers of older drivers.

Zip Code: 48320.

EXTRAS

70. **Extra 2005 - 01**

Control Section/Job Number: 63173-51472A MDOT Project

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

State Transportation Commission - Does not meet criteria.

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):	712,128.49	+ 3.57%
Total of Extras/Adjustments (Approved to Date):	1,355,920.59	+ 6.79%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>9,691.89</u>	<u>+ 0.05%</u>
Revised Total	<u>\$22,033,839.31</u>	+ 10.41%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.36% over the original budget for an **Authorized to Date Amount** of \$22,024,147.42.

Approval of this extra will place the authorized status of the contract 10.41% or \$2,077,740.97 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-83	27 r. 2, 28 r. 1	\$801,122.78	12/07/04

Contract Modification Number(s): 30 r. 6

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

CM 30

Underdrain Collar, 6"	10.000 Ea @ \$105.00/Ea	\$1,050.00
Reconstruct Guardrail	210.000 Ft @ \$3.50/Ft	735.00
Replace Type C Lights on High Intensity Plastic Drums	47.000 Ea @ \$15.00/Ea	705.00
Replace Type C Lights on High Intensity Plastic Drums	38.000 Ea @ \$15.00/Ea	570.00
Sand Module Impact Attenuator, Reloc.	13.000 Ea @ \$210.00/Ea	2,730.00
Cement	0.512 Ton @ \$137.00/Ton	70.14
Conduit, Schedule 40, 1inch	2.750 Ft @ \$7.00/Ft	19.25
Sewer, CI A, 12 inch, Tr Det B	10.000 Ft @ \$39.25/Ft	392.50
Culvert Cleanout	600.000 Ft @ \$5.70/Ft	<u>3,420.00</u>
Total		<u>\$9691.89</u>

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

The following extra work items were established on previous contract modifications: Underdrain Collar, 6"; Reconstruct Guardrail; Replace Type C Lights on High Intensity Plastic Drums; Sand Module Impact Attenuator, Reloc.; Cement; Conduit, Schedule 40, 1 inch; and Sewer, CI A, 12 inch, Tr Det B. This increase adjusts previously authorized quantities to the current as-constructed quantities.

The extra work item, Culvert Cleanout, was an original bid item that was also needed on another project within the same contract. The different project numbers represent different segments of the same roadway that fall within different governmental jurisdictions. The price was an original bid item in the contract.

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

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

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

Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 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.

71. **Extra 2005 - 02**

Control Section/Job Number: 81406-49353A Local Agency Project

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

State Transportation Commission - Does not meet criteria.

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

Designed By: Consultant

Engineer's Estimate: \$7,469,923.47

Description of Project:

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

Administrative Board Approval Date:	November 6, 2001	
Contract Date:	November 30, 2001	
Original Contract Amount:	\$6,387,546.20	
Total of Overruns/Changes (Approved to Date):	156,981.37	+ 2.46%
Total of Extras/Adjustments (Approved to Date):	518,701.09	+ 8.12%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>27,226.49</u>	<u>+ 0.43%</u>
Revised Total	<u>\$7,090,455.15</u>	11.01%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.58% over the original budget for an **Authorized to Date Amount** of \$7,063,228.66.

Approval of this extra will place the authorized status of the contract 11.01% or \$702,908.95 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-34	39 r. 4	\$136,260.06	06/01/04

Contract Modification Number(s): 42

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

CM 42

Concrete Quality Initiative, Adjustment	27,226.490 dlr @ \$1.00/dlr	<u>\$27,226.49</u>
Total		<u>\$27,226.49</u>

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

This contract modification adjusts the payment for Concrete Quality Initiative in accordance with the "Special Provision for Furnishing Portland Cement Concrete (Quality Assurance)". The pay factor for the Concrete Quality Initiative was calculated as described in Section H., Quality Index Analysis. The calculated pay factor resulted in an incentive to the contractor of \$27,501.51. A portion of this amount, \$275.02 was established in the original bid items. This contract modification allows payment to the contractor for the full incentive earned per the Special Provision.

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

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

- Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.
- Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.
- Funding Source:** FHWA, 69.85%; Washtenaw County, 30.15%
- Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
- Risk Assessment:** These items were required for the safe and timely completion of the project.
- Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
- New Project Identification:** This is an existing project already under contract.
- Zip Code:** 48103.

72. **Extra 2005 - 03**

Control Section/Job Number:	25081-48543A	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Ace Asphalt & Paving Co. 115 South Averill Avenue Flint, MI 48506	
Designed By:	Consultant	
Engineer's Estimate:	\$ 1,183,577.74	

Description of Project:

1.054 mi of hot mix asphalt cold milling and resurfacing, and intermittent curb and gutter replacement on M-21 from Miller Road to I-475 in the city of Flint, Genesee County.

Administrative Board Approval Date:	April 6, 2004	
Contract Date:	June 7, 2004	
Original Contract Amount:	\$1,171,400.95	
Total of Overruns/Changes (Approved to Date):	26,617.80	+ 2.27%
Total of Extras/Adjustments (Approved to Date):	66,044.00	+ 5.64%
Total of Negative Adjustments (Approved to Date):	00.00	+ 0.00%
THIS REQUEST	<u>18,000.00</u>	<u>+ 1.54%</u>
Revised Total	<u>\$1,282,062.75</u>	+ 9.45%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.91% over the original budget for an **Authorized to Date Amount** of \$1,264,062.75.

Approval of this extra will place the authorized status of the contract 9.45% or \$110,661.80 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 4 r. 1

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

CM 4

Conc, Base Course	80.000 Cyd @ \$225.00/Cyd	<u>\$18,000.00</u>
Total		<u>\$18,000.00</u>

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

The project was designed to have intermittent sections of curb and gutter replaced. This was a mill and resurface project, therefore a one foot section of pavement parallel to the curb and gutter had to be removed. This short strip of pavement removal facilitates the placement (forming) of the new curb and gutter. In order to extend the service life of the pavement, the one foot section of removed asphalt is replaced with a concrete base course for stability and roadway support. This concrete base course work was omitted from the original plans. The unit price for Conc, Base Course was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and compares with the MDOT Average Unit Price Index.

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

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

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

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 15.88%; City of Flint, 2.27%

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

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

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

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

Zip Code: 48502.

73. **Extra 2005 - 04**

Control Section/Job Number: 61075-53684A MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Diversco Construction Company
675 Clyde Ct. SW
Byron Center, MI 49315

Designed By: MDOT
Engineer's Estimate: \$892,669.56

Description of Project:

Demolish existing rest area building, construct new three-restroom building, ramp reconfiguration, lighting, sidewalks, curbs, picnic tables, and grills on southbound US-31, Dalton Township, Muskegon County.

Administrative Board Approval Date:	August 5, 2003	
Contract Date:	October 8, 2003	
Original Contract Amount:	\$866,803.00	
Total of Overruns/Changes (Approved to Date):	2,903.47	+ 0.33%
Total of Extras/Adjustments (Approved to Date):	62,674.23	+ 7.23%
Total of Negative Adjustments (Approved to Date):	(1,265.00)	- 0.15%
THIS REQUEST	<u>45.00</u>	<u>+ 0.01%</u>
Revised Total	<u>\$931,160.70</u>	+ 7.42%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.41% over the original budget for an **Authorized to Date Amount** of \$931,115.70.

Approval of this extra will place the authorized status of the contract 7.42% or \$64,357.70 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-57	5 r. 4	\$14,669.23	09/07/04

Contract Modification Number(s): 8 r. 1

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

CM 8

Damaged and Replaced Barricade Lights	3.000 Ea @ \$15.00/Ea	<u>\$45.00</u>
Total		<u>\$45.00</u>

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

Section 812.04.A.5 of the Interim 2003 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15.00 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device that the light is mounted to and does not exceed \$15.00 per light. The lights on plastic drums are used to control traffic in the work zone. These lights are sometimes damaged by passing motorists. The extra, Damaged and Replaced Barricade Lights will reimburse the contractor for damaged lights at the maximum rate of \$15.00 per light as the traffic control device unit cost was over \$15.00.

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

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

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

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 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: 49461.

74. **Extra 2005 -05**

Control Section/Job Number: 63474-75304A Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Waterland Trucking Service, Inc.
P.O. Box 930335
Wixom, MI 48393-0335

Designed By: Consultant
Engineer's Estimate: \$1,720,114.91

Description of Project:

1.0 mi of hot mix asphalt surfacing of existing gravel roadway with concrete curb and gutter, storm sewer, underdrain, box culvert, and restoration on Griswold Road from Nine Mile Road to Ten Mile Road, Oakland County.

Administrative Board Approval Date:	August 18, 2003	
Contract Date:	September 3, 2003	
Original Contract Amount:	\$1,462,982.95	
Total of Overruns/Changes (Approved to Date):	(31,293.29)	- 2.14%
Total of Extras/Adjustments (Approved to Date):	87,756.00	+ 6.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>4,087.67</u>	<u>+ 0.28%</u>
Revised Total	<u>\$1,523,533.33</u>	+ 4.14%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.86% over the original budget for an **Authorized to Date Amount** of \$1,519,445.66.

Approval of this extra will place the authorized status of the contract 4.14% or \$60,550.38 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 7 r. 1

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

CM 7

Subgrade Undercutting, Type II modified	71.820 Cyd @ \$28.26/Cyd	\$2,029.63
Sign type III rem	1.000 Ea @ \$35.00/Ea	35.00
Hand patching	20.910 Ton @ \$96.75/Ton	<u>2,023.04</u>
Total		<u>\$4,087.67</u>

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

The extra work item Subgrade Undercutting, Type II modified was established on a previous contract modification (3r.4). The existing soil was removed and replaced with one inch by three inch aggregate backfill due to poor soil conditions with a high water table. This contract modification will increase the quantity to the as constructed field amount. This extra is partially offset by a reduction in the original quantity of Subgrade Undercutting, Type II, which was decreased by \$27,840.00. The original subgrade undercutting pay item uses sand C1 III backfill, which was not adequate for backfill in the existing soils. The cost was originally established on a previous contract modification and was a negotiated unit price per Section 103.04 of the Interim 2003 Standard Specifications for Construction, and is reasonable when compared to similar work per the MDOT Average Unit Price Index.

The extra work item Sign type III rem was established on a previous contract modification (3r.4). Traffic signs were required to be removed, per the project plans. Although the signs were designated for removal, there were not any plan notes indicating the required work was to be paid for under other pay items. Therefore, the work was considered extra work per Section 103.04 of the Interim 2003 Standard Specifications for Construction. This contract modification will increase the quantity to the current as constructed field amount. The cost was originally established on a previous contract modification and was a negotiated unit price per Section 103.04 of the Interim 2003 Standard Specifications for Construction, and is reasonable when compared to similar work per the MDOT Average Unit Price Index.

Three sewer crossings were completed under live traffic. Asphalt was placed in the upper layer of the sewer trench section to match the existing roadway condition. This work was required in the project plans, but a pay item was omitted from the project. Therefore, the work was considered extra work per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The extra cost for hand patching was a negotiated unit price per Section 103.04 of the Interim 2003 Standard Specifications for Construction and compares favorably to the MDOT Average Unit Price Index.

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

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

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.
Funding Source: FHWA, 81.85%; Oakland County, 18.15%
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
New Project Identification: This is an existing project already under contract.
Zip Code: 48165.

75. **Extra 2005 - 06**

Control Section/Job Number:	82023-77727A	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:	\$1,446,013.09	

Description of Project:

Bridge maintenance consisting of penetrating water repellent treatment, painting, deck patching, expansion joint replacement, concrete surface coating, substructure repair, seal construction joints and cracks on 21 bridges from Wier Road to the abandoned Whiting Company Railroad in the city of Detroit, Wayne County.

Administrative Board Approval Date:	August 17, 2004	
Contract Date:	September 8, 2004	
Original Contract Amount:	\$1,149,843.02	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>83,180.00</u>	<u>+ 7.23%</u>
Revised Total	<u>\$1,233,023.02</u>	+ 7.23%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$1,149,843.02.

Approval of this extra will place the authorized status of the contract 7.23% or \$83,180.00 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 1 r. 1

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

CM 1

Reconstruct Manholes – Special	4.000 Ea @ \$9,335.00/Ea	\$37,340.00
Adhesive Anchoring of Horizontal Bar, 3/4"	144.000 Ea @ \$22.00/Ea	3,168.00
Adhesive Anchoring of Vertical Bar, 1/2"	216.000 Ea @ \$22.00/Ea	4,752.00
Fence, Chain Link, 120 inch	400.000 Ft @ \$35.00/Ft	14,000.00
Filler Wall Conc	27.000 Cyd @ \$700.00/Cyd	18,900.00
Reinforcement, Steel, Epoxy Coating	720.000 Lb @ \$2.50/Lb	1,800.00
Track, Unencased Railway, Rem	92.000 Ft @ \$35.00/Ft	<u>3,220.00</u>
Total		<u>\$83,180.00</u>

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

The extra work item, Reconstruct Manholes – Special, was necessary for the partial removal and rebuilding of four drainage structures. The bridge was lowered by 11 feet and the drainage structures attached to the bridge supporting walls also had to be lowered by 11 feet. This work was omitted in the original project plans. The extra cost for Reconstruct Manholes – Special was a negotiated unit price per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar work and the MDOT Average Unit Price Index.

The project plans called to remove the existing center pier columns of the abandoned railroad bridge to a given elevation. The given elevation created gaps between the remaining portions of the columns. It was determined that these gaps were unsafe and posed a vehicular snagging hazard. The gaps were filled in with additional concrete filler wall. The additional concrete filler wall work was comprised of the following extra pay items; Adhesive Anchoring of Horizontal Bar, ¾"; Adhesive Anchoring of Vertical Bar, ½"; Filler Wall Conc; and Reinforcement, Steel, Epoxy Coating. Each of the extra costs were a negotiated unit price as per Section 103.04 of the 2003 Standard Specifications for Construction, and each is reasonable when compared to similar work in the MDOT Average Unit Price Index of similar quantity.

The existing protective ROW fencing for the X03 bridge structure had to be replaced after contract work was completed. This existing protective ROW chain link fencing was 10 feet tall. The project plans called for 9 foot tall fencing by mistake. The replacement fence section had to match the existing fencing, therefore, the extra work item Fence, Chain Link, 120 inch was established. This item is partially offset by the decrease of 9 foot fence in the amount of \$12,000.00, resulting in a net contract extra of \$2,000.00. The extra cost was a negotiated unit price per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar work in the MDOT Average Unit Price Index of similar quantity.

While removing pavement, an un-encased railroad section was found and had to be removed. The extra cost for Track, Unencased Railway, Rem was a negotiated unit price as per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar work in the MDOT Average Unit Price Index of similar quantity.

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

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

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

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 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: 48210.

76. **Extra 2005 -07**

Control Section/Job Number: 39405-56090A Local Agency Project
 State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.
 State Transportation Commission - Does not meet criteria.
 Contractor: Peters Construction Co.
 3325 East Kilgore Road
 Kalamazoo, MI 49001-5533
 Designed By: Consultant
 Engineer's Estimate: \$ 1,248,335.25

Description of Project:

0.51 mi of roadway widening, including concrete curb and gutter replacement, grading, storm sewer construction, water main construction, cold milling hot mix asphalt pavement, sidewalk construction, hot mix asphalt paving, and traffic signal installation on Oakland Drive from I-94 to Milham in the city of Portage, Kalamazoo County.

Administrative Board Approval Date:	July 1, 2003	
Contract Date:	July 3, 2003	
Original Contract Amount:	\$887,977.61	
Total of Overruns/Changes (Approved to Date):	57,734.17	+ 6.50%
Total of Extras/Adjustments (Approved to Date):	46,170.98	+ 5.20%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>10,263.00</u>	+ 1.16%
Revised Total	<u>\$1,002,145.76</u>	+ 12.86%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.70% over the original budget for an **Authorized to Date Amount** of \$991,882.76.

Approval of this extra will place the authorized status of the contract 12.86% or \$114,168.15 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 4 r. 3

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

CM 4

Watermain Connections	3.000 Ea @ \$3,421.00/Ea	<u>\$10,263.00</u>
Total		<u>\$10,263.00</u>

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

The extra item, Watermain Connections, on this contract modification is 100% funded by the City of Portage. Three existing water service leads to a church within the project limits were shown as 1 inch in diameter on the project plans. It was discovered in the field that the actual service was 6 inches in diameter. The 6 inch service leads were replaced as per project requirements and the basis for the Watermain Connections unit cost was force account records, per Section 109.07 of the Interim 2003 Standard Specifications for Construction.

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

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

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.
Funding Source: FHWA, 62.51%; City of Portage, 37.49%
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: 49001.

77. **Extra 2005 -08**

Control Section/Job Number: 76011-45643A MDOT Project
State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.
State Transportation Commission - Does not meet criteria.
Contractor: C & D Hughes, Inc.
3097 Lansing Road
Charlotte, MI 48813
Designed By: MDOT
Engineer's Estimate: \$3,261,024.89

Description of Project:

2.0 km of bituminous pavement cold milling and resurfacing, widening, curb and gutter, enclosed drainage, watermain alterations, streetscaping, electrical, and irrigation on M-52 from Bath Road northerly to the eastbound ramps to I-69, in the city of Perry and Perry Township, Shiawassee County.

Administrative Board Approval Date:	March 4, 2003	
Contract Date:	April 15, 2003	
Original Contract Amount:	\$2,971,089.82	
Total of Overruns/Changes (Approved to Date):	103,728.63	+ 3.49%
Total of Extras/Adjustments (Approved to Date):	159,279.30	+ 5.36%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>95,997.59</u>	<u>+ 3.23%</u>
Revised Total	<u>\$3,330,095.34</u>	+ 12.08%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.85% over the original budget for an **Authorized to Date Amount** of \$3,234,097.75.

Approval of this extra will place the authorized status of the contract 12.08% or \$359,005.52 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 27, 28 r. 1, 29, 31, 32, 33 r. 3

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

CM 27

Installation of School Flashers		\$29,340.86
Conduit, Schedule 40, 75 mm	17.680 m @ \$27.30/m	<u>482.66</u>
Total		<u>\$29,823.52</u>

CM 28

Intersection Repair for Drainage		<u>\$12,170.83</u>
Total		<u>\$12,170.83</u>

CM 29

HMA Intersection Appr. Paving		<u>\$3,404.02</u>
Total		<u>\$3,404.02</u>

CM 31

Station Grading	128.000 m @ \$36.00/m	\$4,608.00
Retaining Walls at Willow St. Intersection		<u>400.00</u>
Total		<u>\$5,008.00</u>

CM 32

Irrigation System Additional Plumbing		<u>\$950.79</u>
Total		<u>\$950.79</u>

CM 33

Drainage Improvements-Rolfe St.		<u>\$44,640.43</u>
Total		<u>\$44,640.43</u>

Grand Total		<u>\$95,997.59</u>
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Reason(s) for Extra(s)/Adjustment(s):

CM 27

Two existing school crosswalks were located within the project limits. These crosswalks had advance school crossing flashing beacon warning signs. The project plans omitted replacement of these beacons although project work necessitated the removal of the flashing beacons. The flashing beacons were replaced and the extra unit cost for Installation of School Flashers is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

The project lighting plans listed 2 inch conduit at the intersection of M-52 and Rolfe St. Per the local codes, this conduit size was not adequate for the intended wires it was to contain. The contractor was directed to place 3 inch conduit in lieu of the 2 inch conduit. The extra cost for Conduit, Schedule 40, 75 mm was a negotiated unit price as per Section 103.04 of the 2003 Standard Specifications for Construction and is reasonable when compared to similar project work and relative quantities.

CM 28

The contractor was directed to repair drainage problems at two project intersections. The existing plans did not address the low points in the new grade. The plans did not place drainage structures and sewer in the low grade points to process the water into the new storm sewer system. The extra unit cost for Intersection Repair for Drainage is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

CM 29

As described in the above extra item (CM #28) additional drainage work was required at two project intersections. Additional paving work was required upon the completion of the storm sewer drainage repairs to repair the roadway back to the existing condition. The extra unit cost for HMA Intersection Appr. Paving is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

CM 31

Both of the extras on this contract modification were originally established on a previous contract modification. This contract modification will balance the extra to the final field measured quantity. The extra work item Station Grading was a negotiated unit price per Section 103.04 of the 1996 Standard Specifications for Construction and is reasonable when compared to similar work per MDOT's Average Unit Price Index. The extra work item Retaining Walls at Willow St. Intersection is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

CM 32

The extra item, Irrigation System Additional Plumbing, on this contract modification was requested by the city of Perry as part of the enhancement project and is 100% funded by the city of Perry. The additional plumbing was required to connect the new project irrigation system to the existing city water system located at the city of Perry Fire Station. The extra work item Irrigation System Additional Plumbing was a negotiated unit price as per Section 103.04 of the 2003 Standard Specifications for Construction, and is based on invoice costs that are reasonable when compared to similar project work and relative quantities.

CM 33

The new roadway grade caused upstream flooding on adjacent properties, specifically due to the raising of the roadway elevation per the project plans. The situation was reviewed with the MDOT statewide drainage specialist who informed the project office that corrections behind the curb and gutter were required. The extra contract item included earth grading, sewer work and restoration work that was completed behind the curb and gutter to properly address water flow to the new storm sewer system. The extra work item, Drainage Improvements-Rolfe St., is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

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, 61.85%; State Restricted Trunkline, 13.54%; City of Perry, 24.61%

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: 48872.

OVERRUNS

78. **Overrun 2005 -01**

Control Section/Job Number: 13093-74082A MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Michigan Paving & Materials Co.
P.O. Box 787
Belleville, MI 48111-0787

Designed By: MDOT
Engineer's Estimate: \$231,001.50

Description of Project:

2.30 mi of hot mix asphalt cold milling and resurfacing on M-199 from East Michigan Avenue to I-94 and from junction I-94 BL westerly to 27 Mile Road in the city of Albion, Sheridan Township, Calhoun County.

Administrative Board Approval Date:	October 21, 2003	
Contract Date:	December 21, 2003	
Original Contract Amount:	\$203,737.00	
Total of Overruns/Changes (Approved to Date):	20,373.70	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	795.00	+ 0.39%
THIS REQUEST	<u>3,067.34</u>	+ <u>1.51%</u>
Revised Total	<u>\$227,973.04</u>	+ 11.90%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.39% over the original budget for an **Authorized to Date Amount** of \$224,905.70.

Approval of this overrun will place the authorized status of the contract 11.90% or \$24,236.04 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 Cover	70.000 Lb @ \$3.00/Lb	\$210.00
Dr Structure Cover, Adj, Case 1	1.000 Ea @ \$500.00/Ea	500.00
HMA Approach	15.000 Ton @ \$60.00/Ton	900.00
HMA, 13A	28.089 Ton @ \$32.60/Ton	915.70
Shoulder, CI II	36.109 Ton @ \$15.00/Ton	<u>541.64</u>
Total		<u>\$3,067.34</u>

Reason(s) for Overrun(s):

There was not a sufficient quantity of the original contract items, Dr Structure Cover, and Dr Structure Cover, Adj, Case 1 to build the project per the plans and specifications. There were additional drainage structures that required adjustment to proper grade and/or required a new cover. These quantities were underestimated during the design phase.

The overage in the original pay items of HMA Approach; HMA, 13A; and Shoulder, CI II were necessary to build the proper roadway cross section per the project plans. The plan quantities for these items were underestimated during the design phase.

All work items are original contract pay items. The overrun cost is computed by calculating the contract bid prices with the necessary quantity.

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

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

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

Funding Source: State Restricted Trunkline, 95.83%; City of Albion, 4.17%

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

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

Cost Reduction: The price has been fixed by contract.

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

Zip Codes: 49224.

79. **Overrun 2005 - 02**

Control Section/Job Number: 50458-78650A Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Pro-Line Asphalt Paving Corp.
P.O. Box 177
Washington, MI 48094

Designed By: Consultant
Engineer's Estimate: \$234,382.55

Description of Project:

Construct Jefferson bike path from Hooker Road to Killewald Road in Macomb County.

Administrative Board Approval Date:	April 20, 2004	
Contract Date:	May 6, 2004	
Original Contract Amount:	\$172,765.20	
Total of Overruns/Changes (Approved to Date):	17,276.52	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	13,107.82	+ 7.59%
THIS REQUEST	<u>3,943.31</u>	+ <u>2.28%</u>
Revised Total	<u>\$207,092.85</u>	+ 19.87%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 17.59% over the original budget for an **Authorized to Date Amount** of \$203,149.54

Approval of this overrun will place the authorized status of the contract 19.87% or \$34,327.65 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

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

Subgrade Undercutting, Type II	80.000 Cyd @ \$17.26/Cyd	\$1,380.80
Aggregate Base, 6 inch	100.000 Syd @ \$6.59/Syd	659.00
Bicycle Path, HMA	34.799 Ton @ \$54.70/Ton	<u>1,903.51</u>
Total		<u>\$3,943.31</u>

Reason(s) for Overrun(s):

It was determined after the project began that the existing soil within the project limits was in worse condition than anticipated during design. The original work items, Subgrade Undercutting, Type II and Aggregate Base, 6 inch were correspondingly increased to remedy the situation. The additional subgrade undercut work was used to remove the poor soil, and additional aggregate base material was used to build the undercut section back to the proper grade.

The original contract item, Bicycle Path, HMA, was increased to provide a base course layer more capable of supporting the asphalt placement trucks and also to provide bicycle path longevity.

All work items are original contract pay items. The overrun cost is computed by calculating the contract bid prices with the necessary quantity.

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

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

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

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

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

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

Cost Reduction: The price has been fixed by contract.

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

Zip Codes: 48047.

80. **Overrun 2005 -03**

Control Section/Job Number: 82400-53780A Local Agency 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):	161,660.00	+ 10.50%
Total of Extras/Adjustments (Approved to Date):	60,122.36	+ 3.91%
THIS REQUEST	<u>2,000.00</u>	+ <u>0.13%</u>
Revised Total	<u>\$1,763,174.36</u>	+ 14.54%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.41% over the original budget for an **Authorized to Date Amount** of \$1,761,174.36.

Approval of this overrun will place the authorized status of the contract 14.54% or \$223,782.36 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board:

Item Number	Amount	SAB Date
2004-44	\$7,720.80	12/07/04

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

Pedestal, Fdn	2.000 ea @ \$875.00/ea	1,750.00
Pedestal, Rem	1.000 ea @ \$250.00/ea	<u>250.00</u>
Total		<u>\$2,000.00</u>

Reason(s) for Overrun(s):

The first overrun request for this project was originally processed and approved at the December 7, 2004, State Administrative Board meeting. Due to a transposition of the numbers, the quantity in the overrun request was submitted incorrectly. The overrun request for the work items of Pedestal, Fdn and Pedestal, Rem were understated. This request adjusts the quantities to the actual overrun quantity.

The above mentioned items were detailed on the plans, but the original contract quantity was not sufficient to cover the planned work. All work items are original contract pay items. The overrun cost is computed by calculating the contract bid prices with the necessary quantity.

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.

81. **Overrun 2005 -04**

Control Section/Job Number: 30062-77426A MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Michigan Paving & Materials Co.
P.O. Box 787
Belleville, MI 48111-0787

Designed By: MDOT
Engineer's Estimate: \$186,288.32

Description of Project:

1.003 mi of paver placed surface seal and overband crack on US-12 from the west side of the east M-99 intersection to just east of the east village limits of Jonesville, and on M-99 from the south side of the US-12 intersection to just south of Strait Street in the village of Jonesville, in Fayette Township, Hillsdale County. A 2004 highway preventive maintenance project.

Administrative Board Approval Date:	February 3, 2004	
Contract Date:	March 11, 2004	
Original Contract Amount:	\$203,675.00	
Total of Overruns/Changes (Approved to Date):	20,367.50	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>5,680.12</u>	+ <u>2.79%</u>
Revised Total	<u>\$229,722.62</u>	+ 12.79%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$224,042.50.

Approval of this overrun will place the authorized status of the contract 12.79% or \$26,047.62 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:

Paver Placed Surface Seal, Type B, Warranty	1,071.721 Syd @ \$5.30/Syd	<u>\$5,680.12</u>
Total		<u>\$5,680.12</u>

Reason(s) for Overrun(s):

Several contract items were over the original quantity. The largest of which is the pay item for Paver Placed Surface Seal, Type B, Warranty. The reason for the general overrun on this project is due to a revision to the project begin and end limits just prior to letting. The increased project limits were noted on the project log/plans, but project pay quantities were not re-calculated. The pay quantities should have been increased for the additional length of the project.

All work items are original contract pay items. The overrun cost is computed by calculating the contract bid prices.

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

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

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

Funding Source: FHWA, 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: 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: 49250.

82. **Overrun 2005 - 05**

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

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

State Transportation Commission - Does not meet criteria.

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

Designed By: MDOT

Engineer's Estimate: \$2,251,260.33

Description of Project:

Deck replacement, painting, pin and hanger, substructure and abutment repair, and approach work on I-696 under St. Augustine, Couzens Street and Dequindre Avenue in the cities of Warren and Madison Heights, Macomb and Oakland Counties.

Administrative Board Approval Date:	December 17, 2002	
Contract Date:	February 14, 2003	
Original Contract Amount:	\$2,199,842.03	
Total of Overruns/Changes (Approved to Date):	219,984.20	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	1,399,840.01	+ 63.63%
THIS REQUEST	<u>93,016.39</u>	+ <u>4.23%</u>
Revised Total	<u>\$3,912,682.63</u>	+ 77.86%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 73.63% over the original budget for an **Authorized to Date Amount** of \$3,819,666.24.

Approval of this overrun will place the authorized status of the contract 77.86% or \$1,712,840.60 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

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

Conc Barrier, Temp, Relocated	1739.500 Ft @ 20.00/Ft	\$34,790.00
Reinforcement, Steel, Epoxy Coated	82,009.000 Lb @ \$0.71/Lb	<u>58,226.39</u>
Total		<u>\$93,016.39</u>

Reason(s) for Overrun(s):

The reason for the project overrun was due primarily to two issues, relocating temporary concrete barrier for work zone protection and reinforcing steel.

The work item Conc Barrier, Temp, Relocated, was necessary for the safe and orderly flow of traffic along with protection of supporting bridge features. This work item was identified on the plans, but the original plan quantity was not sufficient as the barrier wall had to be relocated numerous times. As an additional reason, a portion of one structure within the project was changed from an overlay to a complete deck replacement. This change required the use of temporary bridge supports, which had to be protected with temporary concrete barrier.

As mentioned previously, a portion of one bridge structure was changed from a deep overlay to a complete deck replacement due to existing conditions. Once hydrodemolition work began, it was determined that the existing bridge deck was over 50% deteriorated. The new deck replacement involved all new reinforcing steel, which was not called for in the plans. This additional steel, over the plan quantity, was incorporated into the project at the unit bid cost of Reinforcement, Steel, Epoxy Coated.

Both work items listed above are original contract pay items. The overrun cost is computed by calculating the contract bid prices.

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

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

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

Funding Source: FHWA, 90%; State Restricted Trunkline, 9.35%; City of Warren, 0.42%; Madison Heights, 0.23%

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

Risk Assessment: The 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: 48088, 48071.

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